NACOmatic

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Kindle-DX Index; by AptID **Use "Menu", then "Goto Page"**

IA Min Alt#3 - 12
IA Min TO#3 - 17
KS Min Alt#2 - 350
KS Min Rdr#2 - 355
KS Min TO#2 - 356
MN Min Alt#1 - 709
MN Min Rdr#1 - 714
MN Min TO#1 - 717
MO Min Alt#3 - 1197
MO Min Rdr#3 - 1202
MO Min TO#3 - 1203
ND Min Alt#1 - 1657
ND Min Rdr#1 - 1662
ND Min TO#1 - 1665
NE Min Alt#2 - 1804
NE Min Rdr#2 - 1809
NE Min TO#2 - 1810
SD Min Alt#1 - 2117
SD Min Rdr#1 - 2122
SD Min TO#1 - 2125
04W - 871
04Y - 861
06D - 1789
08D - 1792
08K - 1928
0B4 - 1925
0D8 - 2157
0V3 - 1976
12D - 1163
12K - 2094
13K - 419
14Y - 892
16D - 1066
1D1 - 2170
1H0 - 1553
1K1 - 383
1MO - 1478
21D - 1122
2C8 - 1692
2D5 - 1787
2H2 - 1219
2K3 - 487
2K7 - 530
3AU - 375
3EX - 1280
3GV - 1304
3H4 - 1749
3JC - 490
3SQ - 1529
3Y2 - 346
3Y3 - 349
46D - 1688
47K - 528
48Y - 1069
49B - 2222
4C8 - 33
4D8 - 238
4K3 - 1436
4K6 - 55
4V4 - 1786
4V9 - 1983
55Y - 1099
5H4 - 1744
5N8 - 1689
6D8 - 1794
6M6 - 1464
7K5 - 1760
84D - 2156
8C4 - 319
8K2 - 453
8V2 - 1840
8WC - 1501
93Y - 1887
94K - 1259
96D - 1798
9D1 - 2159
9K8 - 492
9V5 - 2070
9V6 - 2169
9V9 - 2154
AAO - 669
ABR - 2138
ACQ - 1175
ADC - 1169
ADT - 374
ADU - 50
AEL - 732
AFK - 1979
AHQ - 2105
AIA - 1831
AIO - 48
AIT - 731
AIZ - 1330
ALO - 327
AMW - 38
ANE - 915
ANW - 1822
ANY - 371
AOV - 1221
AQP - 739
ATY - 2224
AUH - 1842
AUM - 741
AWG - 323
AXA - 35
AXN - 736
BBB - 757
BBG - 1234
BBW - 1857
BDE - 747
BDH - 1179
BEC - 674
BFF - 2072
BFW - 1102
BIE - 1848
BIS - 1678
BJI - 751
BKX - 2149
BNW - 57
BPP - 1686
BRD - 763
BRL - 62
BTA - 1855
BTN - 2147
BUB - 1861
BUM - 1240
BVN - 1828
BWP - 1795
C25 - 342
CAV - 96
CBF - 109
CBG - 777
CBK - 394
CCY - 87
CDR - 1867
CEA - 679
CEK - 1883
CFE - 773
CFV - 391
CGI - 1249
CHQ - 1260
CHT - 1261
CHU - 775
CID - 72
CIN - 69
CJJ - 114
CKC - 851
CKN - 791
CKP - 91
CNB - 784
CNC - 83
CNK - 397
CNP - 1873

CNU - 387
COQ - 786
COU - 1266
CQM - 790
CRZ - 107
CSB - 1863
CSQ - 117
CWI - 99
CYW - 389
CZD - 1880
D00 - 730
D05 - 1719
D09 - 1685
D37 - 1170
D39 - 1101
D42 - 1109
D50 - 1695
D60 - 1793
DBQ - 146
DDC - 400
DEH - 127
DIK - 1704
DLH - 802
DMO - 1511
DNS - 130
DSM - 133
DTL - 795
DVL - 1696
DVN - 120
DVP - 1104
DXE - 1277
DXX - 895
DYT - 817
EAG - 156
EAR - 1943
EBS - 343
EFC - 2146
EFW - 205
EGQ - 160
EGT - 665
EHA - 411
EIW - 1486
ELO - 819
EMP - 416
EOK - 208
EOS - 1480
EQA - 406
EST - 164
ETH - 1178
EVM - 824
EVU - 1449
EWK - 531
EZZ - 1246
FAM - 1281
FAR - 1708
FBL - 835
FBY - 1890
FCM - 938
FES - 1285
FET - 1900
FFL - 168
FFM - 839
FKA - 1073
FLV - 614
FMZ - 1893
FNB - 1897
FOD - 174
FOE - 636
FOZ - 760
FRI - 421
FRM - 827
FSD - 2206
FSE - 845
FSK - 424
FSW - 182
FTT - 1298
FXY - 171
FYG - 1651
GAF - 1721
GBD - 448
GCK - 427
GCT - 190
GDB - 857
GFK - 1723
GFZ - 185
GGF - 1920
GGI - 186
GHW - 849
GLD - 441
GLY - 1264
GPH - 1467
GPZ - 853
GRI - 1909
GRN - 1902
GTE - 1905
GWR - 1741
GYL - 846
H19 - 1231
H21 - 1244
H88 - 1294
HAE - 1308
HBC - 1784
HCD - 873
HCO - 859
HDE - 1936
HEI - 1748
HFJ - 1458
HIB - 863
HIG - 1315
HJH - 1933
HLC - 464
HNR - 197
HON - 2161
HPT - 193
HQG - 466
HRU - 462
HSI - 1929
HSR - 2160
HUT - 469
HYS - 454
HZE - 1746
HZX - 913
I75 - 255
IAB - 681
IBM - 1951
ICL - 93
ICR - 2233
ICT - 688
IDP - 479
IEN - 2189
IFA - 203
IIB - 199
IKV - 44
IML - 1940
INL - 875
IOW - 200
IRK - 1400
ISB - 292
ISN - 1800
IXD - 543
JEF - 1317
JKJ - 1041
JLN - 1322
JMR - 1045
JMS - 1751
JYG - 1119
JYR - 2113
K02 - 1492
K07 - 1503
K15 - 1489
K33 - 1508
K34 - 440
K38 - 664

K52 - 1460
K57 - 1642
K59 - 372
K61 - 380
K78 - 368
K81 - 584
K82 - 632
K88 - 484
K89 - 1437
LBF - 1995
LBL - 501
LBO - 1419
LCG - 2107
LEM - 2166
LJF - 887
LLU - 1417
LNK - 1956
LQR - 495
LRJ - 219
LRY - 1312
LVN - 963
LWC - 496
LWD - 217
LXL - 890
LXN - 1953
LXT - 1422
LYO - 510
M05 - 1256
M17 - 1225
M85 - 1303
MAW - 1440
MBG - 2178
MBY - 1455
MCI - 1335
MCK - 1968
MCW - 230
MDS - 2167
MEJ - 526
MEY - 222
MGG - 904
MHE - 2173
MHK - 514
MHL - 1446
MIB - 1762
MIC - 970
MIW - 227
MJQ - 884
MKA - 2171
MKC - 1372
MKT - 896
MLE - 2007
MML - 908
MNF - 1479
MO3 - 1636
MO8 - 1238
MOT - 1773
MOX - 1046
MPR - 522
MPZ - 241
MSP - 978
MUT - 242
MVE - 1040
MWM - 1184
MXO - 239
MYJ - 1451
MYZ - 521
MZH - 1043
NRN - 536
NVD - 1483
ODX - 2059
OEL - 540
OFF - 2010
OFK - 1985
OGA - 2001
OIN - 542
OJC - 562
OKS - 2063
OLU - 1874
OLZ - 251
OMA - 2027
ONA - 1187
ONL - 2055
OOA - 258
OQW - 225
ORB - 1054
ORC - 254
OTG - 1192
OTM - 262
OVL - 1052
OWA - 1058
OWI - 582
OXV - 215
PEA - 270
PHG - 589
PHP - 2181
PIR - 2182
PKD - 1062
PLK - 1496
PMB - 1788
PMV - 2066
PNM - 1074
POF - 1498
POH - 277
PPF - 586
PQN - 1070
PRO - 273
PTS - 592
PTT - 597
PWC - 1067
RAP - 2190
RBE - 1845
RCA - 2196
RCM - 1648
RDK - 279
RDR - 1732
RGK - 1077
ROS - 1097
ROX - 1093
RPB - 377
RRQ - 283
RRT - 1171
RSL - 600
RST - 1083
RUG - 1790
RWF - 1081
RYM - 778
S25 - 1799
S32 - 1693
SAZ - 1154
SBU - 762
SCB - 2081
SDA - 289
SET - 1530
SGF - 1519
SGS - 1105
SHL - 286
SIK - 1515
SKI - 285
SLB - 315
SLN - 603
SNY - 2088
SOY - 294
SPF - 2220
SPW - 309
STC - 1110
STJ - 1532
STL - 1556
STP - 1125
SUS - 1618
SUX - 295
SWT - 2084
SYF - 635
SZL - 1406

TBN - 1286
TIF - 2098
TKC - 1165
TKX - 1395
TNU - 246
TOB - 799
TOP - 649
TQE - 2095
TQK - 611
TRX - 1644
TVB - 1242
TVF - 1155
TVK - 81
TWM - 1167
TZT - 52
UBX - 1276
UKL - 384
ULM - 1050
ULS - 659
UNO - 1654
UUV - 1639
VER - 1228
VIH - 1504
VMR - 2223
VTI - 321
VTN - 2102
VVV - 1056
WLD - 706
XVG - 893
Y19 - 1761
YKN - 2236

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANKENY, IA
ANKENY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36
NA when local weather not available.

ATLANTIC, IA
ATLANTIC MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 800-2½.
NA when local weather not available.

BRANSON, MO
BRANSON ..... **RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

BURLINGTON, IA
SOUTHEAST IOWA
RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30
NA when local weather not available.
[1]ILS,LOC, Category D, 800-2¼.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU
RGNL ..... **ILS or LOC Rwy 10[12]**
LOC/DME BC Rwy 28[1]
RNAV (GPS) Rwy 10[1]
RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[3]Categories A,B,C,D, 900-2¼.

NAME — ALTERNATE MINIMUMS

CEDAR RAPIDS, IA
THE EASTERN IOWA ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.
[1]NA when control tower closed.

CHARITON, IA
CHARITON MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 17
NA when local weather not available.

CHARLES CITY, IA
NORTHEAST
IOWA RGNL ..... **LOC Rwy 12**
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

CHEROKEE, IA
CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.
[1]Categories A, B, 800-2¼.

CLARINDA, IA
SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA
CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CLINTON, IA
CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO
COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA
COUNCIL
BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA
CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA
DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA
DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

DES MOINES, IA
DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

DUBUQUE, IA
DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA
ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA
FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FOREST CITY, IA
FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

FORT DODGE, IA
FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

FORT LEONARD WOOD, MO
WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

GRINNELL, IA
GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31
NA when local weather not available.

HARRISONVILLE, MO
LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13

NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL ... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]

NA when local weather not available.
[1]Categories A,B, 900-2.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[23]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NAME ALTERNATE MINIMUMS

OTTUMWA, IA
OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

PELLA, IA
PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI .... **RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA
RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ST. CHARLES, MO
ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

ST. JOSEPH, MO
ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[12]
LOC BC Rwy 17[13]
RADAR-1[4]
VOR or TACAN Rwy 17[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

NAME ALTERNATE MINIMUMS

ST. LOUIS, MO
LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS .... **ILS or LOC Rwy 8R**[13]
ILS or LOC Rwy 26L[24]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[15]
RNAV (GPS) Rwy 26L[15]
RNAV (GPS) Rwy 26R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA
SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA
SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4
NA when local weather not available.

SIOUX CITY, IA
SIOUX GATEWAY/COLONEL
BUD DAY FIELD ..... **ILS or LOC Rwy 13**[13]
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA
SPENCER MUNI ..... **VOR or GPS Rwy 12**[1]
VOR Rwy 30[2]
[1]Category D, 800-2¼.
[2]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12**[1]
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI (AMW)
AMDT 3 88322 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 13, 31,** climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

NAME	TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO
CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA
THE EASTERN IOWA (CID)
AMDT 2 90067 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1300 before turning left.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA - environmental. **Rwy 36,** 300 -1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 2 88182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2.
DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21,** tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32,** antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA
DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)
NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO
DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.
NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA
DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA
EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.
NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA
EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.
NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO
EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA
FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO
FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)
DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO
FESTUS MEMORIAL (FES)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI (HNR)
ORIG 90179 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)
AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)
AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)
AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)
AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO
KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)
NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA
KEOKUK MUNI (EOK)
ORIG 06271 (FAA)
NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO
KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.
NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA
KNOXVILLE (OXV)
ORIG 10098 (FAA)
NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO
LAMAR MUNI (LLU)
ORIG 08101 (FAA)
NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/ 1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.

NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

ORIG 87099 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1300 before turning.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2 .

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)

ORIG 07018 (FAA)

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI (MPZ)
AMDT 1 99026 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.
Rwy 13, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upto 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO
ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.
NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (STL)

AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R,** multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI (SOY)
AMDT 1 94034 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA
WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO
WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.
NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA
WATERLOO RGNL (ALO)
ORIG 06271 (FAA)
NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA
WAVERLY MUNI (C25)
ORIG 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA
WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO
WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.
NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

APP CRS	Rwy Idg	3400
307°	TDZE	963
	Apt Elev	963

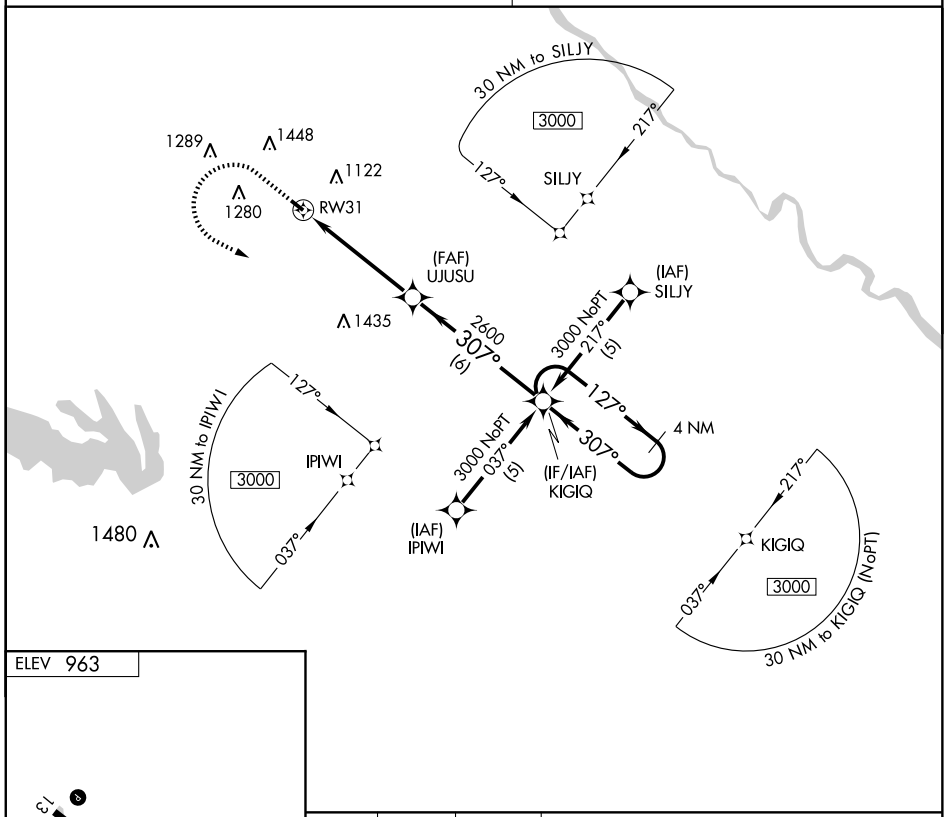
RNAV (GPS) RWY 31

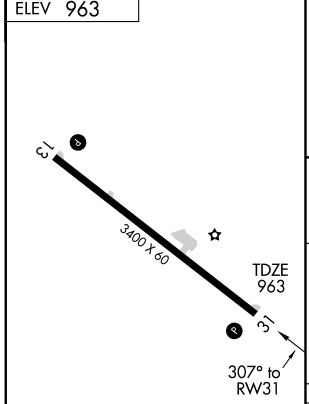
ALBIA MUNI (4C8)

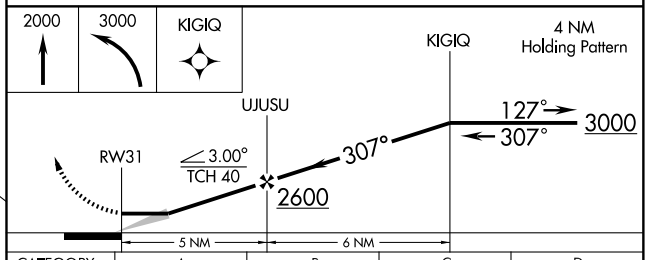
Use Ottumwa altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 497 (500-1)		NA	
CIRCLING	1460-1 497 (500-1)		NA	

MIRL Rwy 13-31

NC-3. 08 APR 2010 to 06 MAY 2010

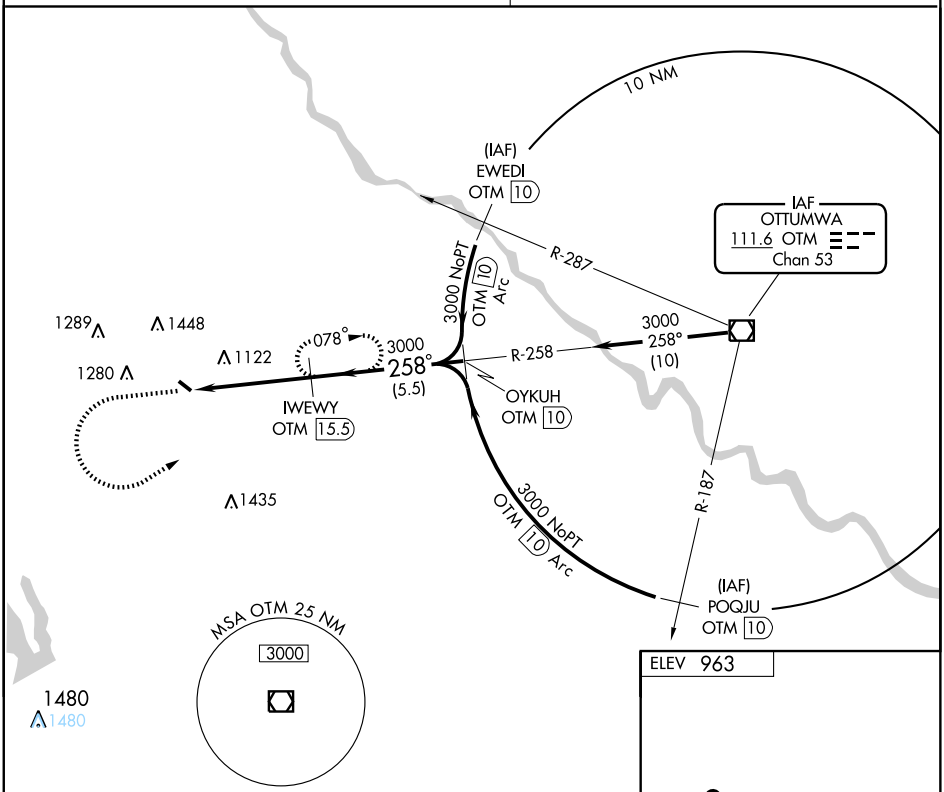
VOR/DME OTM	APP CRS	Rwy Idg	N/A
111.6	258°	TDZE	N/A
Chan 53		Apt Elev	963

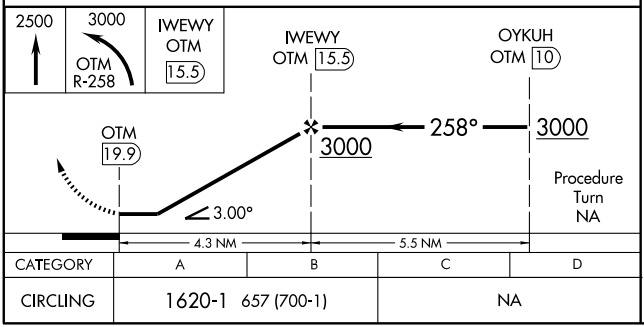
VOR/DME-A
ALBIA MUNI (4C8)

T NA — Use Ottumwa altimeter setting.

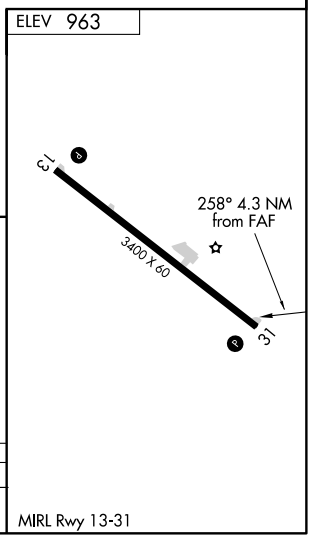
MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1620-1 657 (700-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

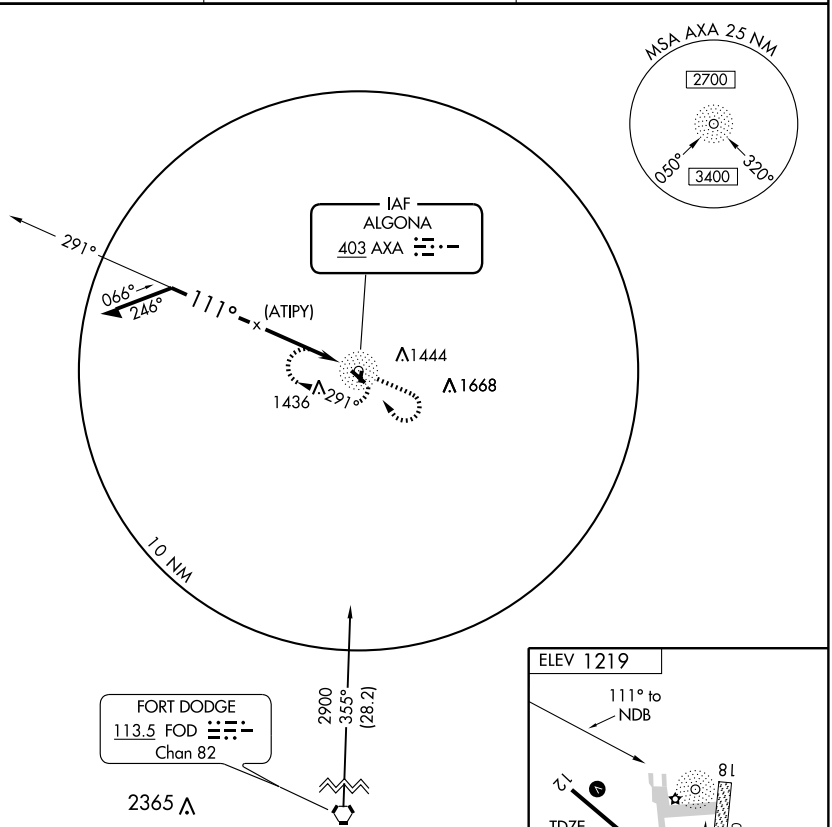
NDB AXA	APP CRS	Rwy Idg	3960
403	111°	TDZE	1219
		Apt Elev	1219

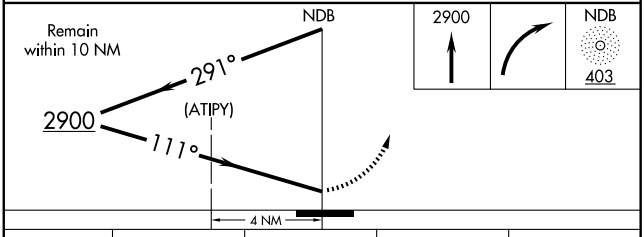
NDB or GPS RWY 12

ALGONA MUNI (AXA)

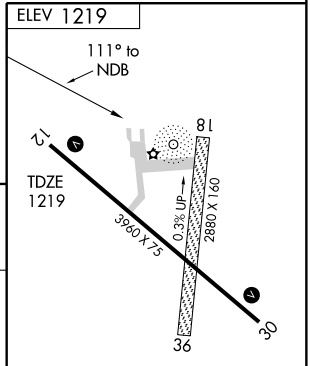
MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1840-1	621 (700-1)	NA	
CIRCLING	1840-1	621 (700-1)	NA	



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

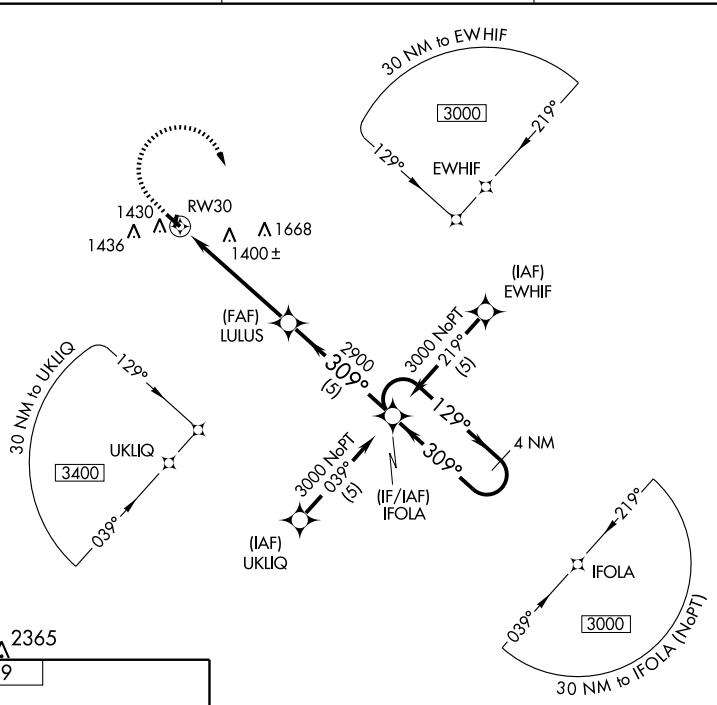
APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

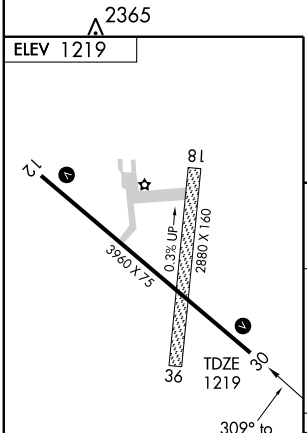
RNAV (GPS) RWY 30
ALGONA MUNI (AXA)

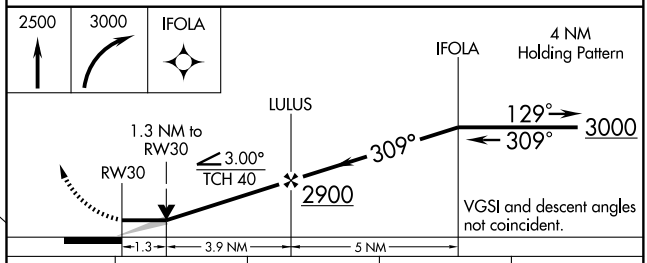
T
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 441 (500-1)		NA	
CIRCLING	1740-1 521 (600-1)		NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

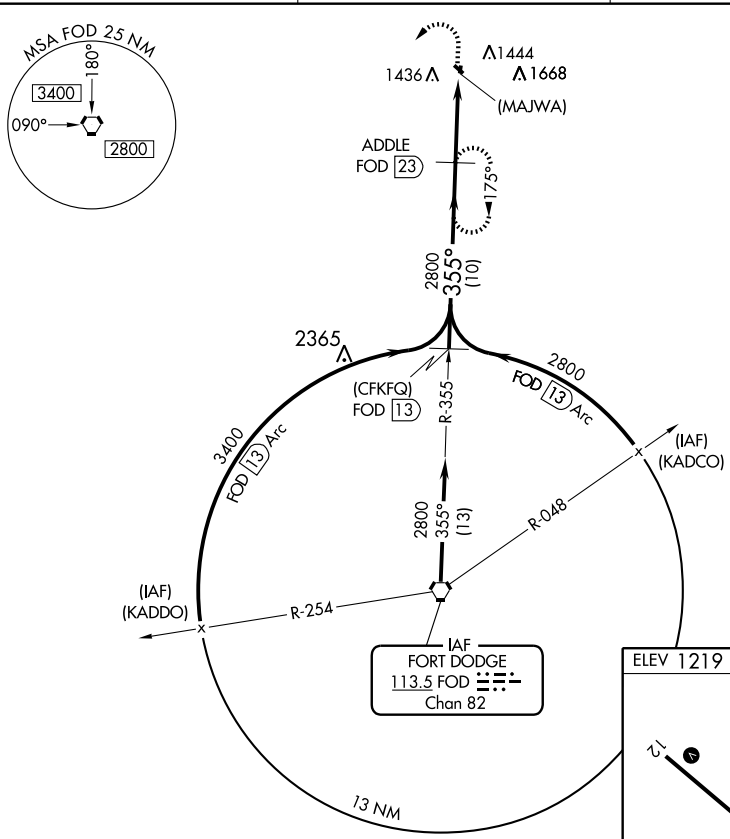
VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg N/A TDZE N/A Apt Elev 1219

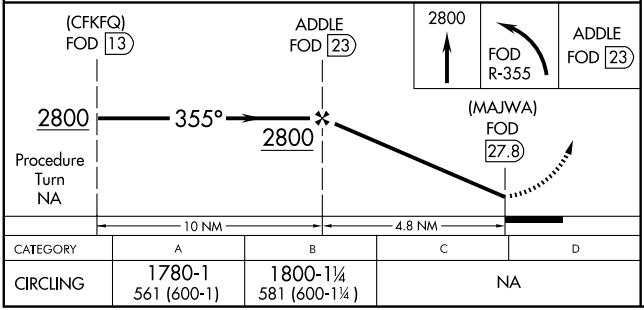
VOR/DME or GPS-A

ALGONA MUNI (AXA)

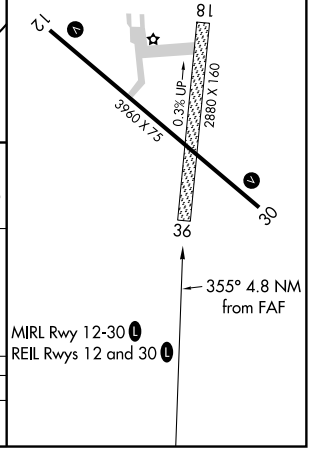
MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-EEE	APP CRS	Rwy Idg	5701
110.7	014°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 1

AMES MUNI (AMW)

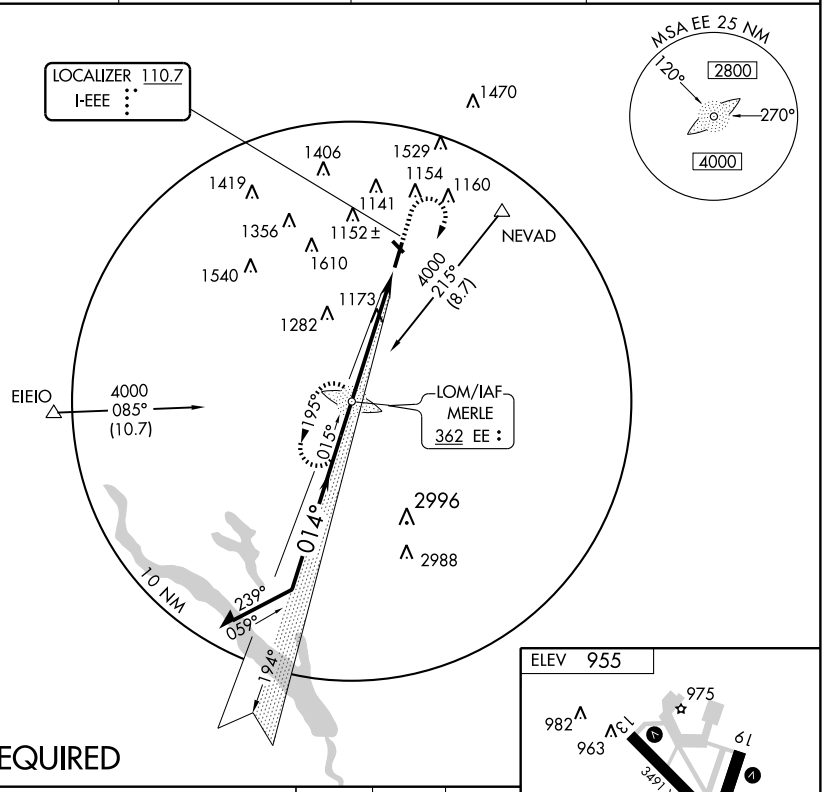
For inoperative MALSR, increase S-LOC 1 Cats A/B visibility to 1.

NA

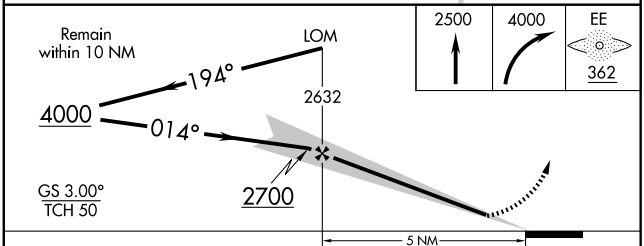
MALSR

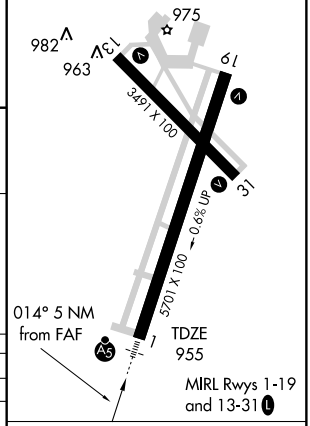
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)



ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 1	1261-¾ 305 (400-¾)			
S-LOC 1	1440-¾ 485 (500-¾)			1440-1 485 (500-1)
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	1520-2 565 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 1

AMES MUNI (AMW)

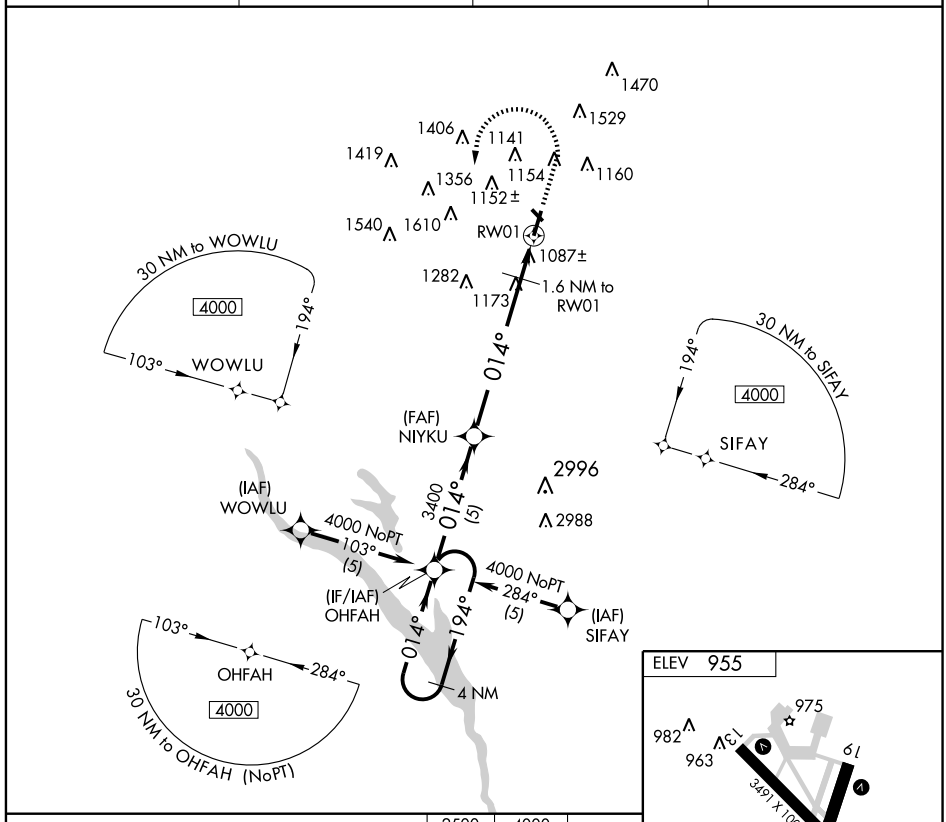
APP CRS	Rwy Idg	5701
014°	TDZE	955
	Apt Elev	955

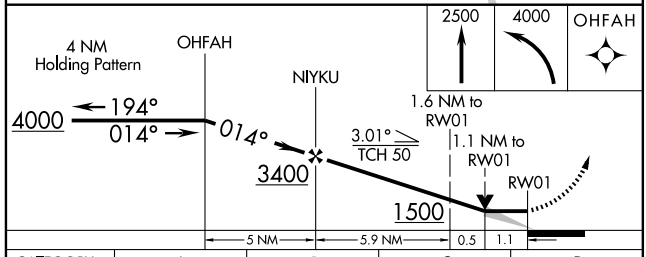
For inoperative MALSR, increase LNAV Cat D visibility to 1¼.
DME/DME RNP-0.3 NA.

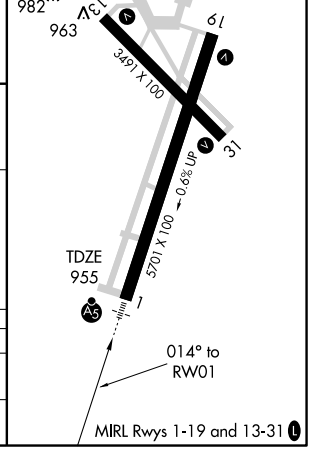
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1340-½ 385 (400-½)			1340-1 385 (400-1)
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	1520-2 565 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3491
133°	TDZE	930
	Apt Elev	955

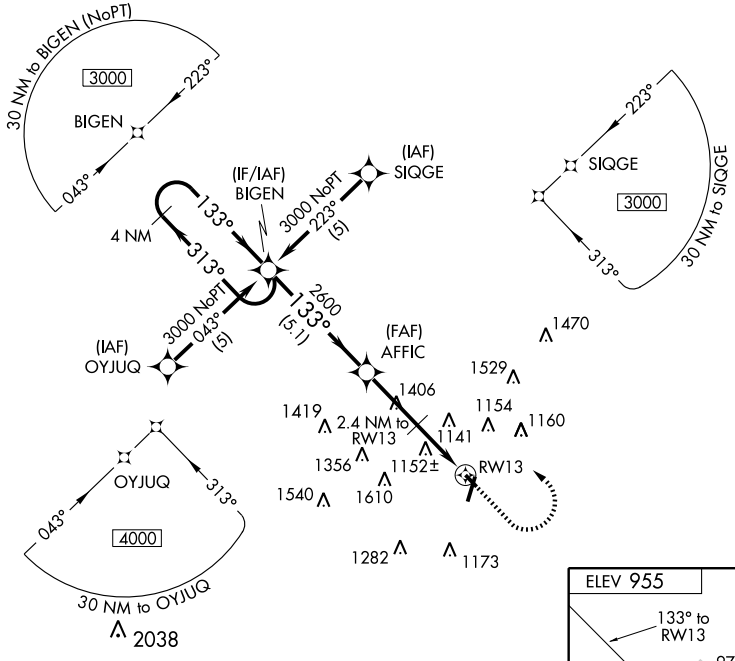
RNAV (GPS) RWY 13

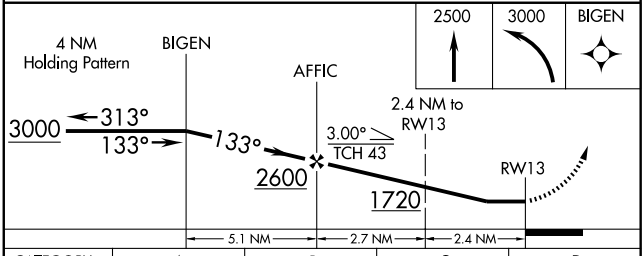
AMES MUNI (AMW)

NA DME/DME RNP-0.3 NA.

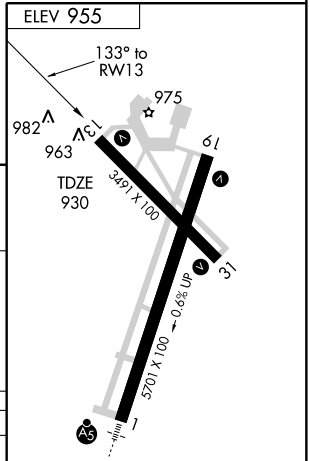
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct BIGEN WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 (L)	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1	490 (500-1)	1420-1¼ 490 (500-1¼)	NA
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5701
194°	TDZE	937
	Apt Elev	955

RNAV (GPS) RWY 19

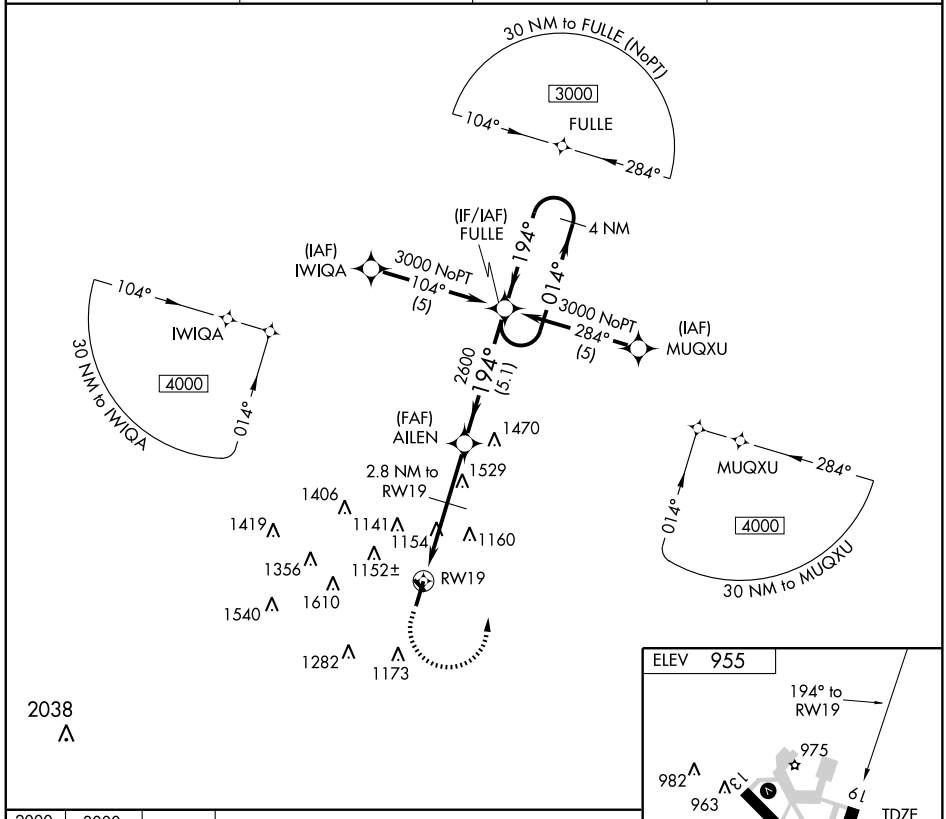
AMES MUNI (AMW)

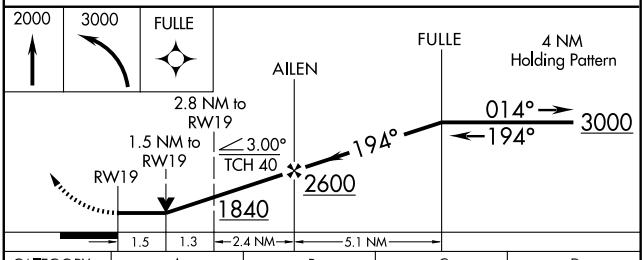
NA

DME/DME RNP-0.3 NA.

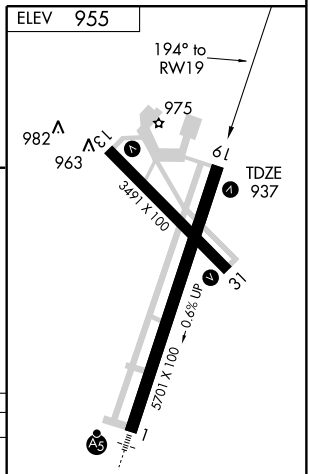
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	NA
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	NA



MIRL Rwys 1-19 and 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

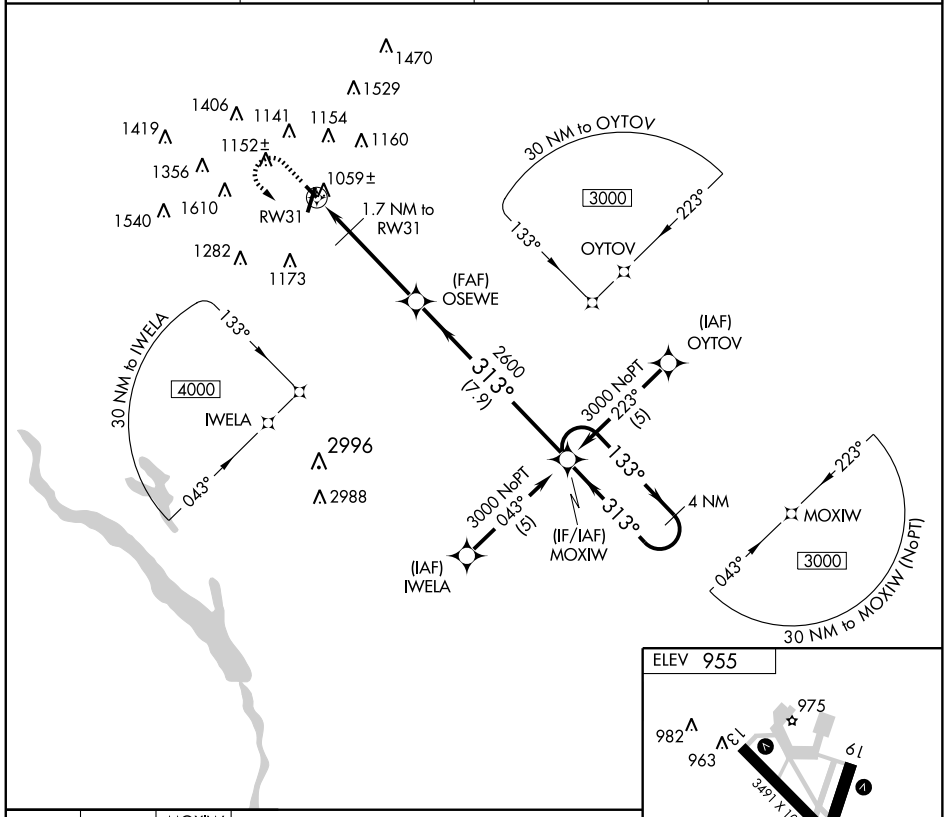
APP CRS	Rwy Idg	3491
313°	TDZE	930
	Apt Elev	955

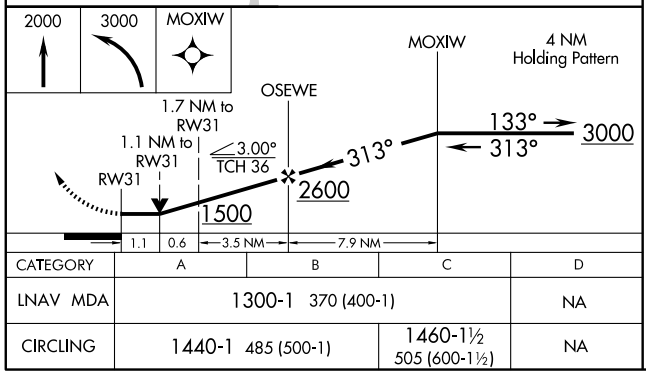
RNAV (GPS) RWY 31
AMES MUNI (AMW)

DME/DME RNP-0.3 NA.

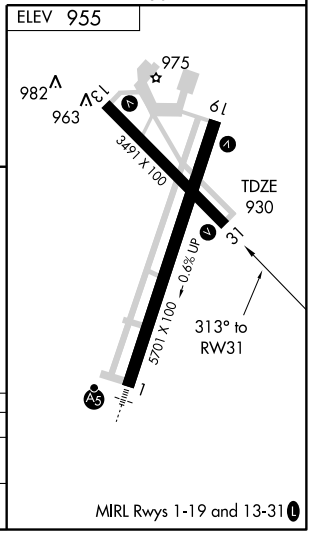
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1 370 (400-1)			NA
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA



MIRL Rwys 1-19 and 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

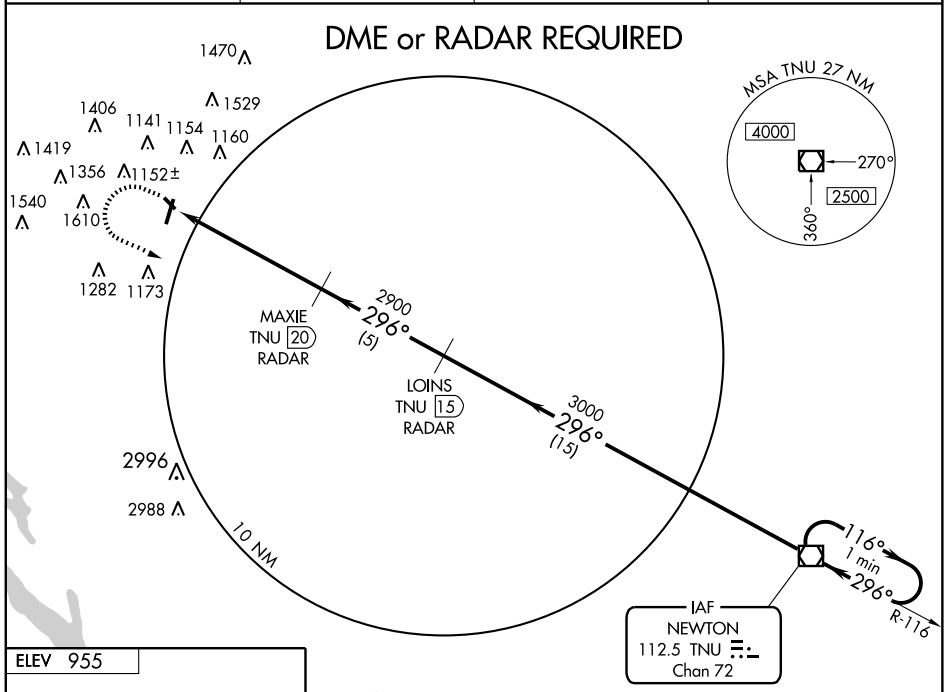
VOR/DME TNU	APP CRS	Rwy Idg	3491
112.5	296°	TDZE	930
Chan 72		Apt Elev	955

VOR RWY 31
AMES MUNI (AMW)

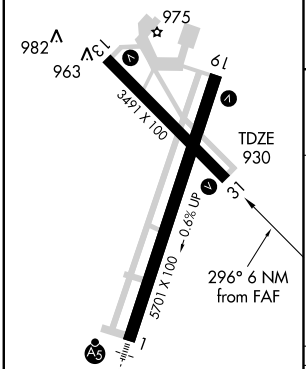
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 (L)	122.7 (CTAF)

DME or RADAR REQUIRED

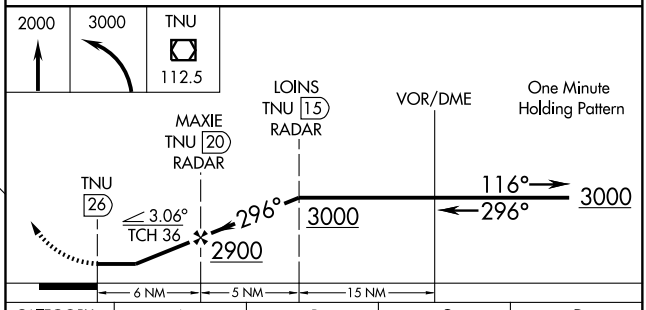


NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise 081.



MIRL Rwys 1-19 and 13-31 (L)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-FVH	APP CRS	Rwy Idg	5500
111.1	357°	TDZE	891
Chan 48		Apt Elev	910

ILS or LOC RWY 36

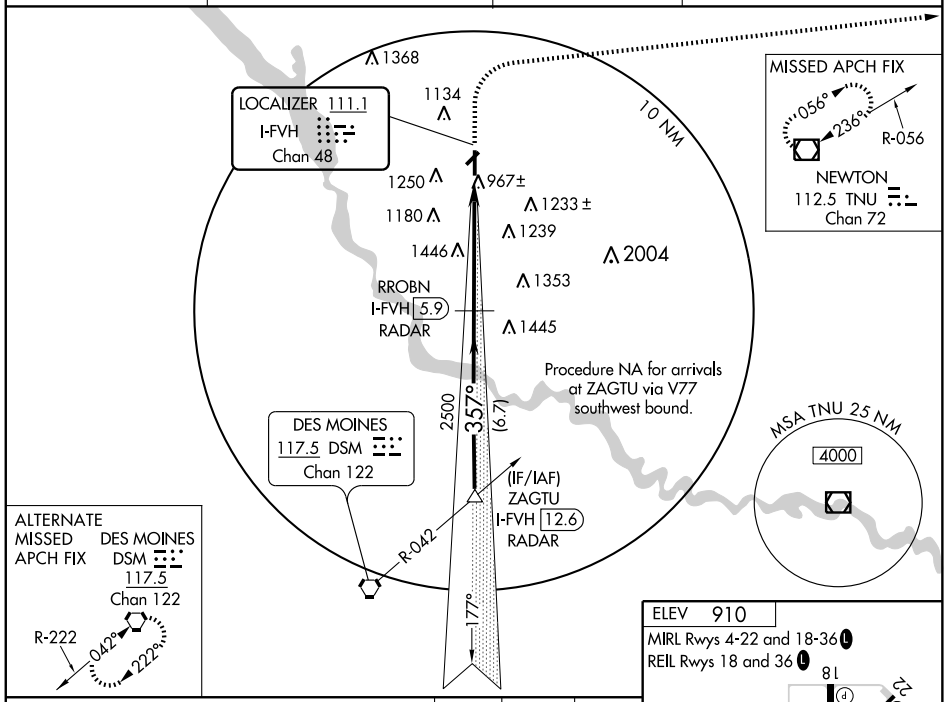
ANKENY RGNL (IKV)

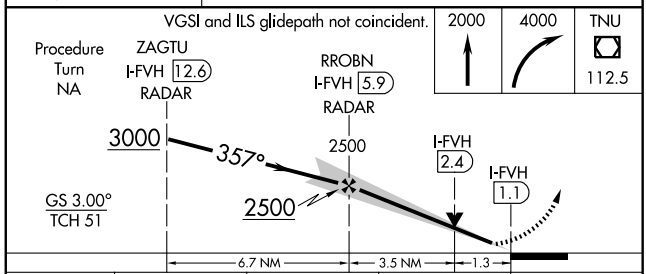
Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility ¼ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

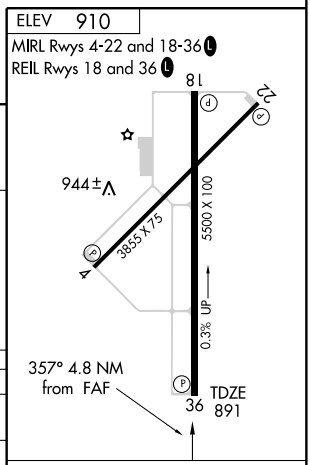
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	1141-¾ 250 (300-¾)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1¼ 429 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 08 APR 2010 to 06 MAY 2010

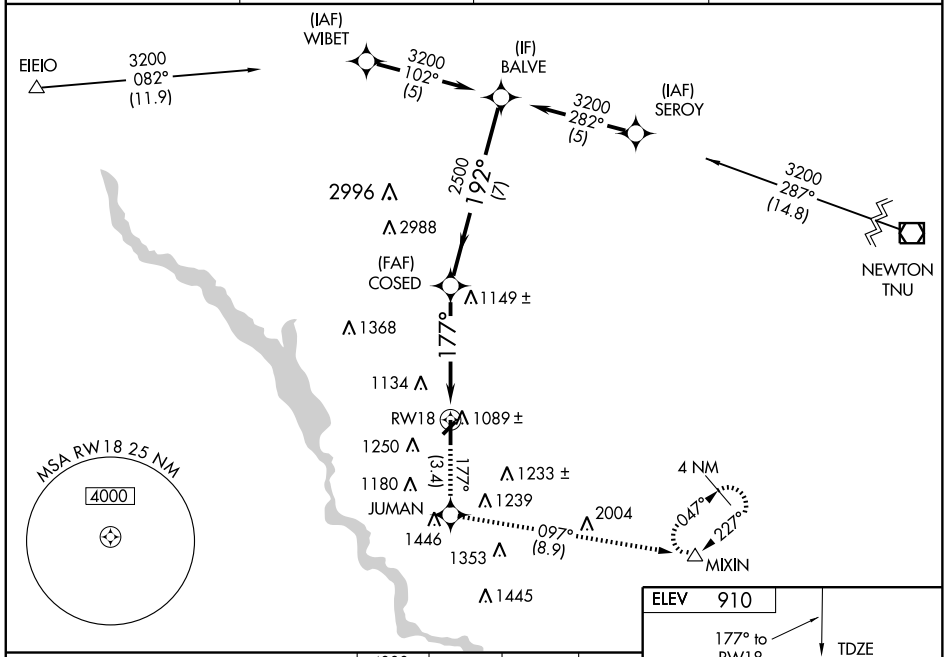
APP CRS	Rwy Idg	5500
177°	TDZE	903
	Apt Elev	910

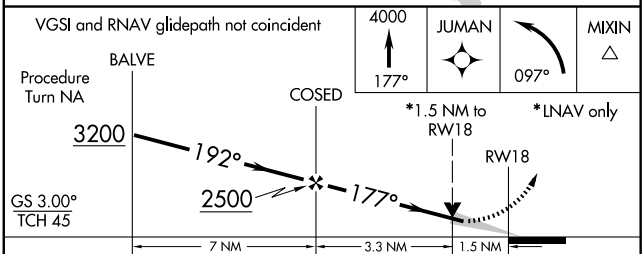
RNAV (GPS) RWY 18
ANKENY RGNL (IKV)

DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

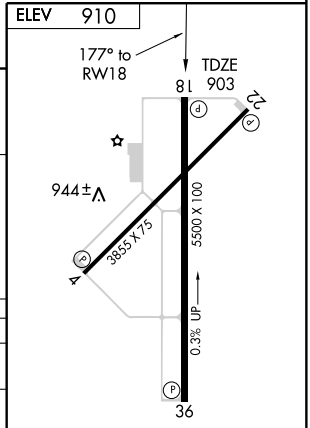
MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1 437 (500-1)		1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½ 650 (700-1½)		1560-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

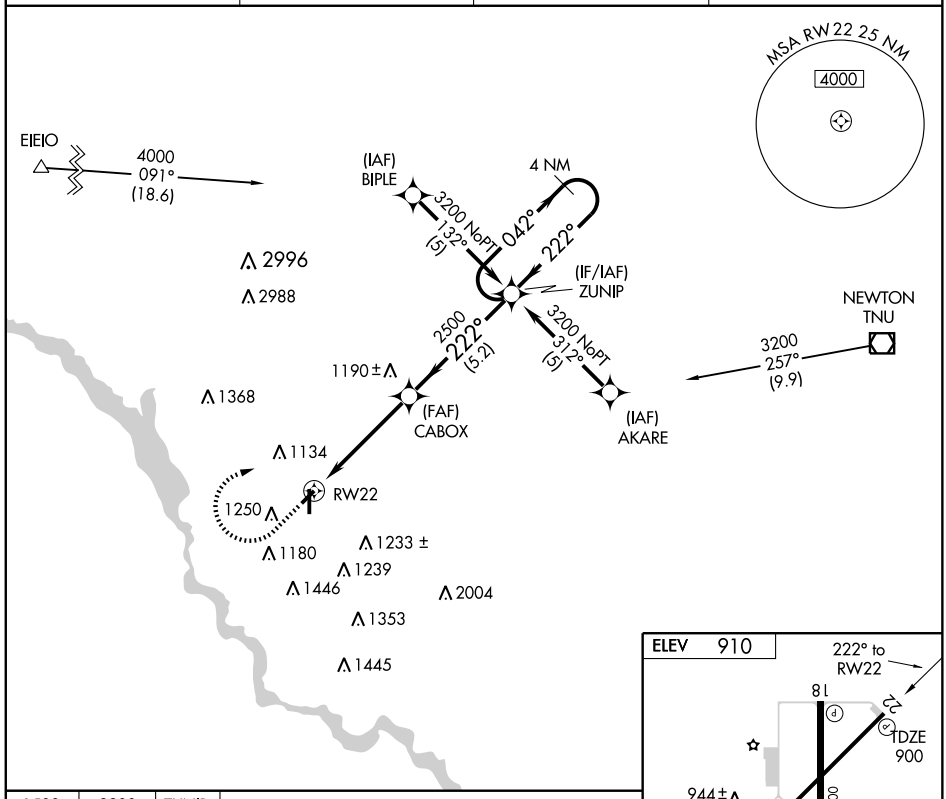
APP CRS	Rwy Idg	3855
222°	TDZE	900
	Apt Elev	910

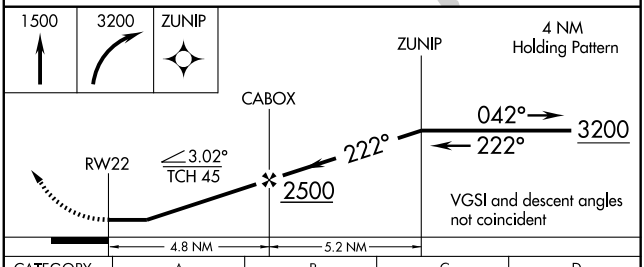
RNAV (GPS) RWY 22
ANKENY RGNL (IKV)

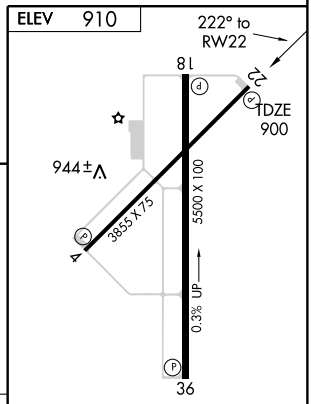
DME/DME RNP- 0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 480 (500-1)		1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

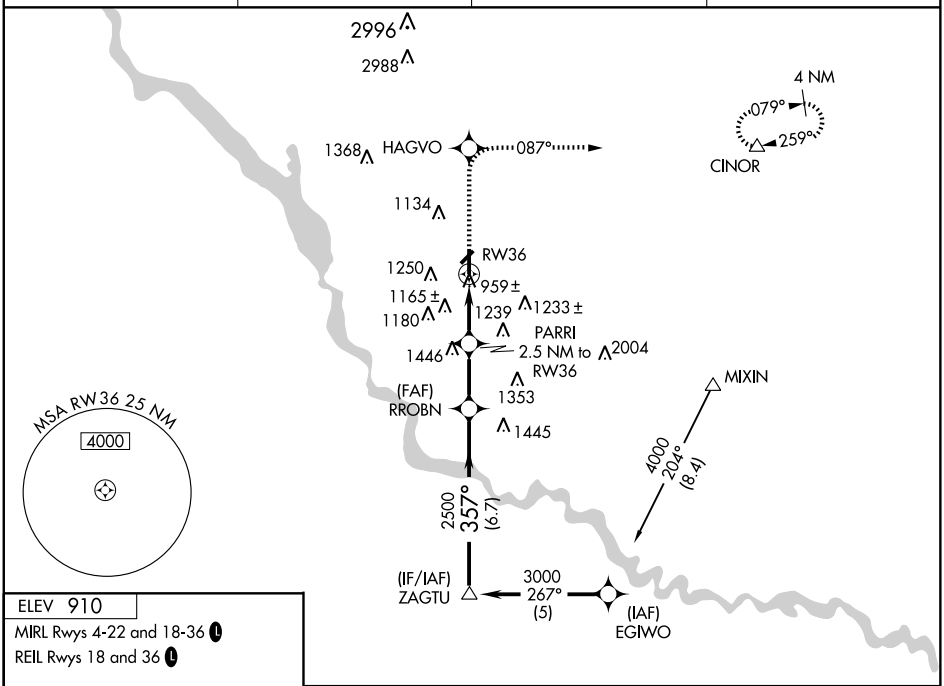
WAAS	APP CRS	Rwy Idg	5500
CH 70512	357°	TDZE	891
W36A		Apt Elev	910

RNAV (GPS) RWY 36
ANKENY RGNL (IKV)

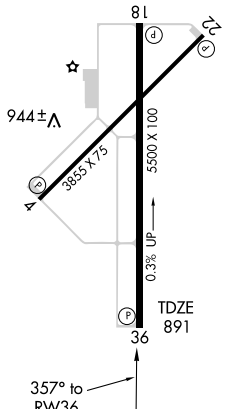
Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility ¼ mile.
VDP NA when using Des Moines Intl altimeter setting.

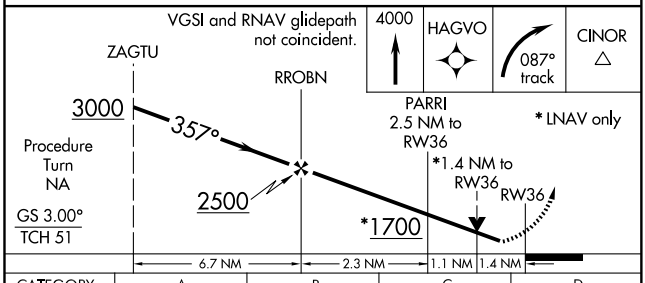
MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L



ELEV 910
MIRL Rwys 4-22 and 18-36 L
REIL Rwys 18 and 36 L





CATEGORY	A	B	C	D
LPV DA	1176-1 285 (300-1)			NA
LNAV MDA	1360-1 469 (500-1)		1360-1¼ 469 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

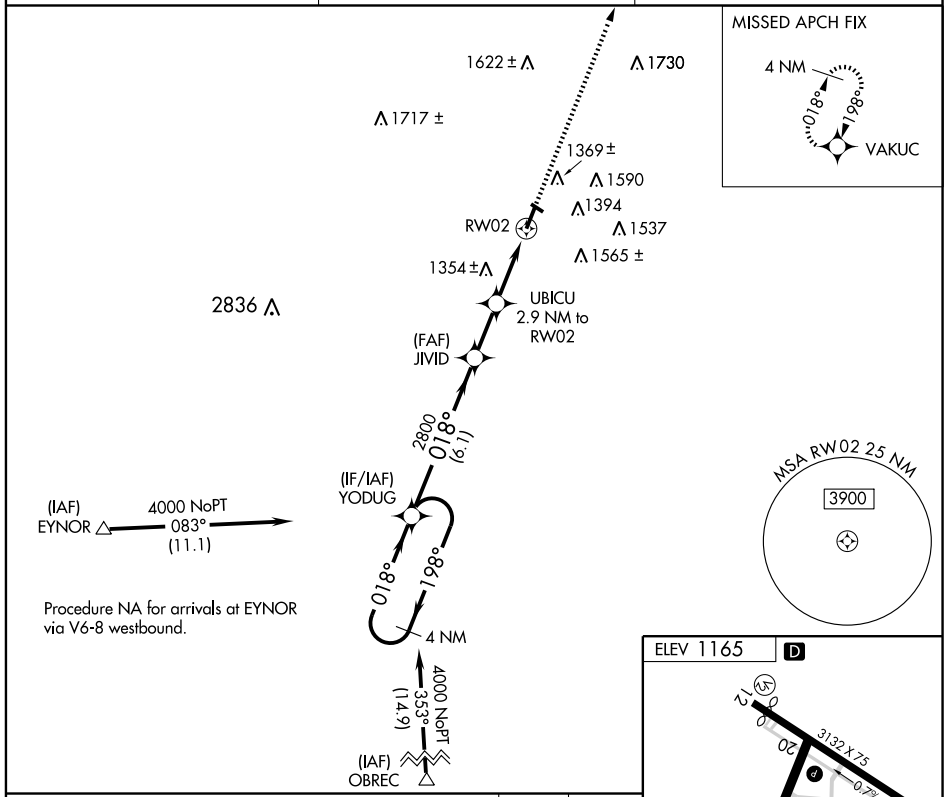
APP CRS	Rwy Idg	5000
018°	TDZE	1151
	Apt Elev	1165

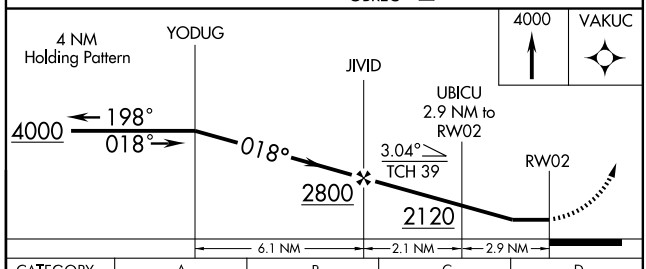
RNAV (GPS) RWY 2
ATLANTIC MUNI (AIO)

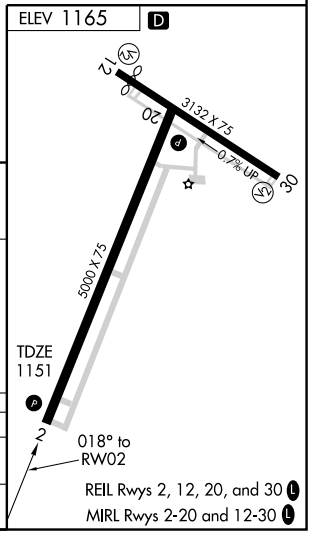
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1620-1 469 (500-1)		1620-1¼ 469 (500-1¼)	1620-1½ 469 (500-1½)
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
198°	Rwy Idg	5000
	TDZE	1151
	Apt Elev	1165

RNAV (GPS) RWY 20
ATLANTIC MUNI (AIO)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L

Procedure NA for arrivals at MADUP via V138 northeast bound.

(IAF) MADUP

4000 NoPT 159° (22.6)

4 NM

018° 198°

(IF/IAF) VAKUC

2800 198° (6.1)

1622± 1730

(FAF) OYOLU

PUYIG 2.9 NM to RW20

1717±

1394± 1369± 1590

RW20 1394 1537

1565±

2836

Procedure NA for arrivals at LINDE via V172 northeast bound.

(IAF) LINDE

4000 NoPT 258° (31.7)

MSA RW20 25 NM

3900

MISSED APCH FIX

YODUG

018° 198° 4 NM

ELEV 1165 D

198° to RW20

TDZE 1151

3132 X 75

0.7% UP

5000 X 75

12 20 30

4000 YODUG

VAKUC 4 NM Holding Pattern

OYOLU

PUYIG 2.9 NM to RW20

3.04° TCH 39

018° 198° 198° 4000

RW20 2120 2800

2.9 NM 2.1 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)		1660-1½ 509 (500-1½)	
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

REIL Rwys 2, 12, 20, and 30 L

MIRL Rwys 2-20 and 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB ADU	APP CRS	Rwy Idg	3640
266	335°	TDZE	1287
		Apt Elev	1287

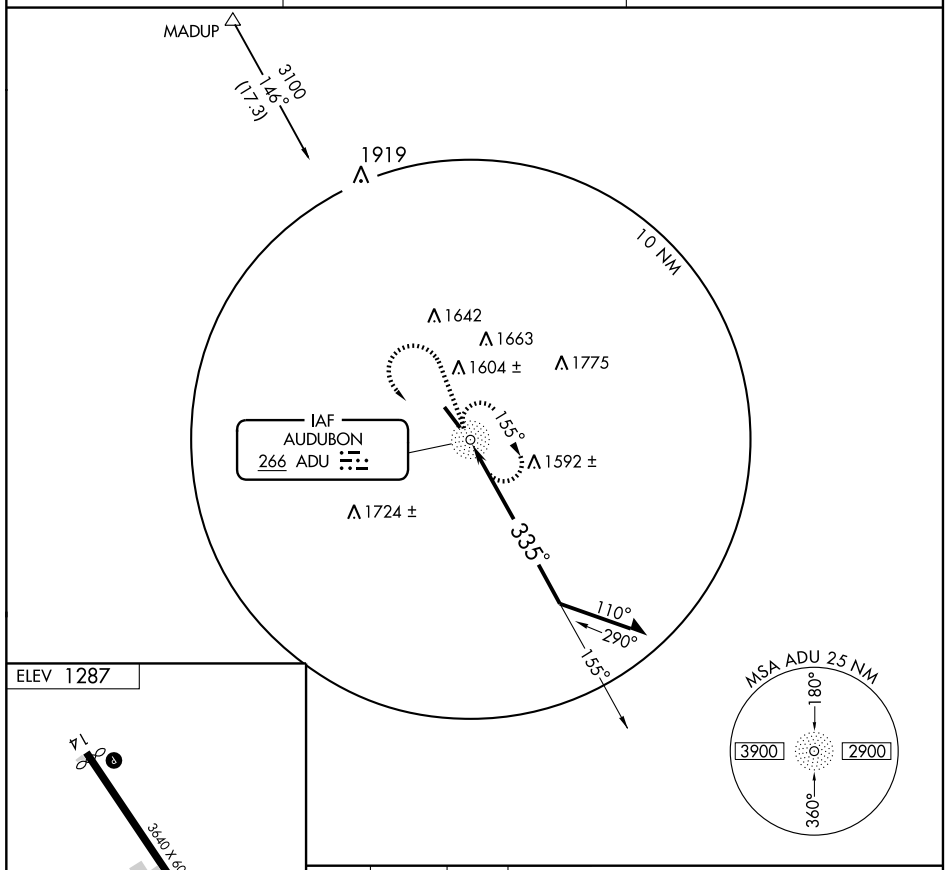
NDB RWY 32

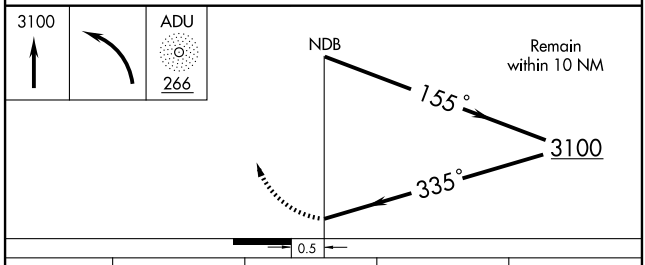
AUDUBON COUNTY (ADU)

NA

MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	
CIRCLING	1980-1	693 (700-1)	NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 08 APR 2010 to 06 MAY 2010

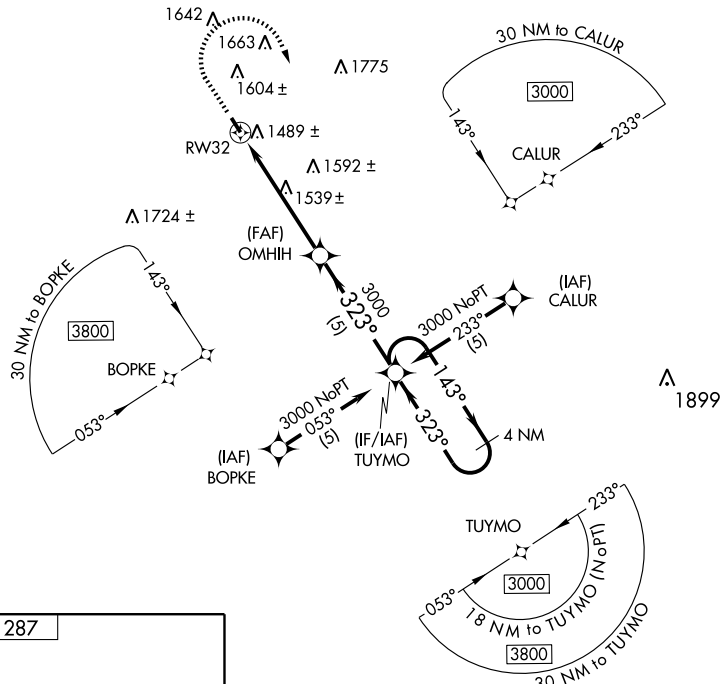
APP CRS	Rwy Idg	3640
323°	TDZE	1287
	Apt Elev	1287

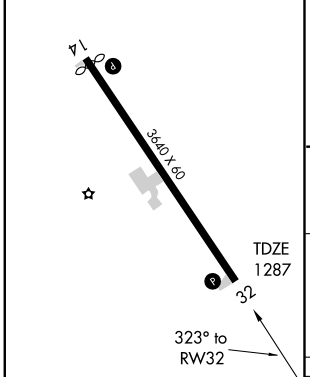
RNAV (GPS) RWY 32
AUDUBON COUNTY (ADU)

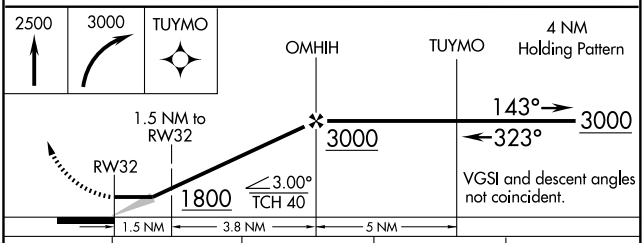
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1740-1 453 (500-1)		NA	
CIRCLING	1900-1 613 (700-1)		NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
176°	TDZE	771
	Apt Elev	771

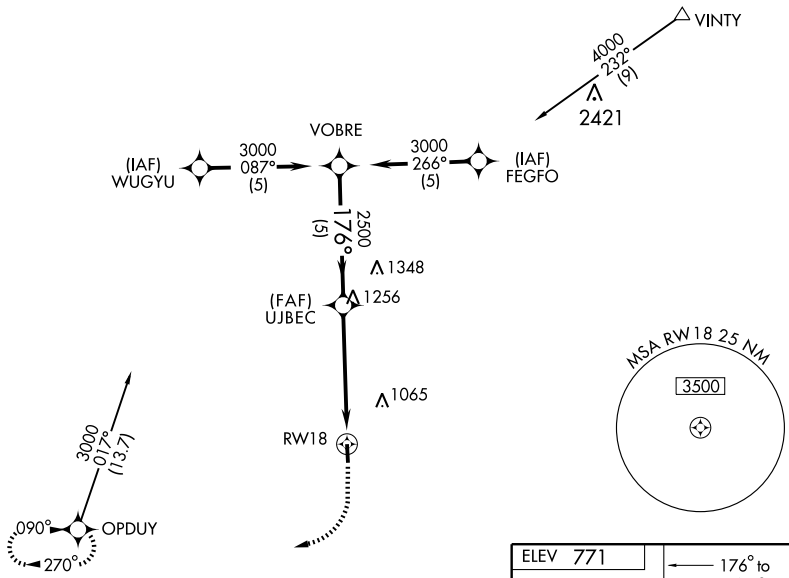
GPS RWY 18
BELLE PLAINE MUNI (TZT)

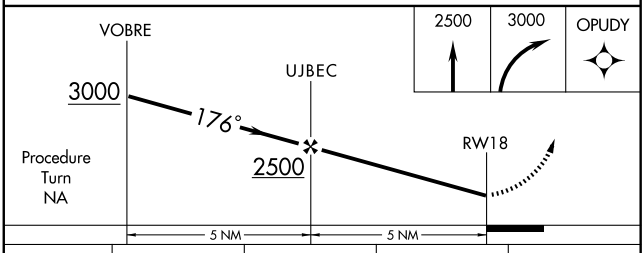
Use Cedar Rapids altimeter setting.

NA

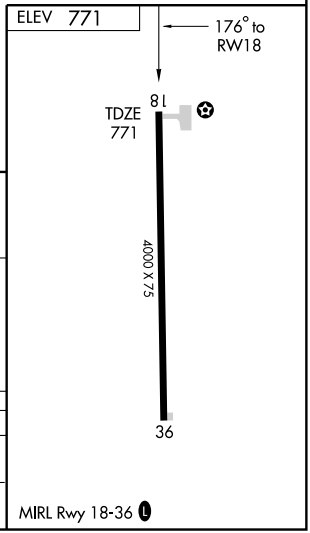
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	





CATEGORY	A	B	C	D
S-18	1400-1 629 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	



MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

GPS RWY 36

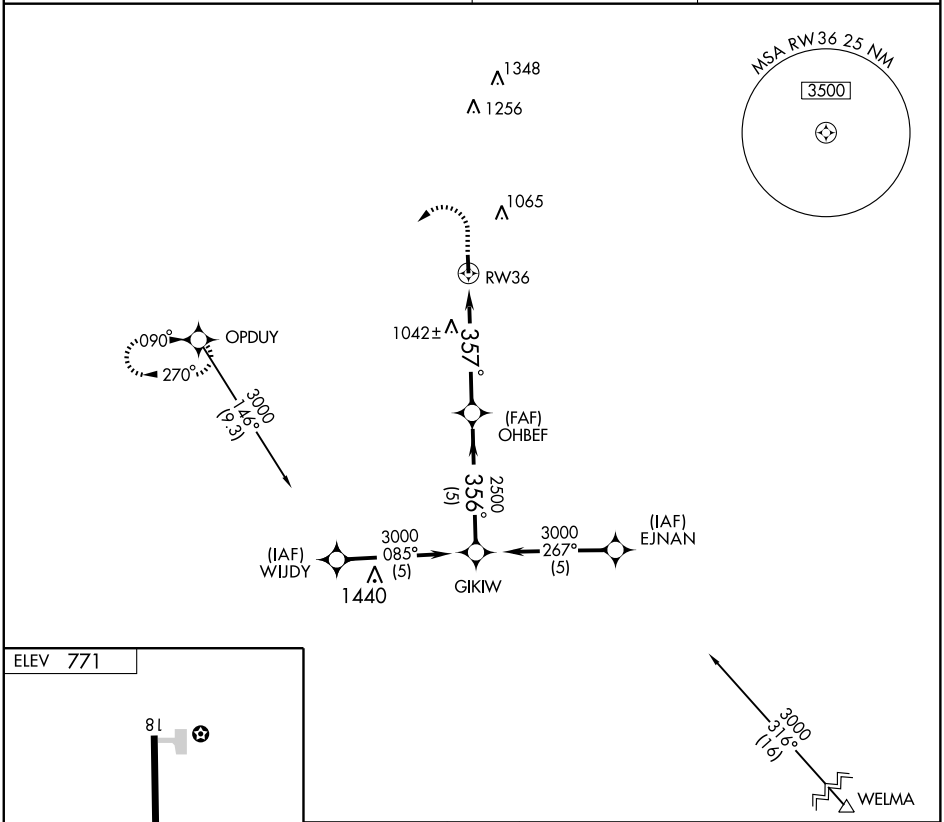
BELLE PLAINE MUNI (TZT)

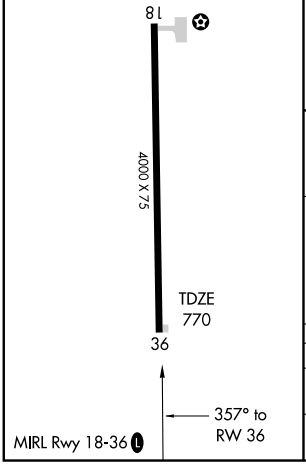
Use Cedar Rapids altimeter setting.

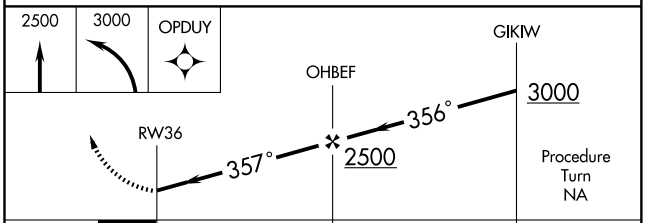
NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	







CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME CID	APP CRS	Rwy Idg	N/A
114.1 Chan 88	264°	TDZE	N/A
		Apt Elev	771

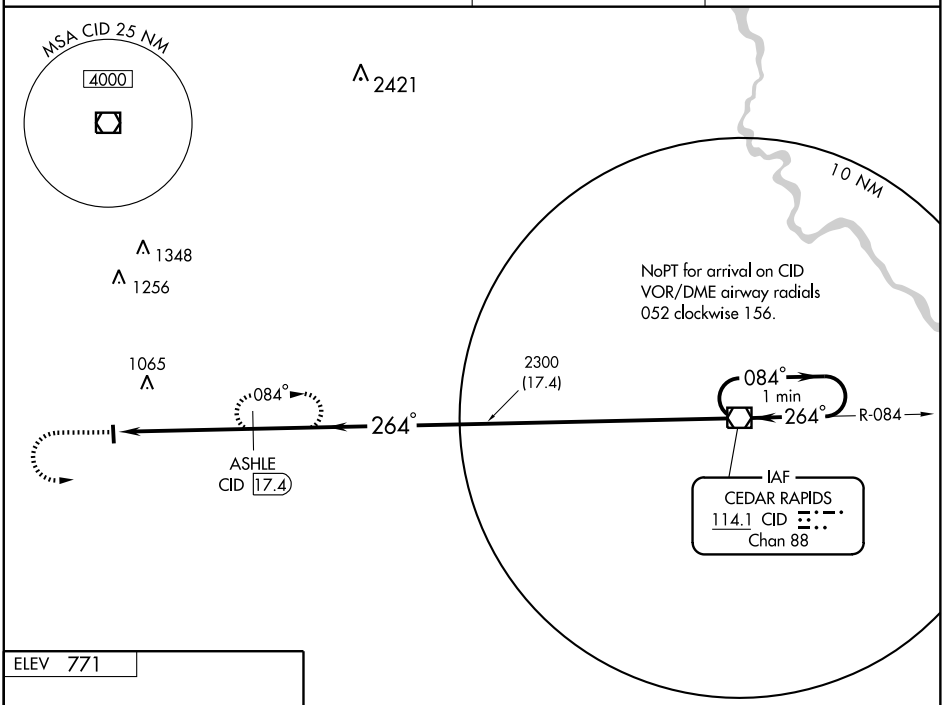
VOR/DME-A
BELLE PLAINE MUNI (TZT)

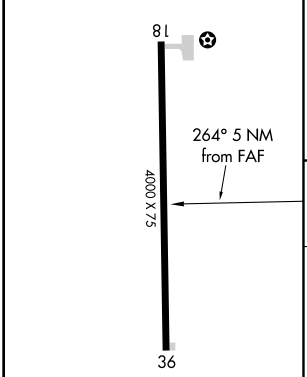
Use Cedar Rapids altimeter setting.

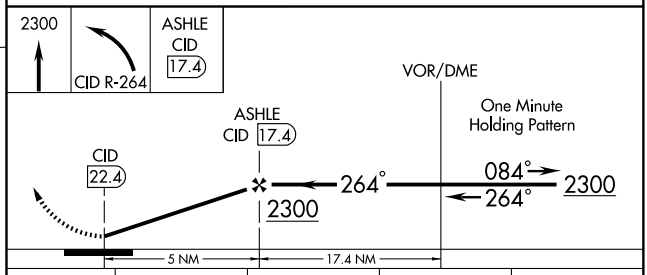
NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	







CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB BEX 269	APP CRS 354°	Rwy Idg 3401 TDZE 888 Apt Elev 888

NDB RWY 36

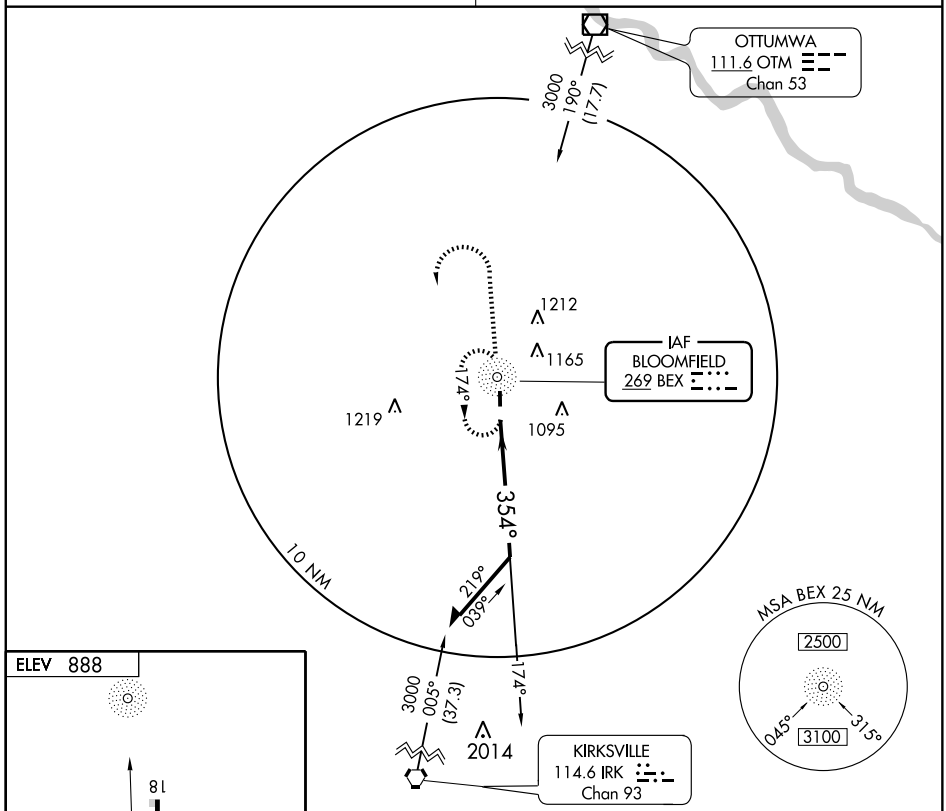
BLOOMFIELD MUNI (4K6)

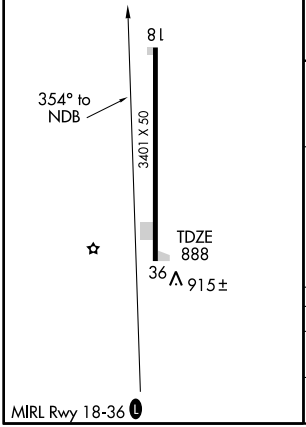
Use Ottumwa altimeter setting; when not available, procedure NA.

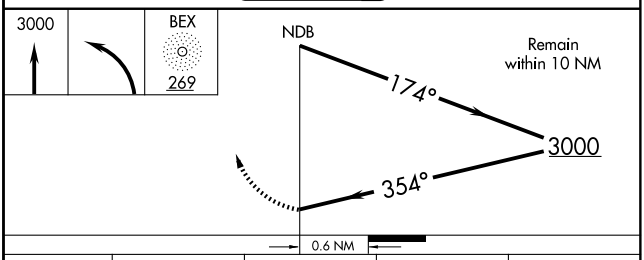
NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3401
357°	TDZE	888
	Apt Elev	888

RNAV (GPS) RWY 36

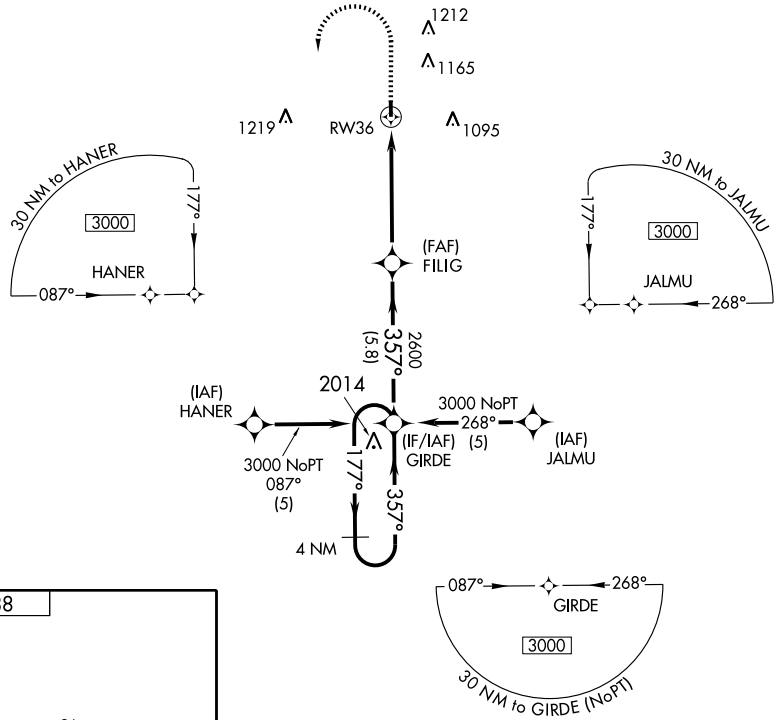
BLOOMFIELD MUNI (4K6)

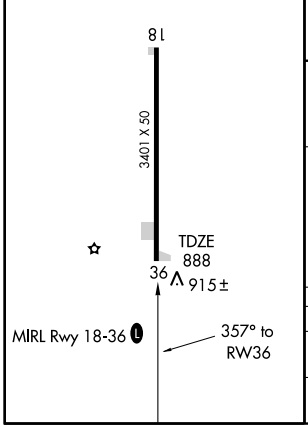
Use Ottumwa altimeter setting; when not available, procedure NA.

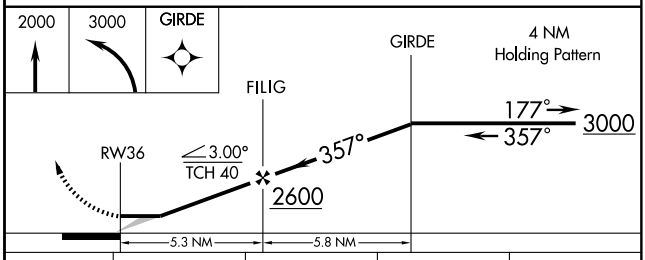
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	452 (500-1)	1340-1¼ 452 (500-1¼)	NA
CIRCLING	1440-1	552 (600-1)	1520-1¾ 632 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB BNW 407	APP CRS 225°	Rwy Idg N/A TDZE 1147 Apt Elev 1160

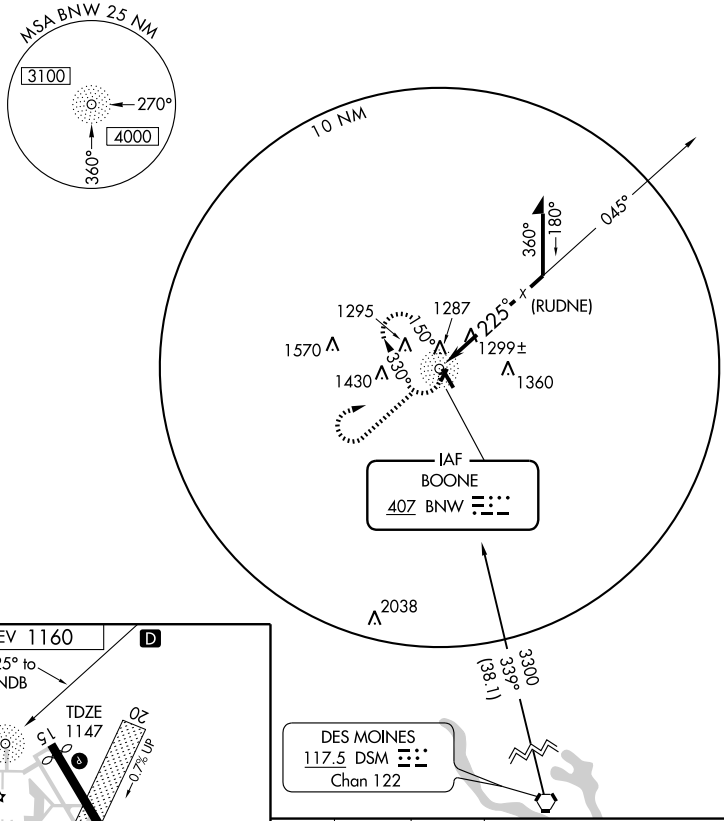
COPTER NDB or GPS 225°

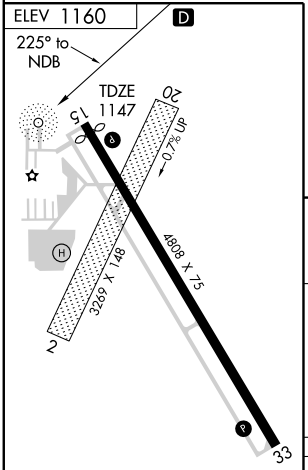
BOONE MUNI (BNW)

NA

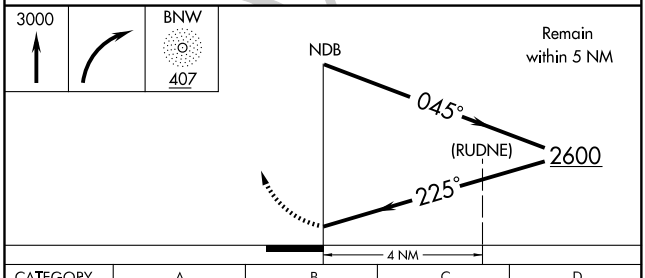
MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





REIL Rwy 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)	NA		

NC-3. 08 APR 2010 to 06 MAY 2010

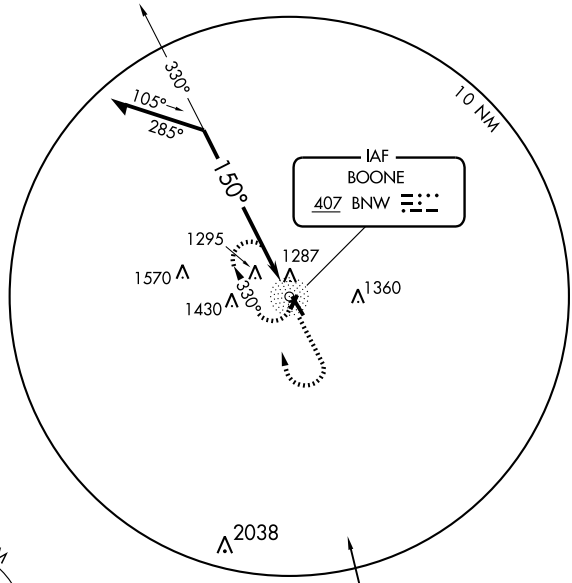
NDB BNW 407	APP CRS 150°	Rwy Idg 4667 TDZE 1138 Apt Elev 1160

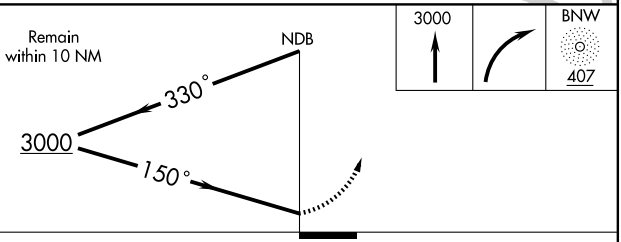
NDB RWY 15
BOONE MUNI (BNW)

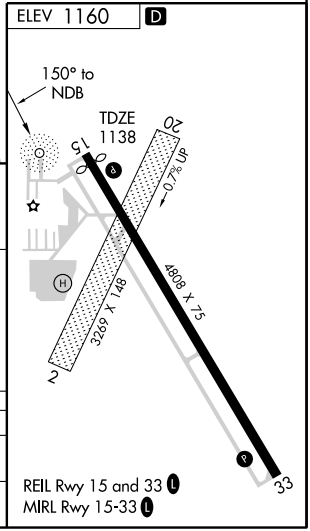
T
A NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCLING	1820-1	660 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

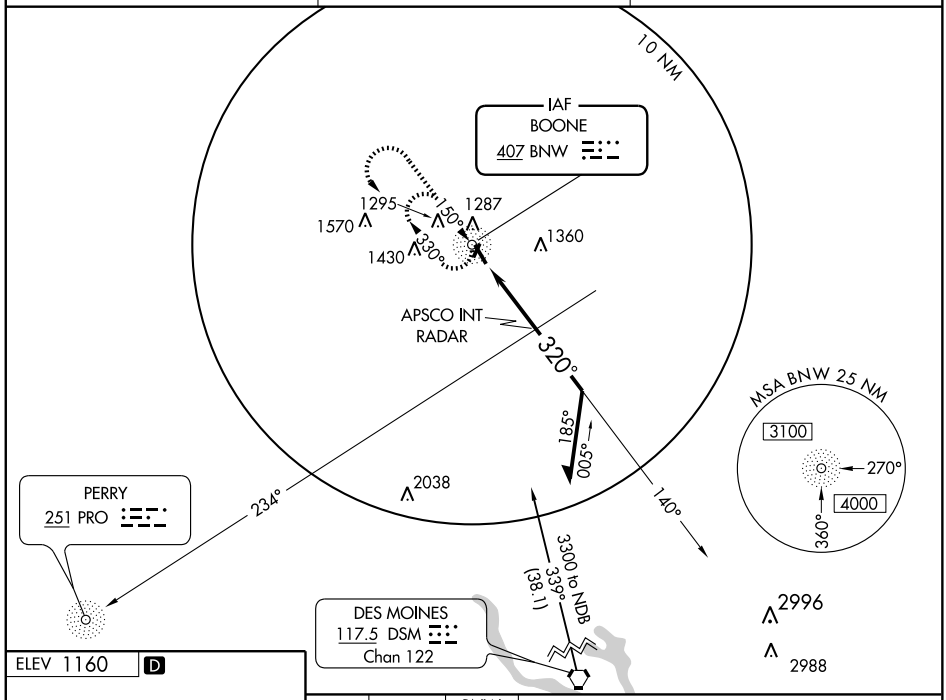
NDB BNW 407	APP CRS 320°	Rwy Idg 4807 TDZE 1138 Apt Elev 1160

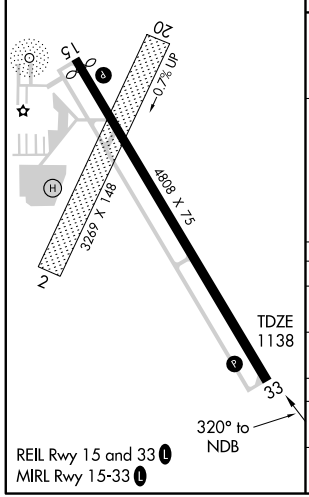
NDB RWY 33
BOONE MUNI (BNW)

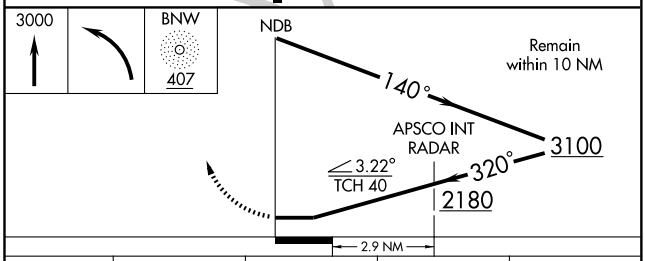
NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)	NA	
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)	NA	
APSCO FIX MINIMUMS				
S-33	1660-1 522 (500-1)		NA	
CIRCLING	1660-1 500 (500-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

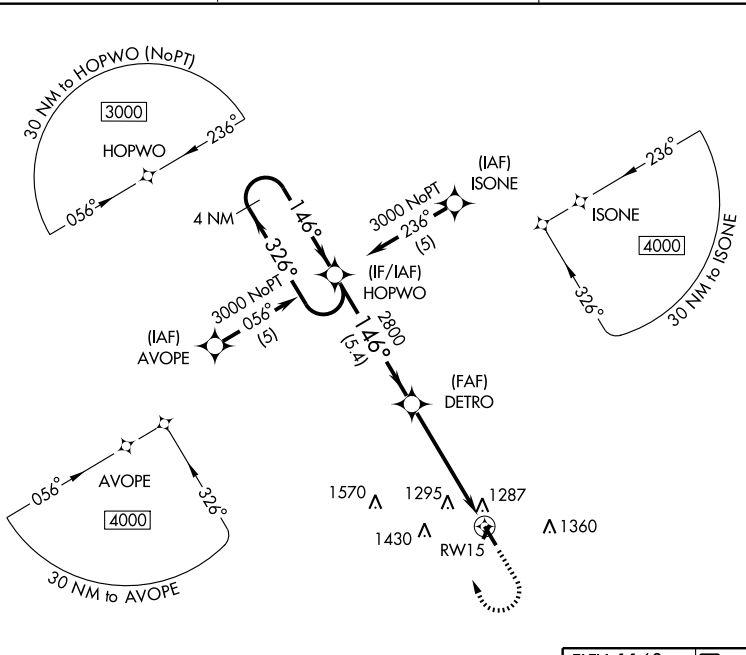
APP CRS	Rwy Idg	4667
146°	TDZE	1138
	Apt Elev	1160

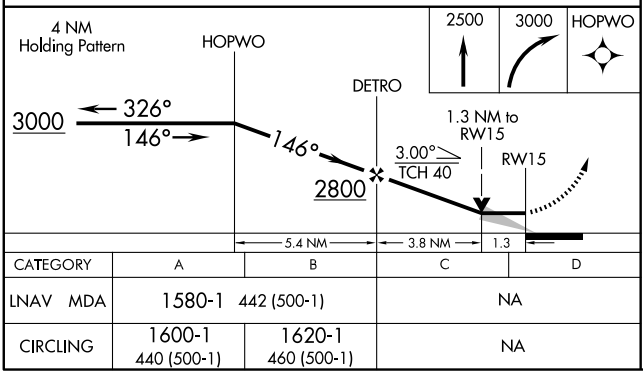
RNAV (GPS) RWY 15
BOONE MUNI (BNW)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

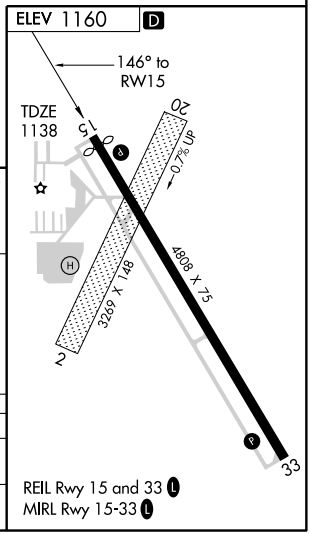
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1	442 (500-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	



REIL Rwy 15 and 33 L
MIRL Rwy 15-33 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
326°	4807	1138	1160

RNAV (GPS) RWY 33

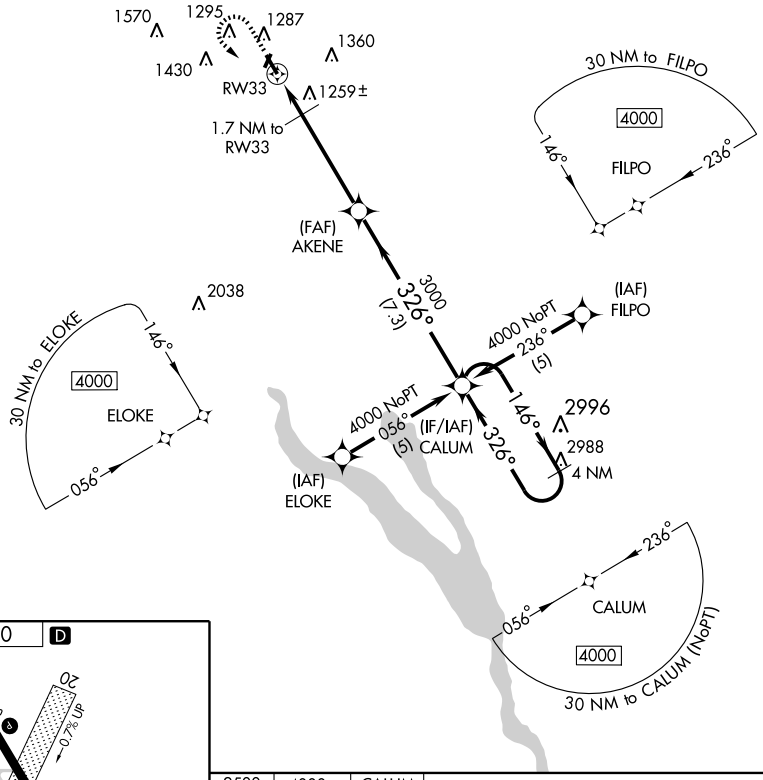
BOONE MUNI (BNW)

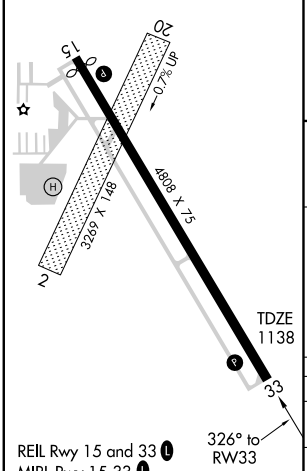
NA

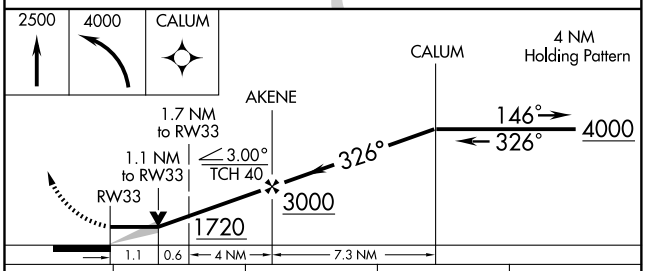
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

09071

AIRPORT DIAGRAM

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWA

AL-69 (FAA)
792±

ASOS
118.025
CTAF/UNICOM
123.0
D

40°47.5'N

ELEV 692
12
C 119.4°
5350 X 100
C
ELEV 691
18
179.4°
A
A
FIELD ELEV 698
299.4°
HANGAR
FIRE STATION
C
D
30
40°47.0'N
D
A1
TERMINAL
CIVIL AIR PATROL
A
6702 X 150
A2
A2
HANGARS
VAR 0.2°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W
A
A3
40°46.5'N
RWY 12-30
S37, D58
RWY 18-36
S65, D90, ST114
359.4°
A
ELEV 677
36
91°08'W
91°07'W

NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-BRL	APP CRS	Rwy Idg	6102
108.9	359°	TDZE	694
		Apt Elev	698

ILS or LOC RWY 36

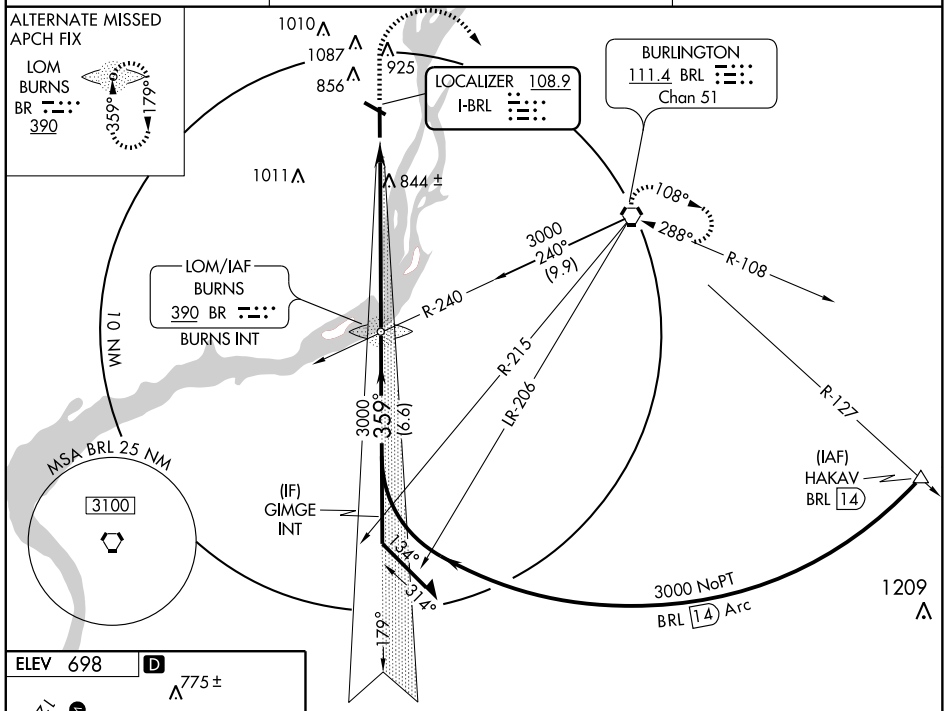
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

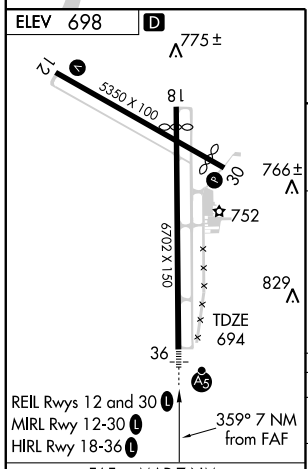
When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ¼ mile.

MALSR

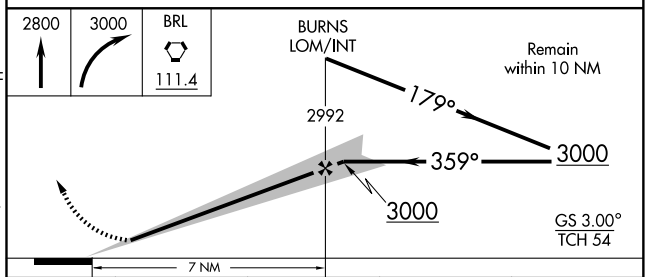
MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 36	894-½ 200 (200-½)			
S-LOC 36	1140-½ 446 (500-½)		1140-¾ 446 (500-¾)	1140-1 446 (500-1)
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	1400-2¼ 702 (800-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5350
118°	TDZE	692
	Apt Elev	698

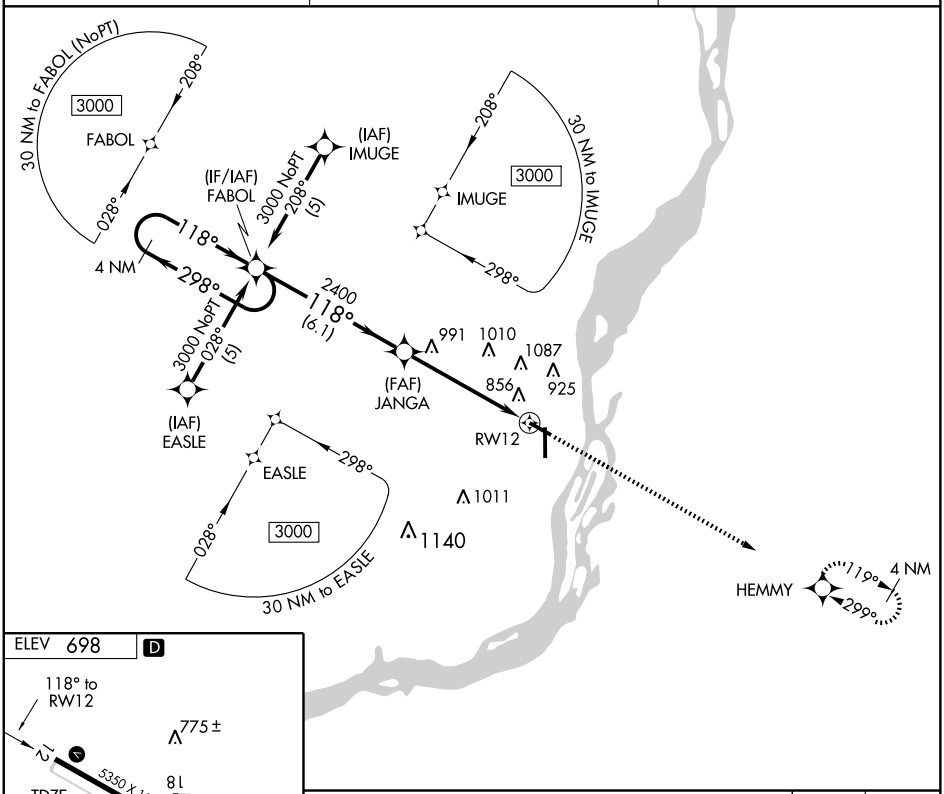
RNAV (GPS) RWY 12

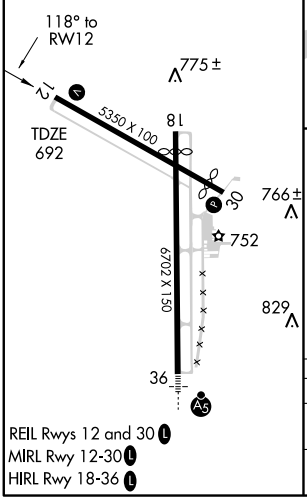
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

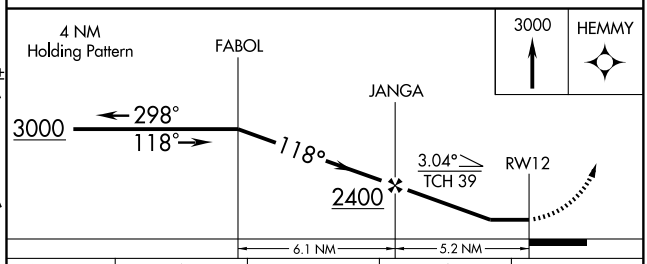
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1 608 (700-1)		1300-1¾ 608 (700-1¾)	NA
CIRCLING	1300-1 602 (700-1)		1300-1¾ 602 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4850
299°	TDZE	693
	Apt Elev	698

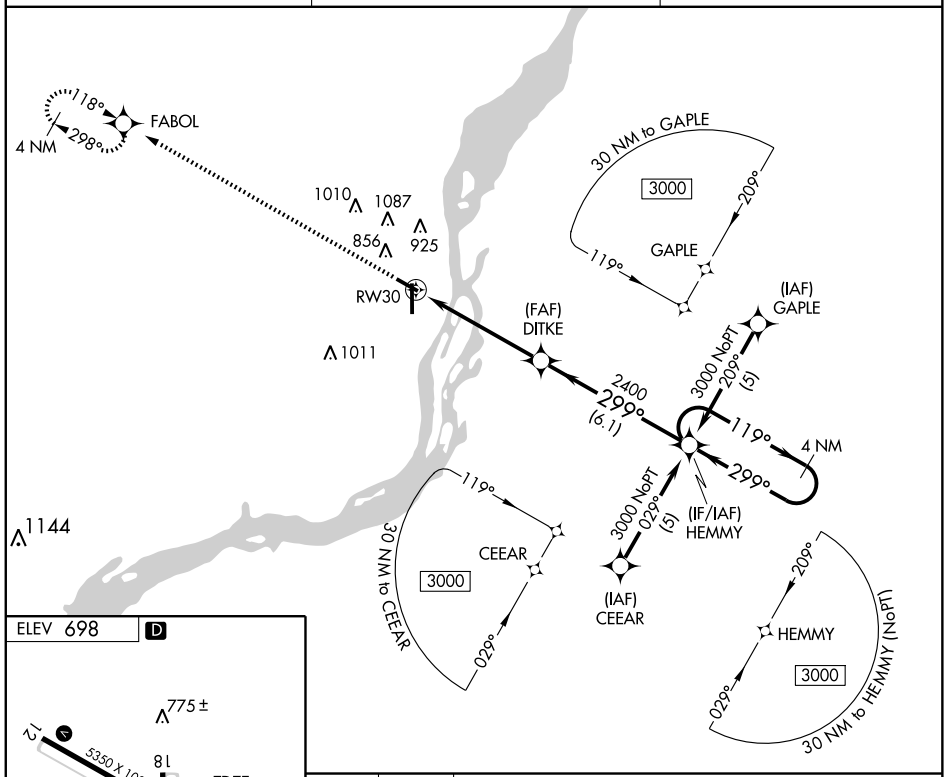
RNAV (GPS) RWY 30

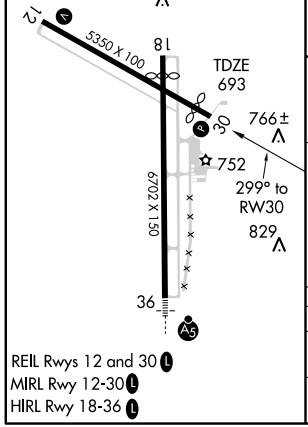
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

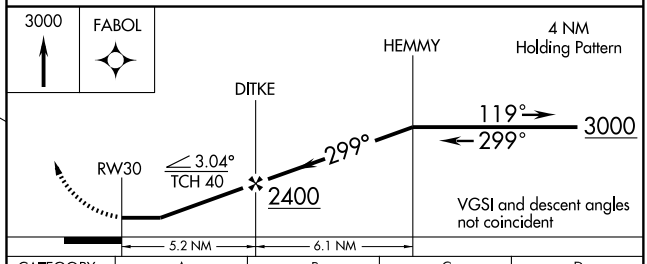
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6102
CH 42711	359°	TDZE	694
W36A		Apt Elev	698

RNAV (GPS) RWY 36

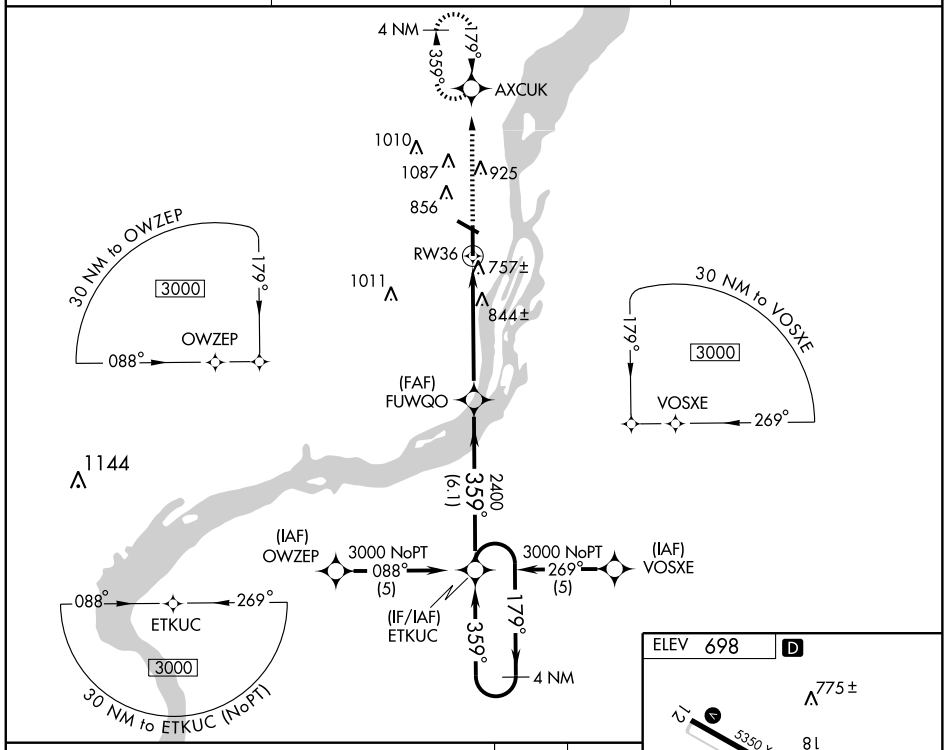
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

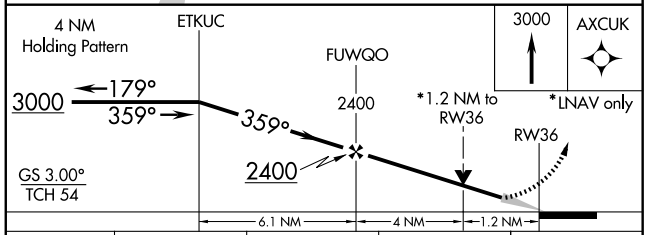
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

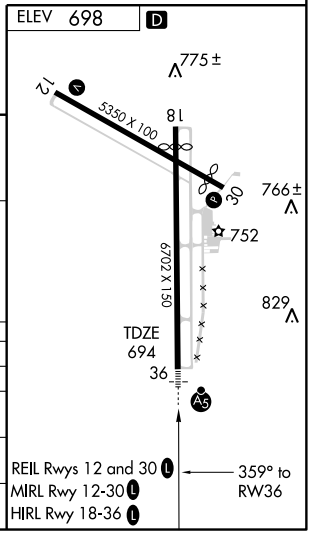
MALSR

MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	894-½ 200 (200-½)			NA
LNAV/VNAV DA	1026-¾ 332 (400-¾)			NA
LNAV MDA	1100-½ 406 (500-½)		1100-¾ 406 (500-¾)	NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BRL	APP CRS	Rwy Idg	5350
111.4	108°	TDZE	692
Chan 51		Apt Elev	698

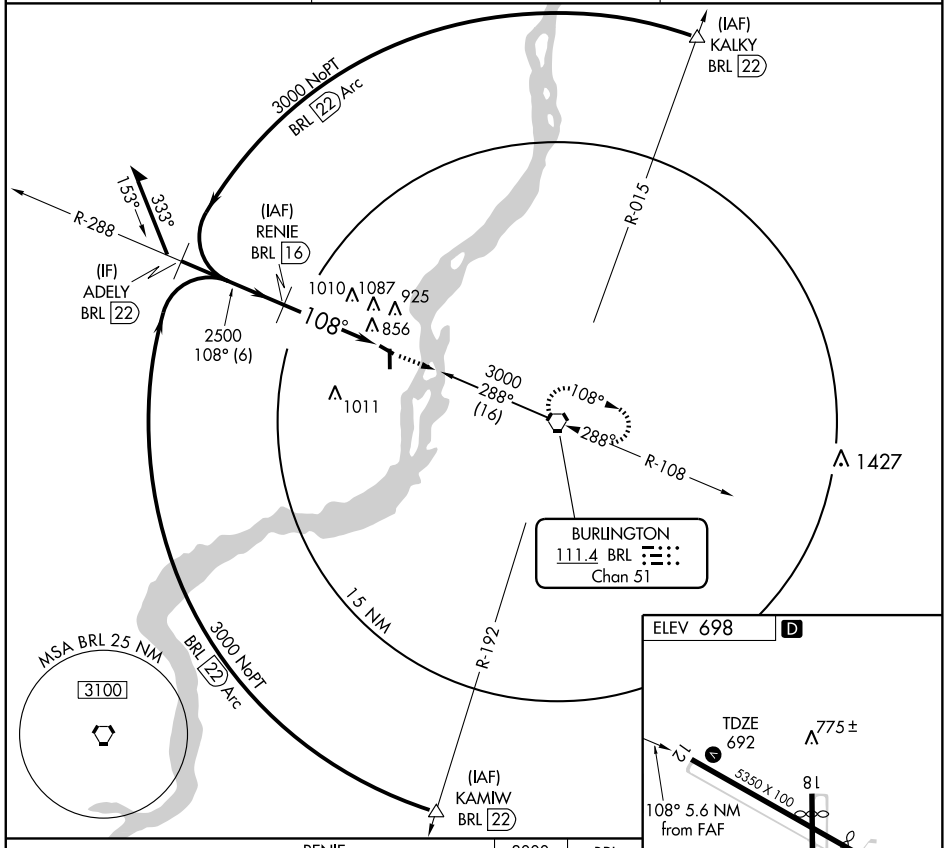
VOR/DME RWY 12

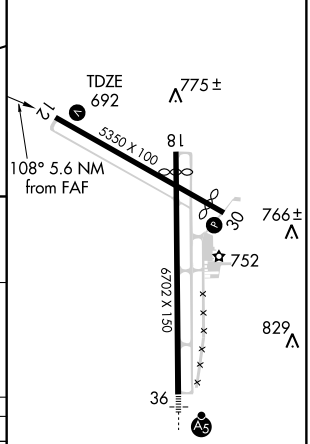
BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

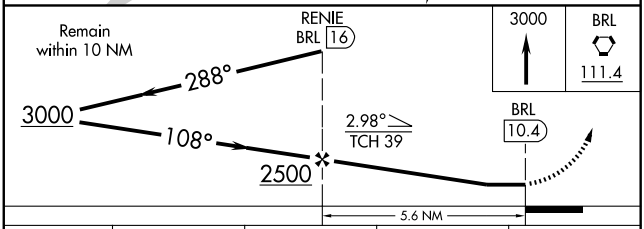
T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BRL	APP CRS	Rwy Idg	4850
111.4	288°	TDZE	693
Chan 51		Apt Elev	698

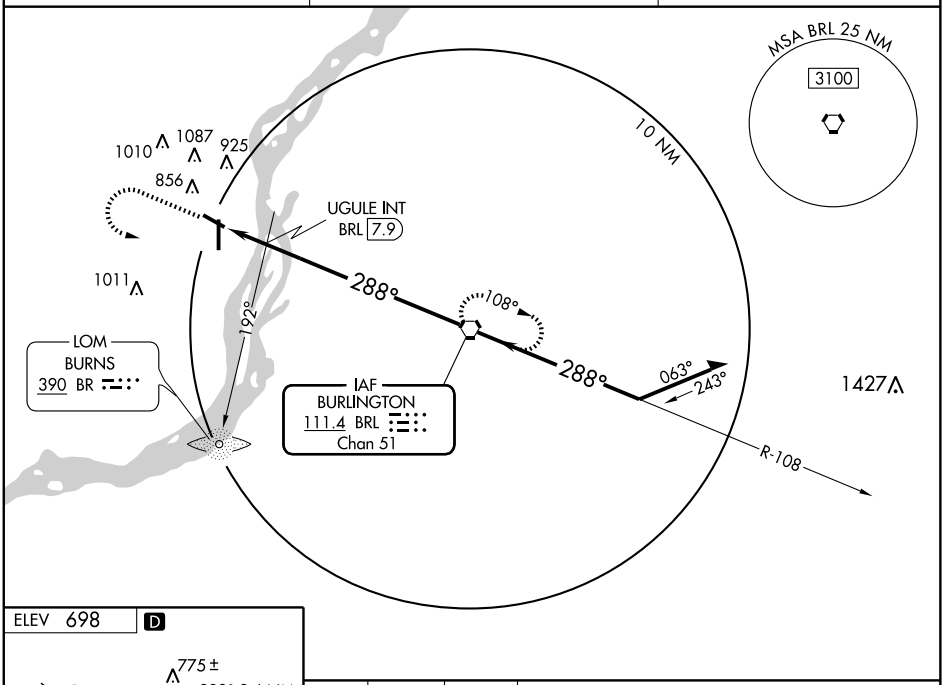
VOR RWY 30

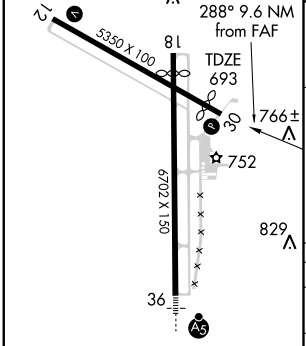
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

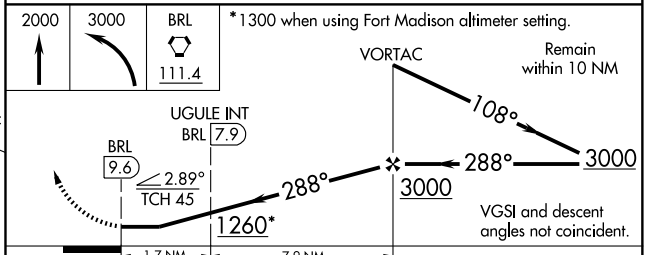
ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L





REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12



CATEGORY	A	B	C	D
S-30	1260-1 567 (600-1)		1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB CIN	APP CRS		
397	315°	Rwy Idg	5500
		TDZE	1203
		Apt Elev	1204

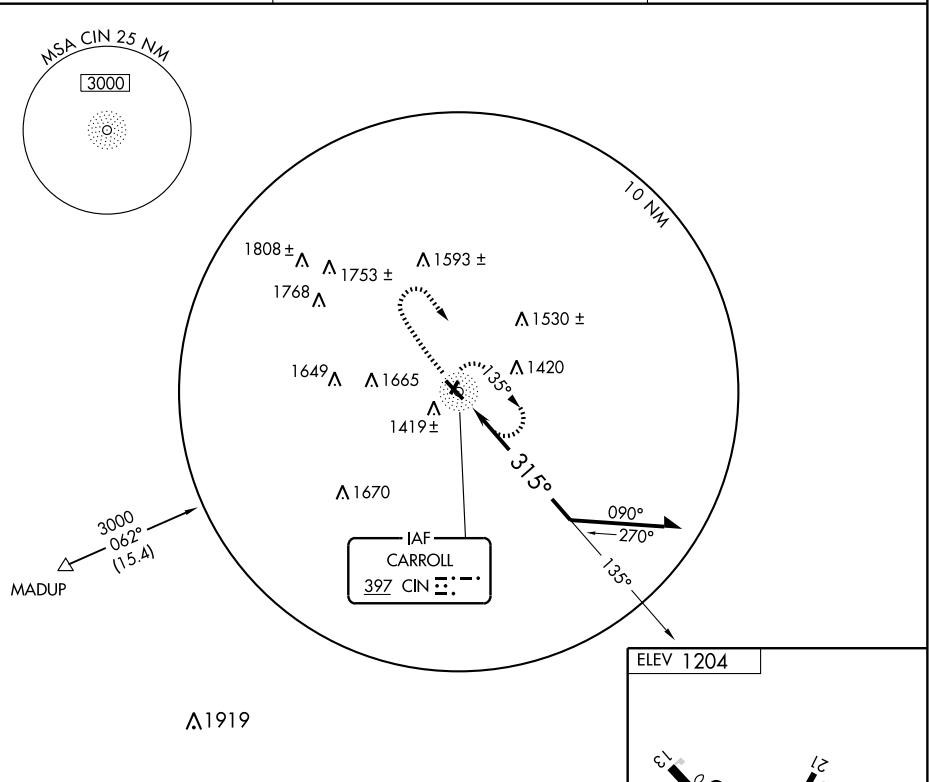
NDB RWY 31

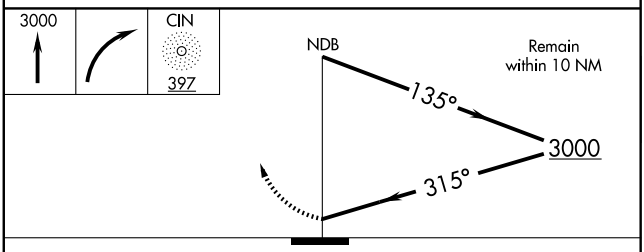
CARROLL/ARTHUR N. NEU (CIN)

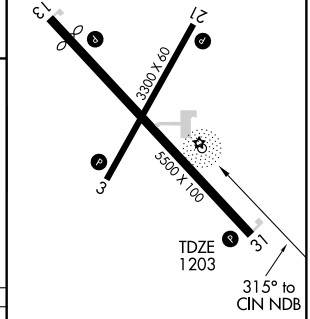
T
NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1780-1 577 (600-1)		1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L
REIL Rwys 3, 13, 21 and 31 L

NC-3. 08 APR 2010 to 06 MAY 2010

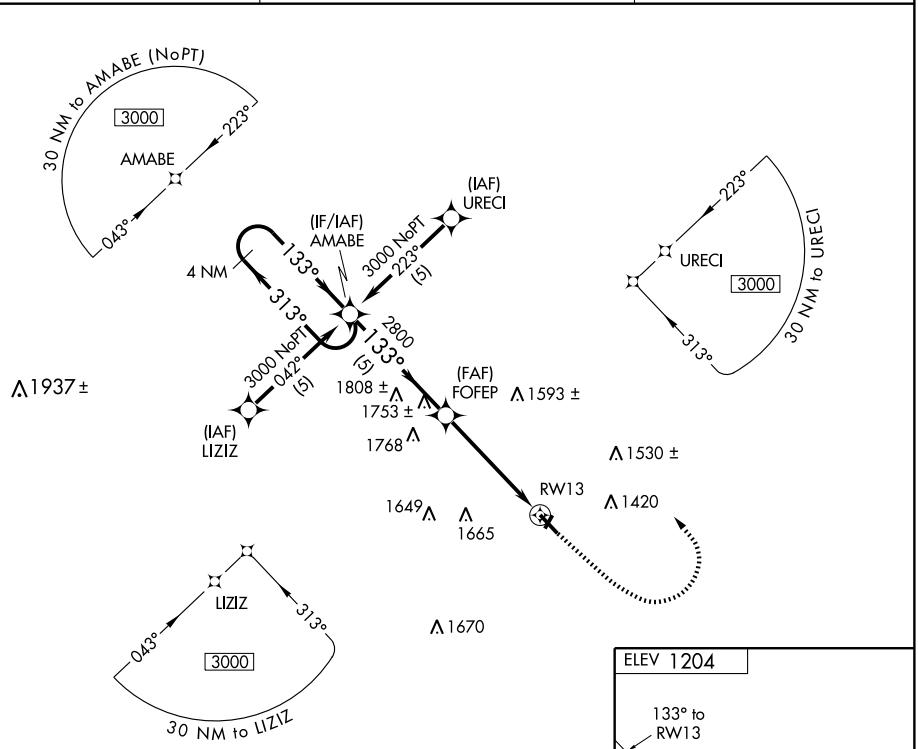
APP CRS	Rwy Idg	4995
133°	TDZE	1203
	Apt Elev	1204

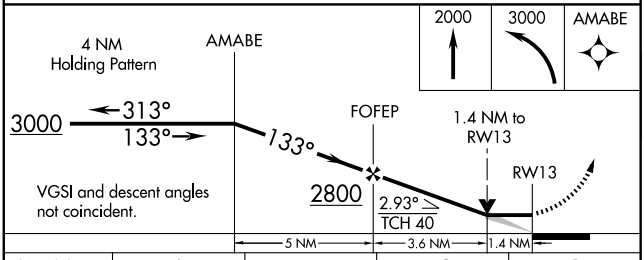
RNAV (GPS) RWY 13
CARROLL/ARTHUR N. NEU (CIN)

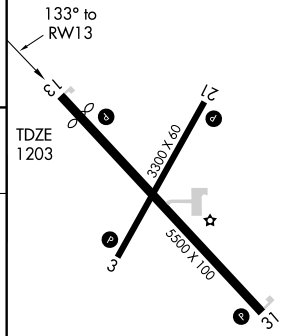
T GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
A NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	457 (500-1)	1660-1¼ 457 (500-1¼)	NA
CIRCLING	1720-1	516 (600-1)	1720-1½ 516 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L
REIL Rwys 3, 13, 21 and 31 L

NC-3. 08 APR 2010 to 06 MAY 2010

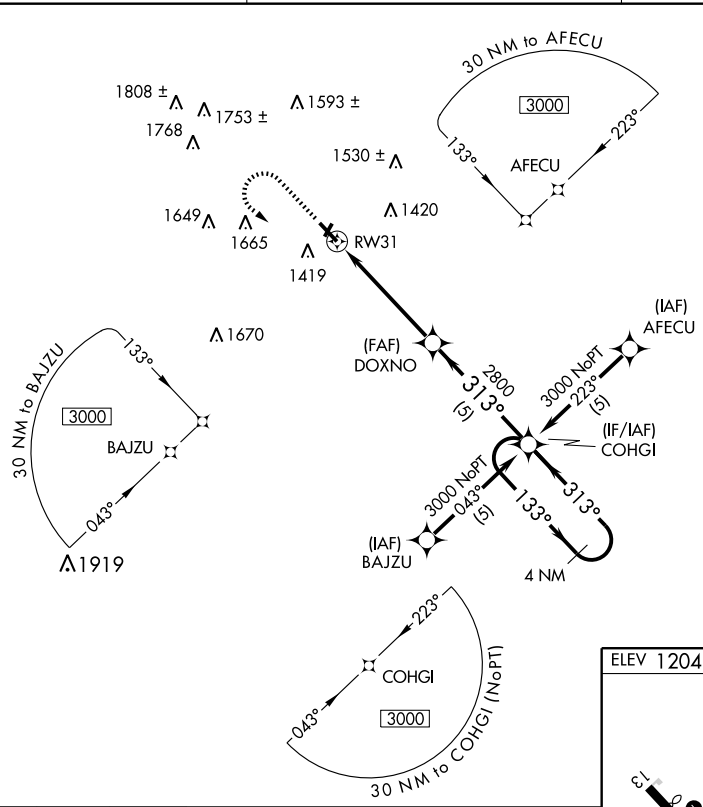
APP CRS	Rwy Idg	5500
313°	TDZE	1203
	Apt Elev	1204

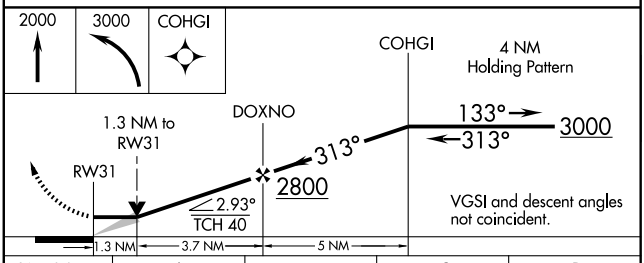
RNAV (GPS) RWY 31
CARROLL/ARTHUR N. NEU (CIN)

T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

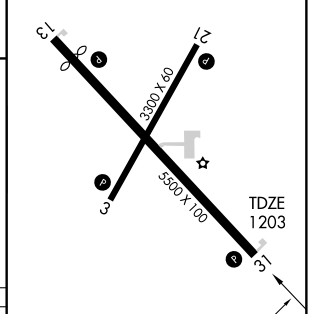
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L



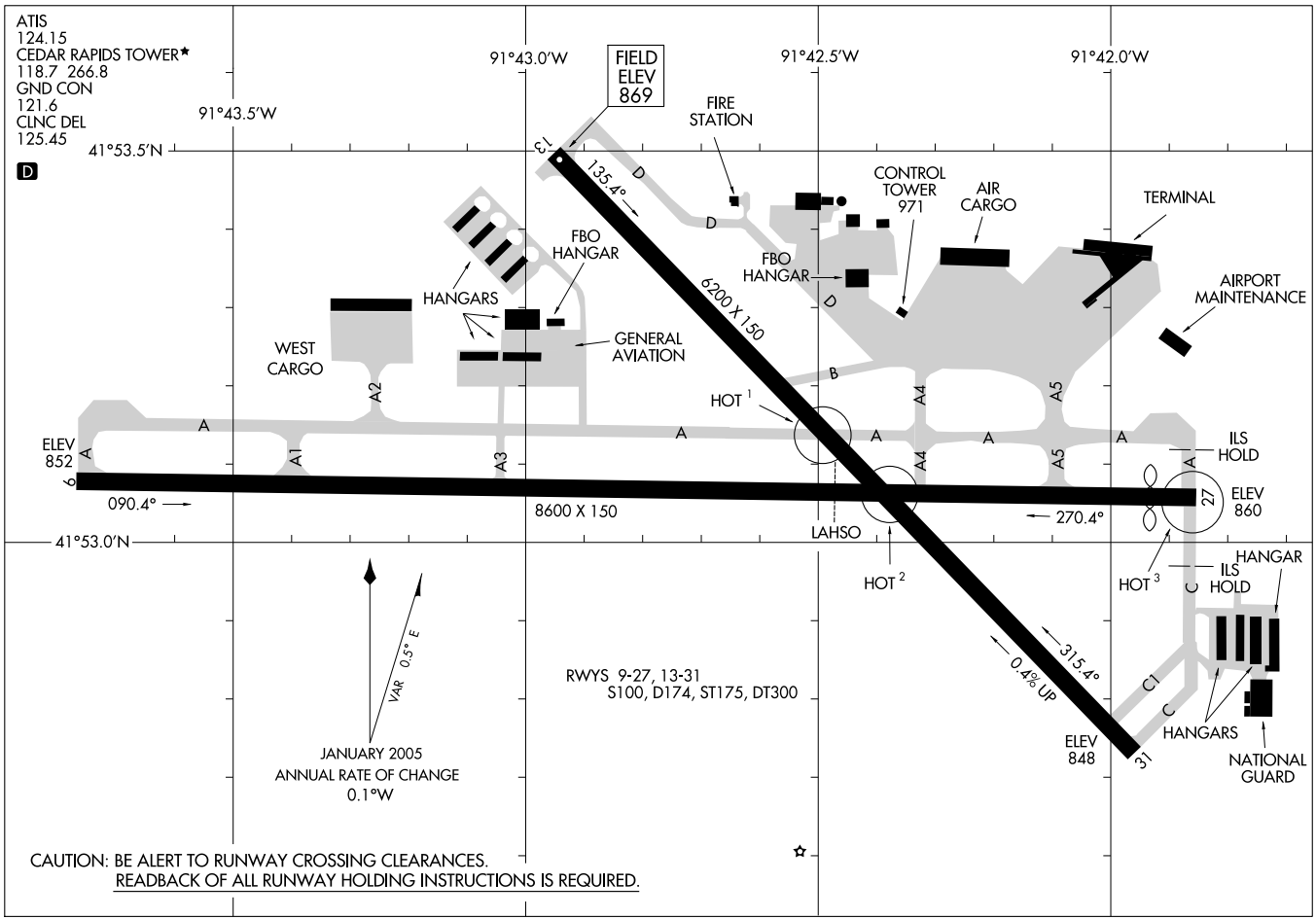


CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1¼ 437 (500-1¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA



MIRL Rwy 13-31 and 3-21 L
REIL Rwys 3, 13, 21 and 31 L

NC-3. 08 APR 2010 to 06 MAY 2010



07237

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/THE EASTERN IOWA (CID)

CEDAR RAPIDS, IOWA

LOC I-CID	APP CRS	Rwy Idg	8175
109.3	089°	TDZE	855
		Apt Elev	869

ILS or LOC RWY 9

CEDAR RAPIDS/THE EASTERN IOWA (CID)

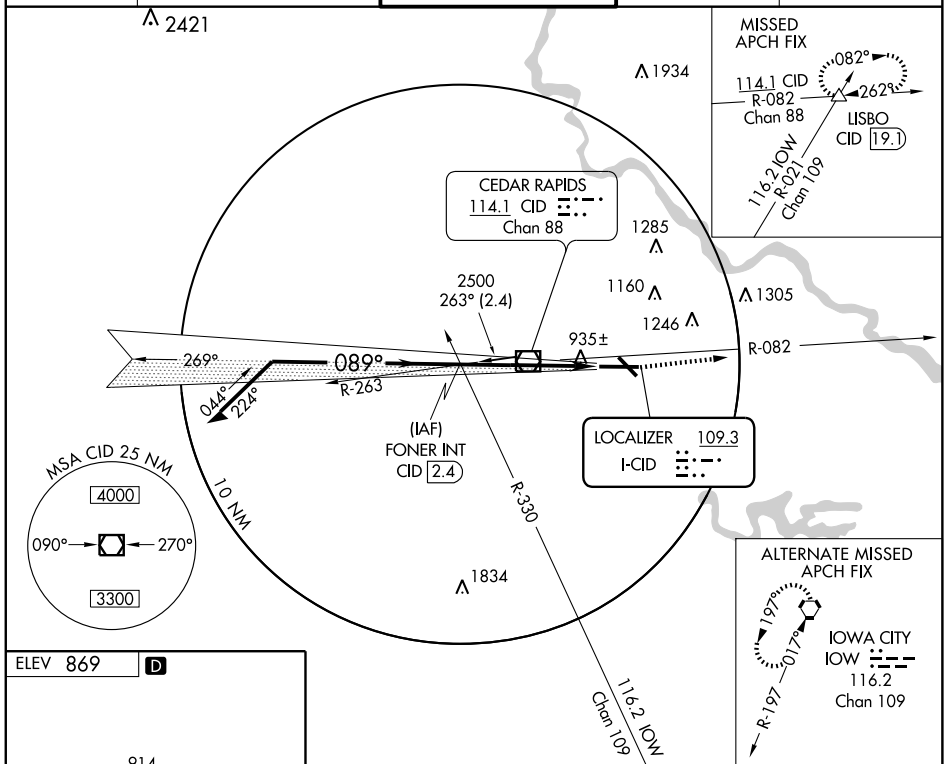
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.

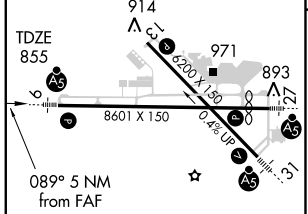
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

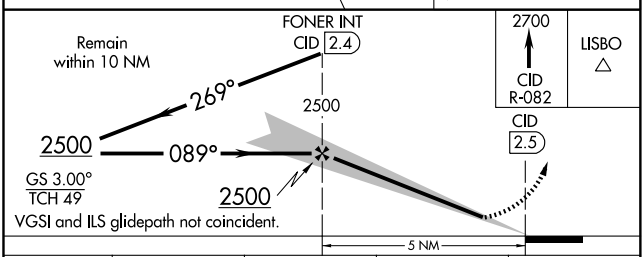
MALSR

MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-RRU	APP CRS	Rwy Idg	8175
111.3	269°	TDZE	862
Chan 50		Apt Elev	869

ILS or LOC RWY 27

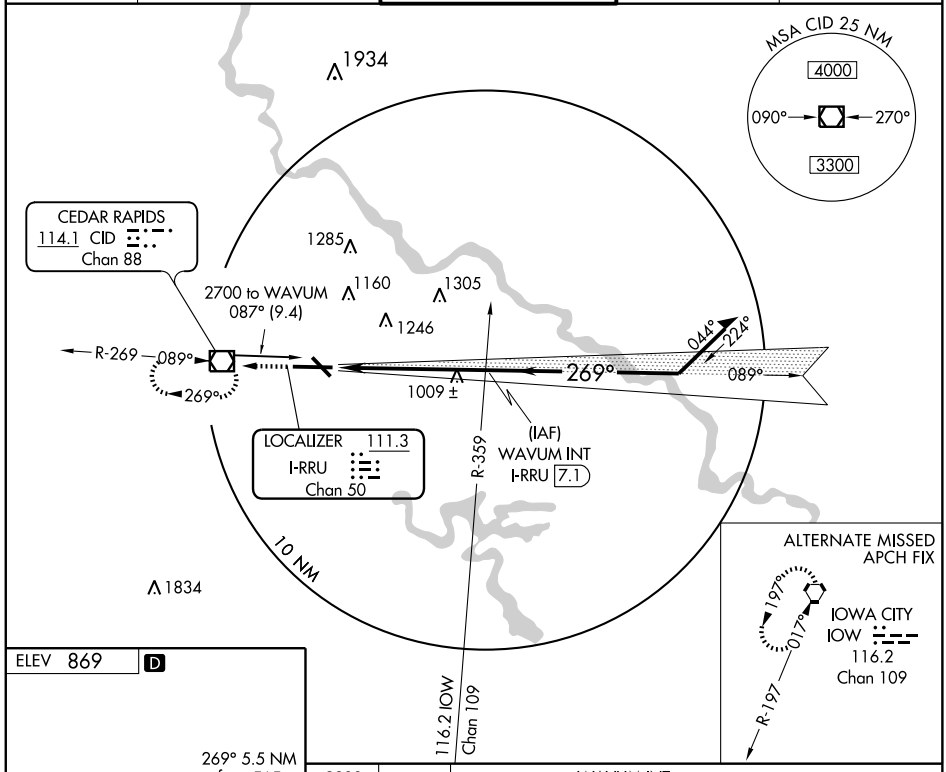
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

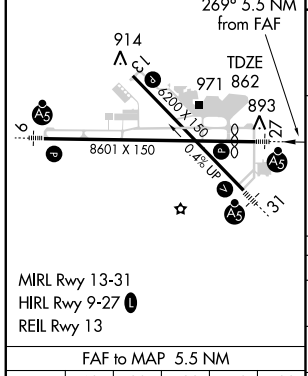
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

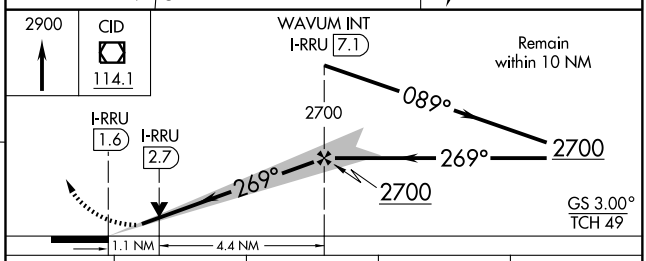
MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 27 *	1062/24 200 (200-½)			
S-LOC 27	1260/24 398 (400-½)			1260/40 398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8175
CH 77603	089°	TDZE	855
W09A		Apt Elev	869

RNAV (GPS) RWY 9

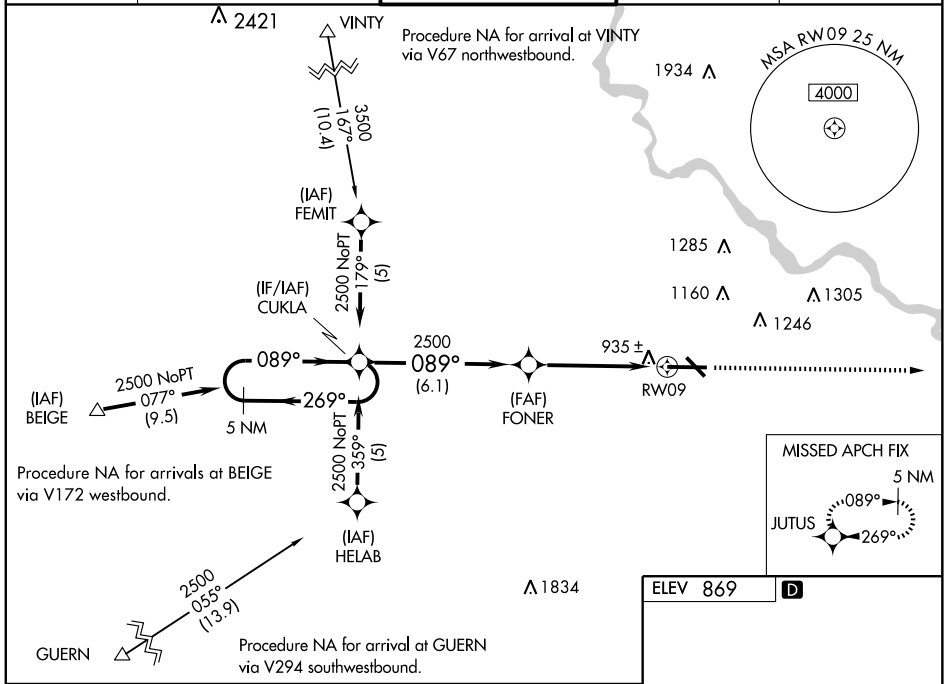
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

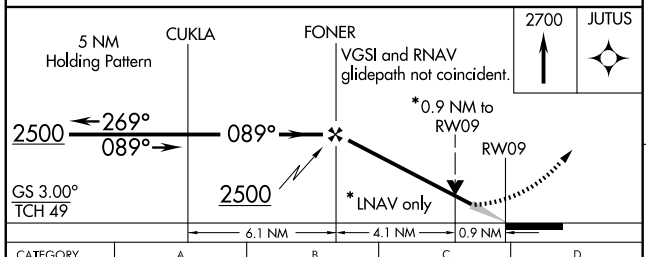
Baro-VNAV NA when using Iowa City altimeter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.

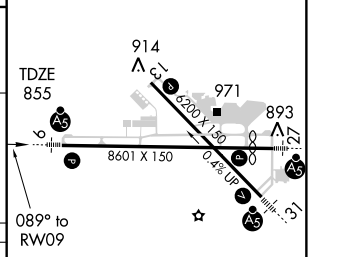
MALSR

MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







CATEGORY	A	B	C	D
LPV DA	1105/24 250 (300-½)			
LNAV/VNAV DA	1204/40 349 (400-¾)			
LNAV MDA	1200/24 345 (400-½)			1200/50 345 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS Chan 86201 W13A	APP CRS 134°	Rwy Idg 6200 TDZE 869 Apt Elev 869

RNAV (GPS) RWY 13

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

Baro-VNAV NA below-16° (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.

MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45

Procedure NA for arrivals at CID VOR/DME via V503 southeastbound.

(IAF) VINTY
2421
3000 NoPT 139° (9.2)
4 NM
314°
134°
(IF/IAF) PAYLO
1934
(IAF) JOVOS
3000 NoPT 044° (5)
2500 134° (6)
(FAF) COLNZ
1009±
1285
1160
1305
1246
3000 055° (11.7)
BEIGE
3000 329° (9.2)
RW13
CEDAR RAPIDS CID
MSA RW13 25 NM
4000
1834
MORSE
134°
314°
4 NM

ELEV 869 D

134° to RW13
914
TDZE 869
971
893
8200 X 150
8601 X 150
0.4% UP
13
31

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

4 NM Holding Pattern
VGSI and descent angles not coincident.
PAYLO
COLNZ
3000
314°
134°
134°
2500
GS 3.00°
TCH 40
*1 NM to RW13
RW13
3000
MORSE
*LNAV only
6 NM
3.9 NM
1 NM

CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/VNAV DA	1200-1¼ 331 (400-1¼)			
LNAV MDA	1260-1 391 (400-1)			1260-1¼ 391 (400-1¼)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg 8175 TDZE 862 Apt Elev 869

RNAV (GPS) RWY 27

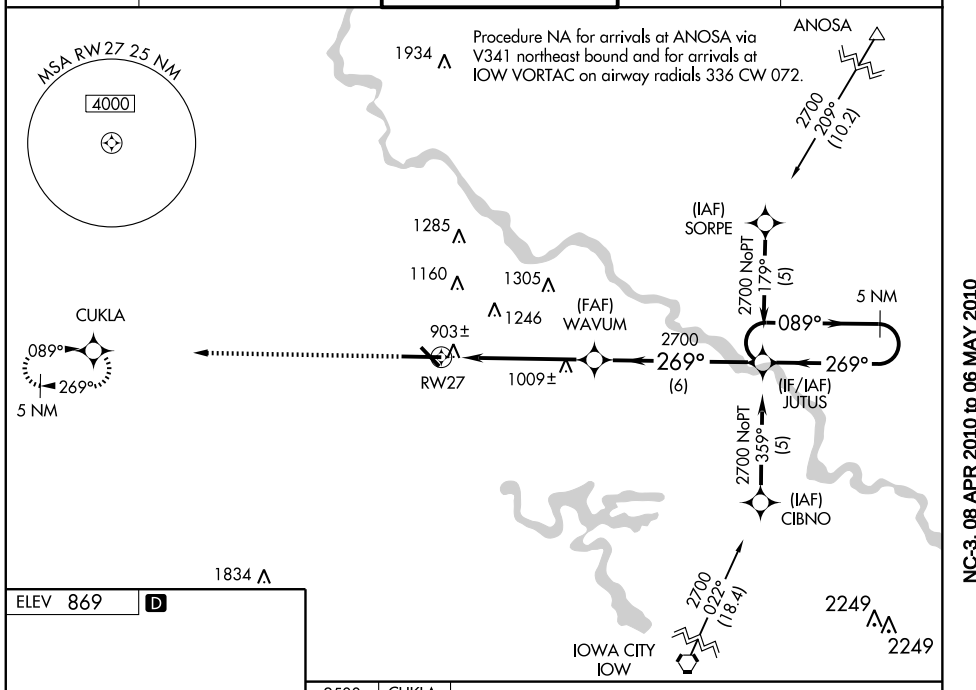
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

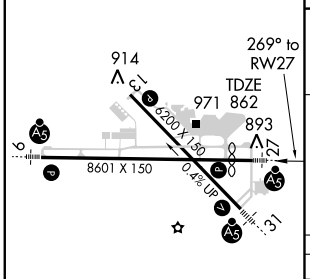
Baro-VNAV NA when using Iowa City altimeter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

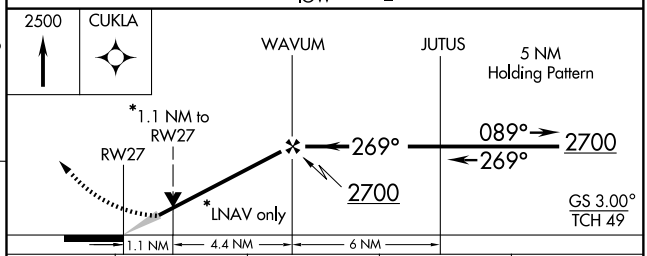
MALSR

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6200
Chan 77503	314°	TDZE	861
W31A		Apt Elev	869

RNAV (GPS) RWY 31

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

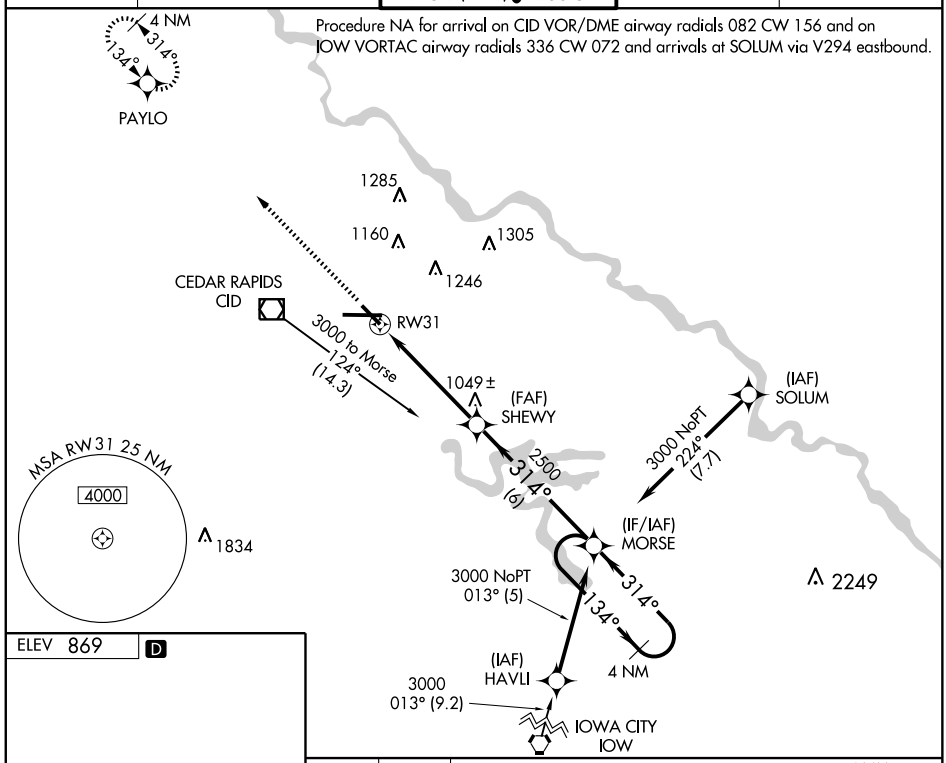
Baro-VNAV NA below -16°C (4°F).
DME/DME RNP- 0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1¼ mile.

MALSR

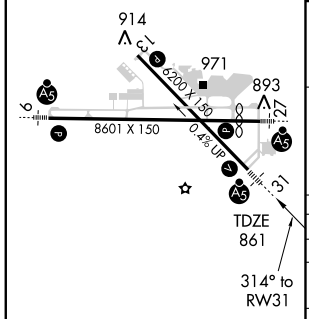
MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45

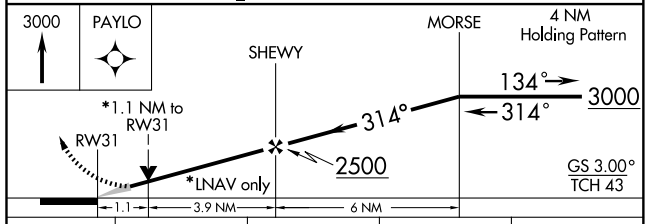
Procedure NA for arrival on CID VOR/DME airway radials 082 CW 156 and on IOW VORTAC airway radials 336 CW 072 and arrivals at SOLUM via V294 eastbound.



ELEV 869 D



MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13



CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	089°	TDZE	855
Chan 88		Apt Elev	869

VOR RWY 9

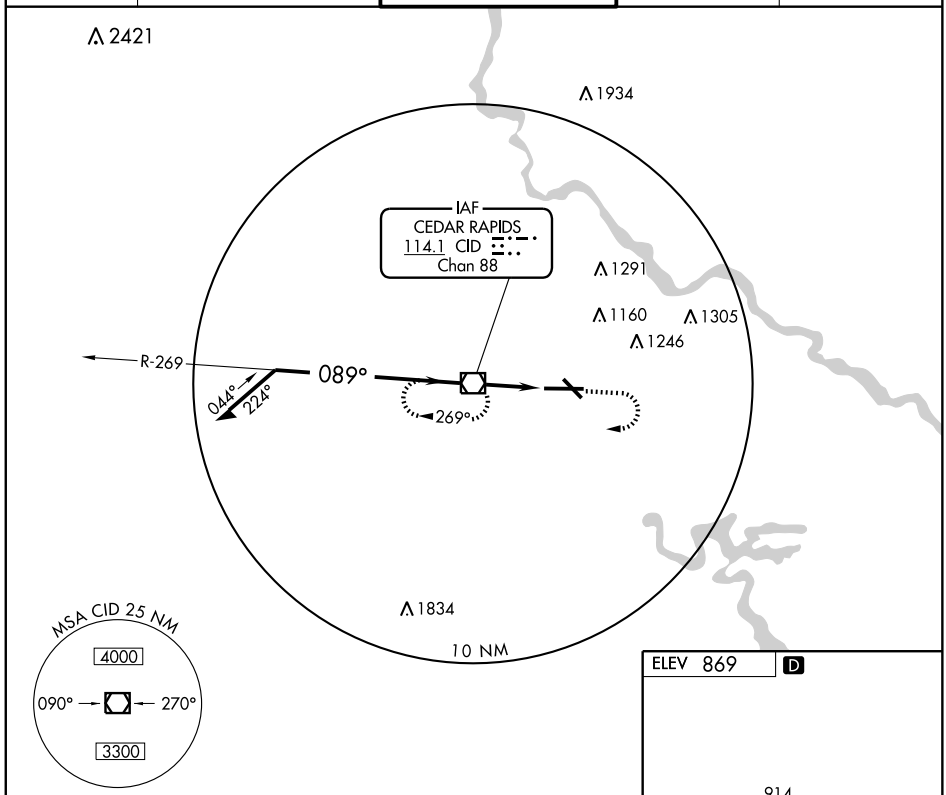
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

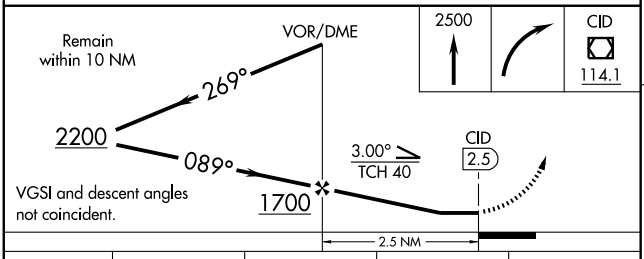
T For inoperative MALSR increase S-9 Cat D visibility to RVR 6000.

MALSR

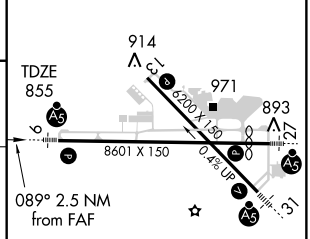
MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45





2500	CID
	114.1



MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

CATEGORY	A	B	C	D
S-9	1240/24 385 (400-½)			1240/50 385 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	268°	TDZE	862
Chan 88		Apt Elev	869

VOR RWY 27

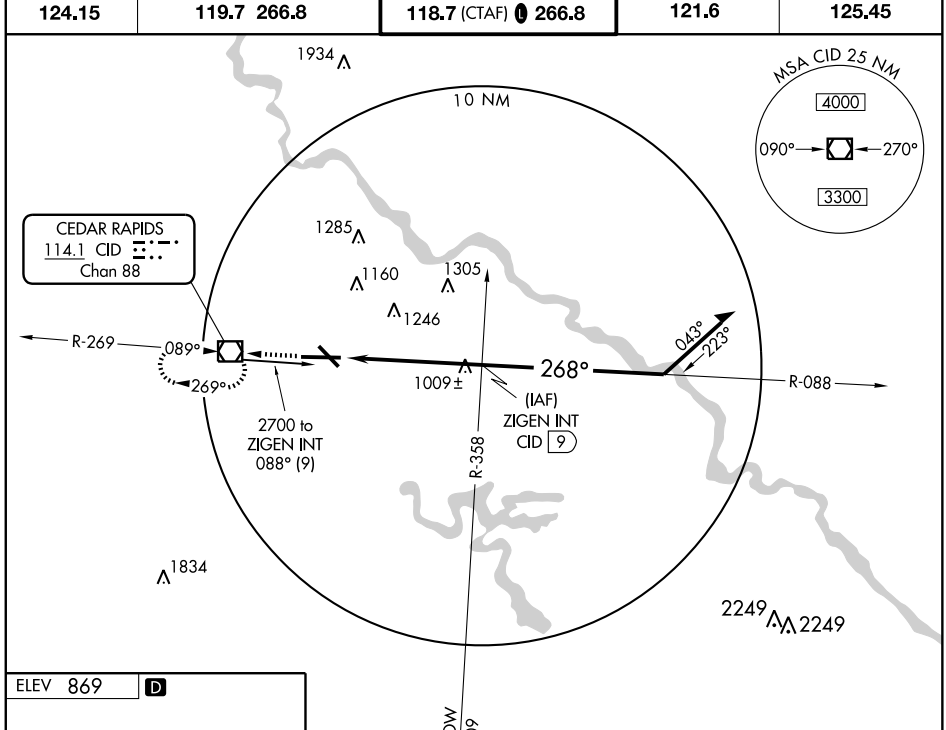
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

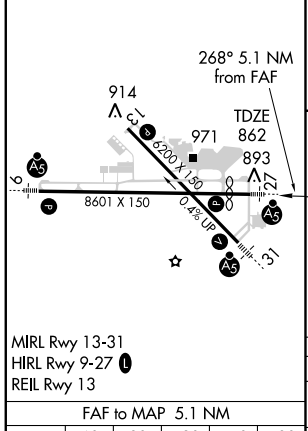
If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.
For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

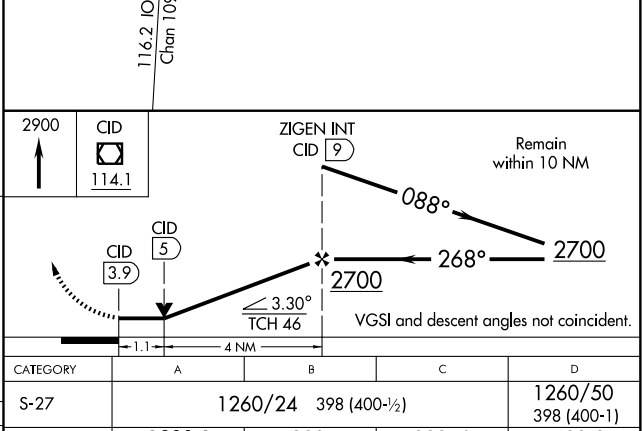
MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45







MIRL Rwy 13-31
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-27	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

NDB TVK 290	APP CRS 135°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028

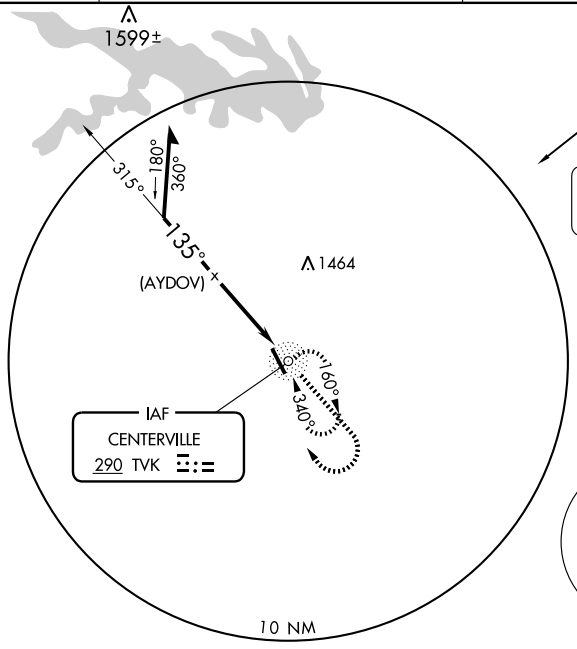
NDB or GPS RWY 16

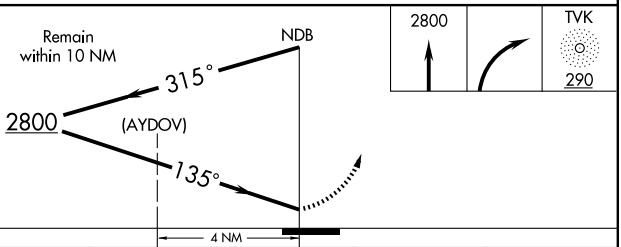
CENTERVILLE MUNI (TVK)

NA When local altimeter setting not received, use Des Moines altimeter setting.

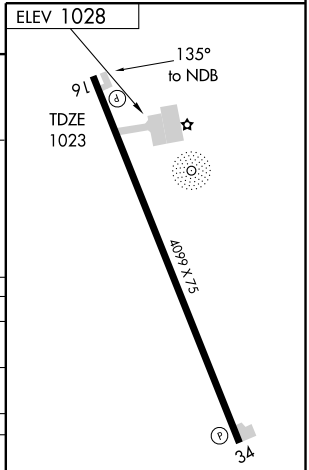
MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-16	1740-1 717 (800-1)		1740-2 717 (800-2)	1740-2 ¼ 717 (800-2 ¼)
CIRCLING	1740-1 712 (800-1)		1740-2 712 (800-2)	1740-2 ¼ 712 (800-2 ¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1 ¼ 877 (900-1 ¼)	1900-2 ½ 877 (900-2 ½)	1900-2 ¾ 877 (900-2 ¾)
CIRCLING	1900-1 872 (900-1)	1900-1 ¼ 872 (900-1 ¼)	1900-2 ½ 872 (900-2 ½)	1900-2 ¾ 872 (900-2 ¾)



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3, 08 APR 2010 to 06 MAY 2010

NDB TVK 290	APP CRS 340°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028

NDB or GPS RWY 34

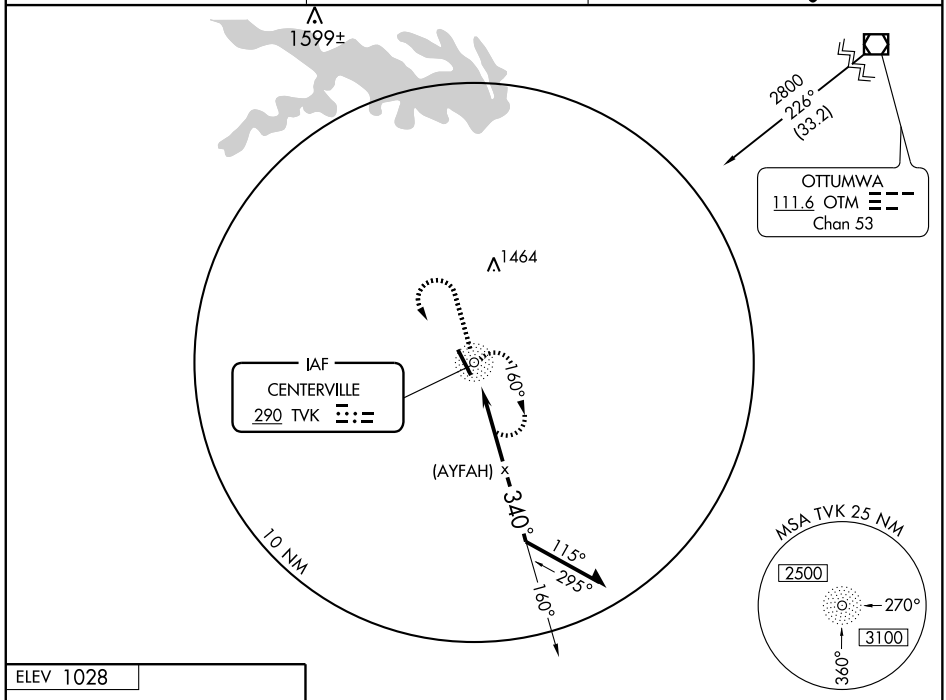
CENTERVILLE MUNI (TVK)

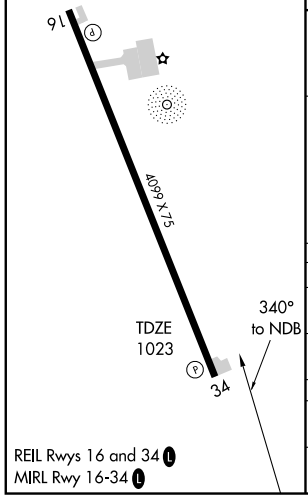
NA

When local altimeter setting not received, use Des Moines altimeter setting.

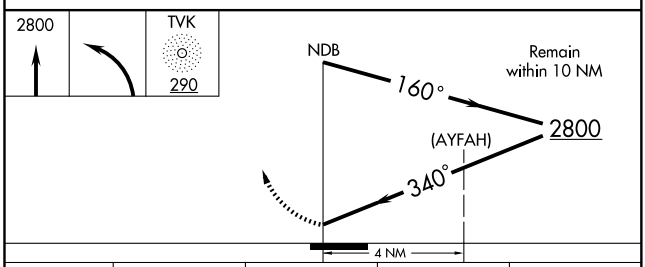
MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
S-34	1640-1 617 (700-1)		1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1 612 (700-1)		1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

NC-3. 08 APR 2010 to 06 MAY 2010

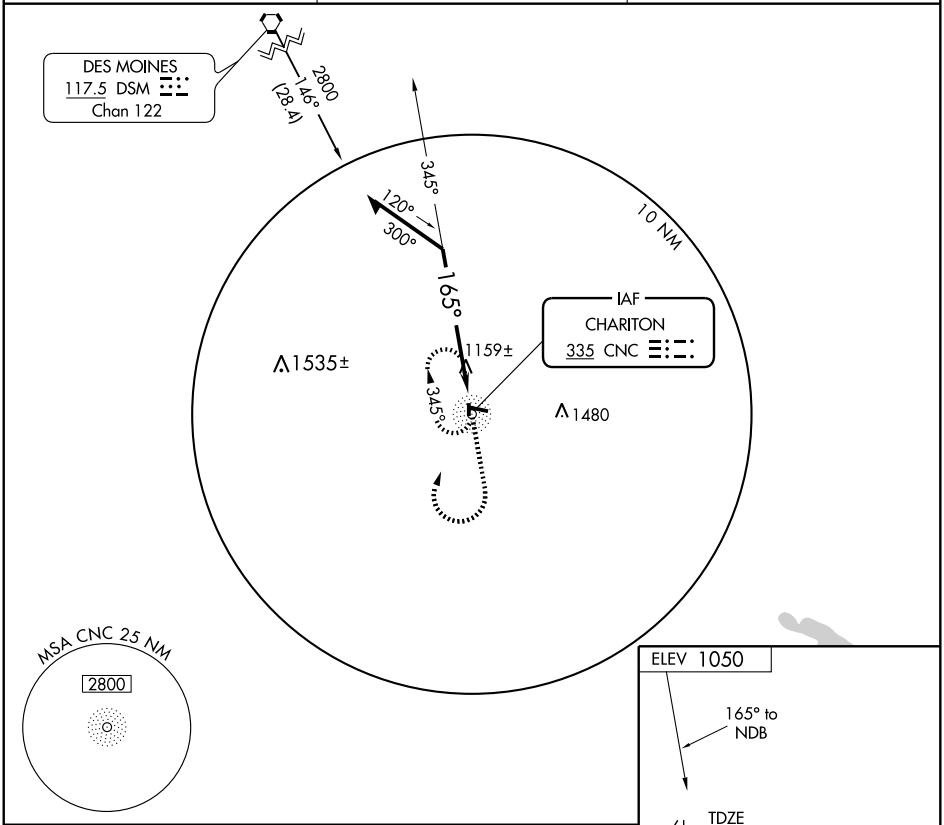
NDB CNC	APP CRS		
335	165°	Rwy Idg	2800
		TDZE	1050
		Apt Elev	1050

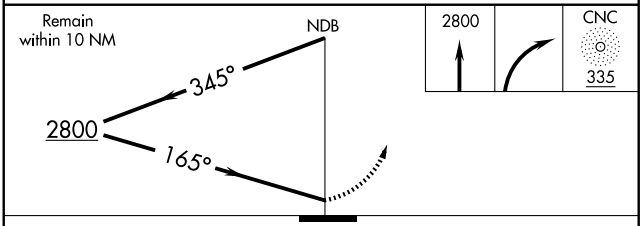
NDB RWY 17
CHARITON MUNI (CNC)

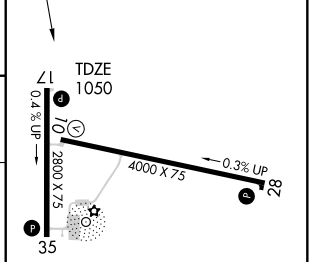
NA

MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwys 10,17,28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 10

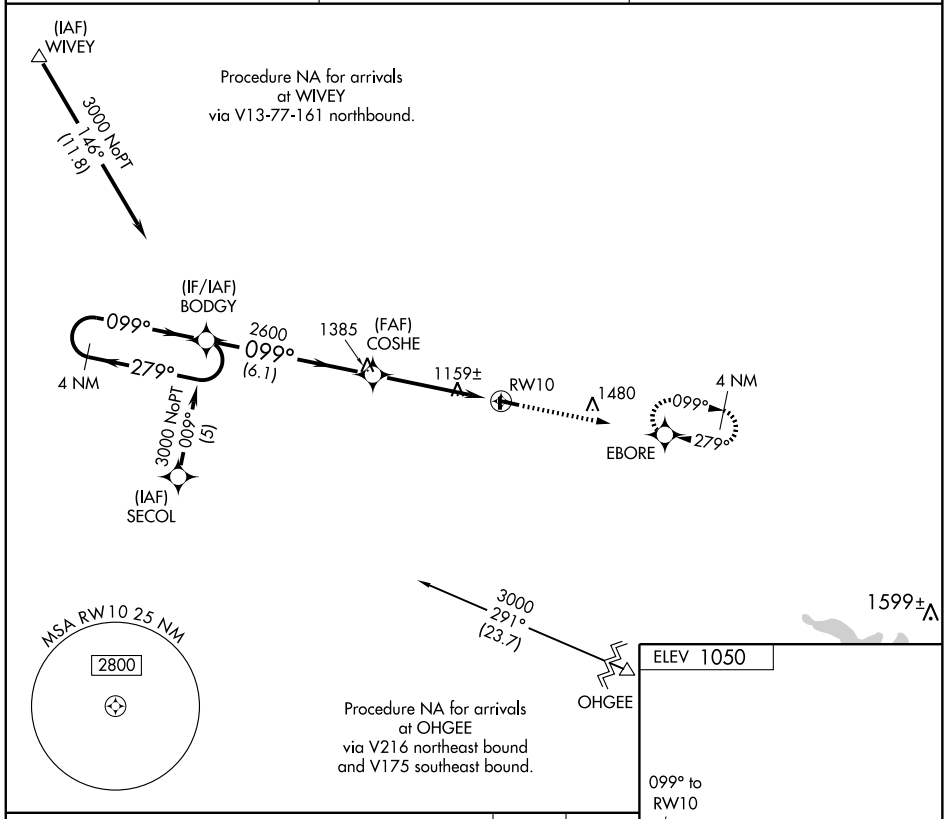
CHARITON MUNI (CNC)

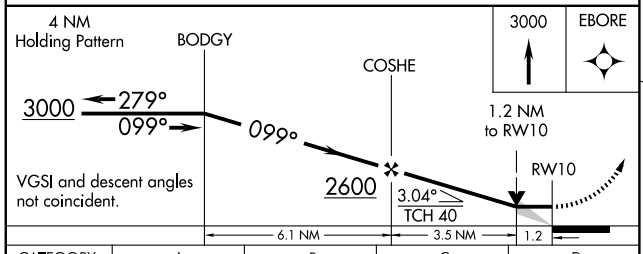
APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

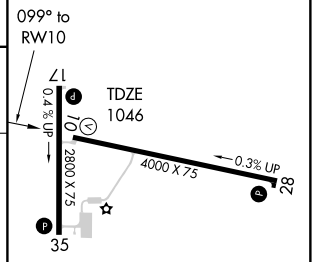
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. VDP NA when using Lamoni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBORE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1	394 (400-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

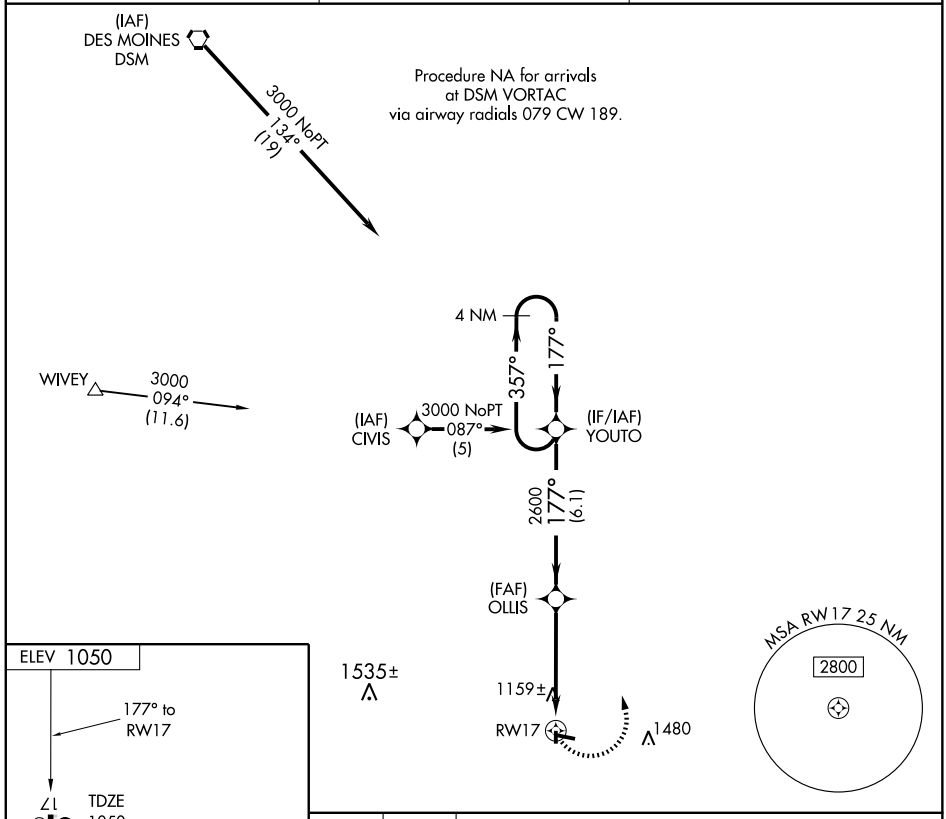
CHARITON MUNI (CNC)

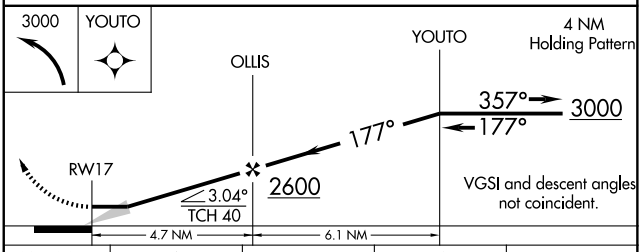
APP CRS	Rwy Idg	2800
177°	TDZE	1050
	Apt Elev	1050

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

CHARITON, IOWA

AL-6068 (FAA)

VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg 2800 TDZE 1050 Apt Elev 1050

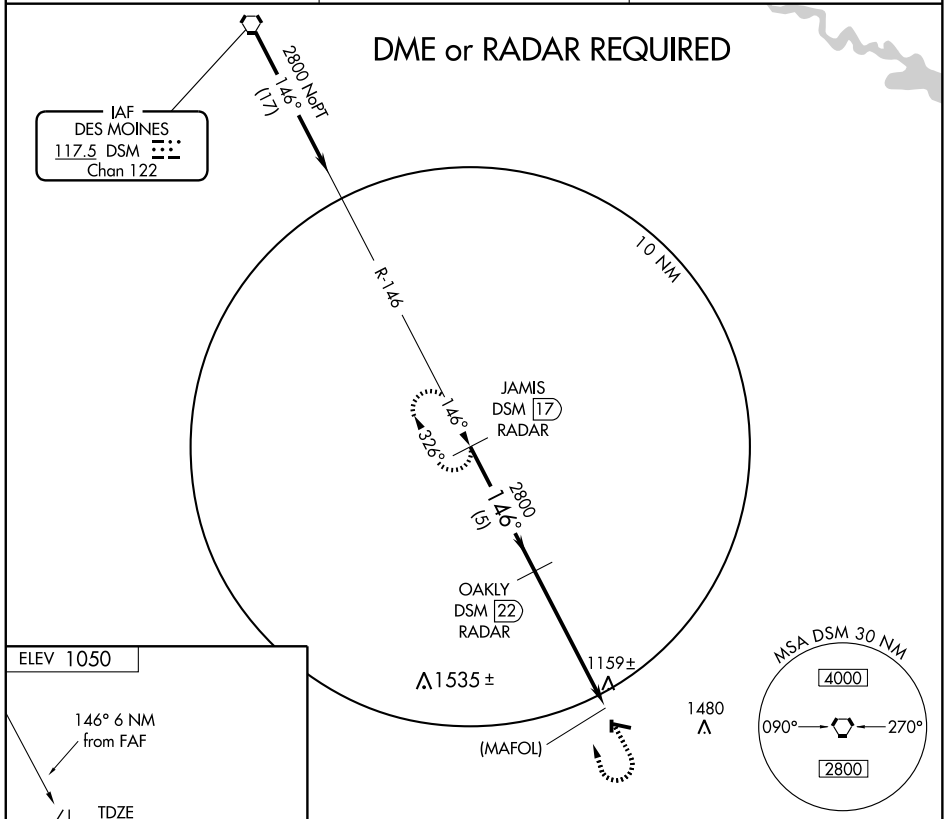
VOR or GPS RWY 17

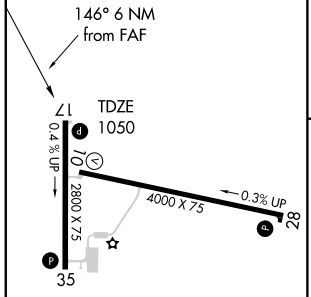
CHARITON MUNI (CNC)

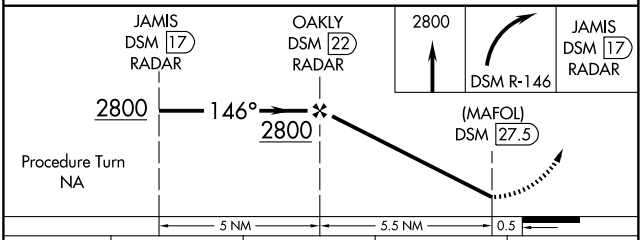
MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L

DME or RADAR REQUIRED







REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

CHARLES CITY, IOWA

AL-5329 (FAA)

LOC I-IYY	APP CRS	Rwy Idg	4001
108.3	122°	TDZE	1120
		Apt Elev	1125

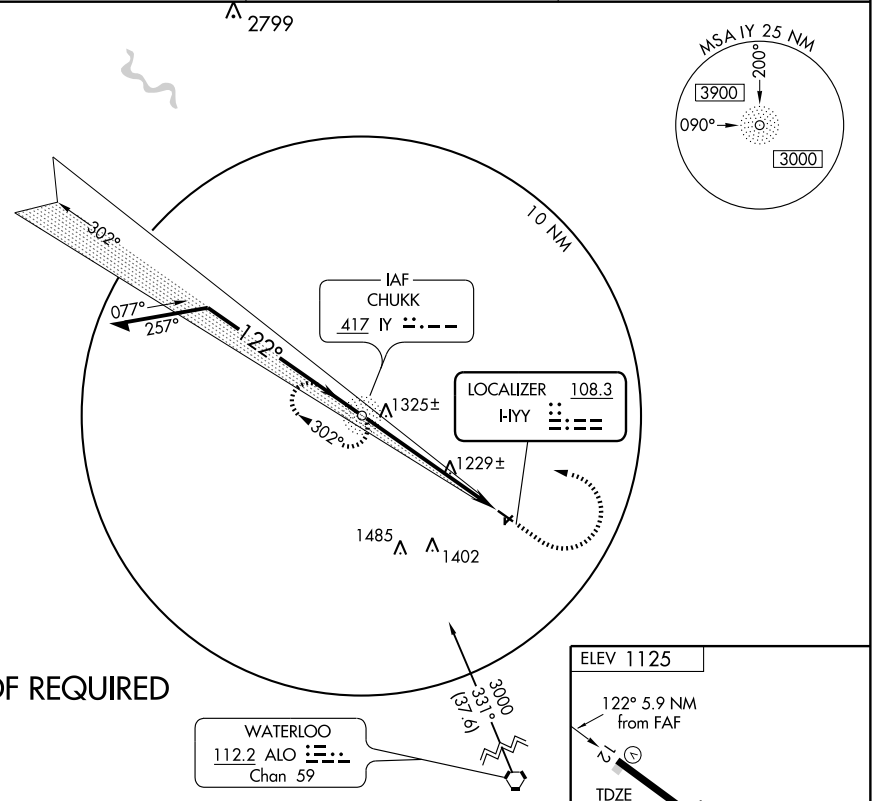
LOC RWY 12

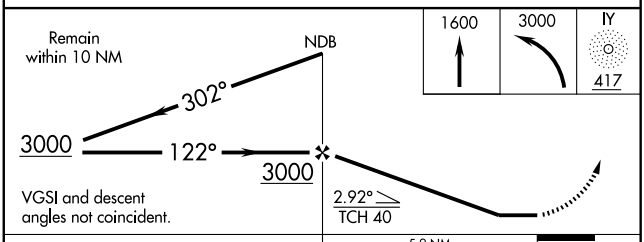
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

ADF required.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

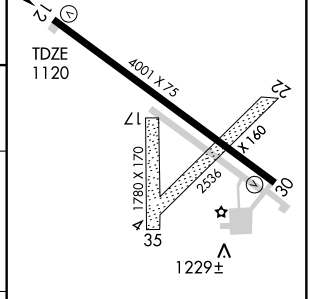
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1480-1 360 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 08 APR 2010 to 06 MAY 2010

CHARLES CITY, IOWA

NDB IYY 417	APP CRS 122°	Rwy Idg 4001 TDZE 1120 Apt Elev 1125

AL-5329 (FAA)

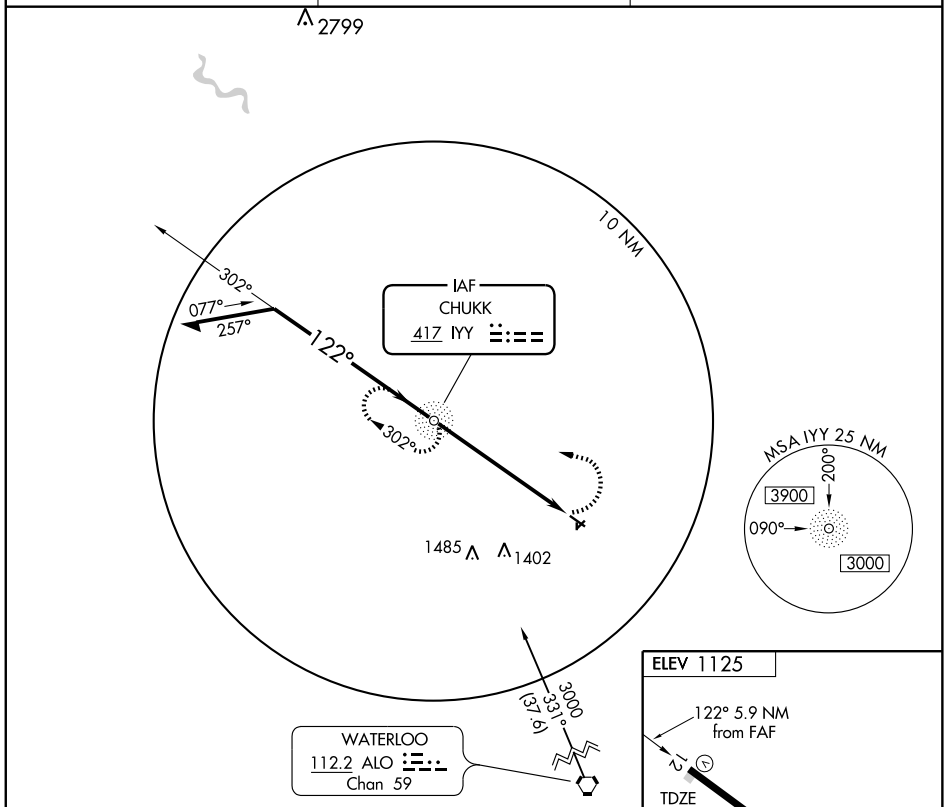
NDB RWY 12

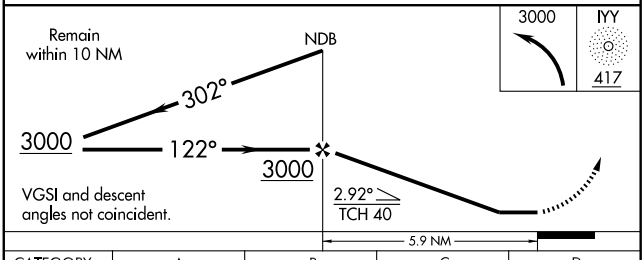
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

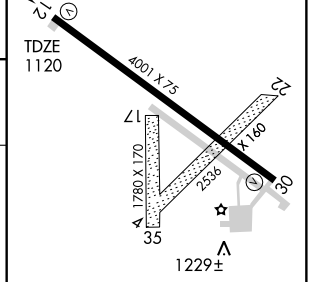
T A When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1640-1 520 (600-1)		NA	
CIRCLING	1640-1 515 (600-1)		NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3. 08 APR 2010 to 06 MAY 2010

CHARLES CITY, IOWA

APP CRS	Rwy Idg	4001
122°	TDZE	1120
	Apt Elev	1125

AL-5329 (FAA)

RNAV (GPS) RWY 12

CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L

Procedure NA for arrivals on RST VOR/DME airway radials 157 CW 213.

ROCHESTER RST

1606 ±

MSA RW12 25 NM
3900

4000 189° (32.7)

(IAF) YENLU

4000 NoPT 212° (5)

122° 4 NM 302°

(IF/IAF) JUKAG

2700 122° (6.1)

4000 NoPT 032° (5)

4000 084° (19.6)

MASON CITY MCW

(IAF) WAMUL

(FAF) ZEDRA

WESBA 2 NM to RW12

1249 ±

RW12

1485 ∧ 1402

Procedure NA for arrivals on MCW VORTAC airway radials 075 CW 122.

IJIBU 122° 4 NM 302°

ELEV 1125

122° to RW12

TDZE 1120

4001 X 75

17 35 X 160 2536 1780 X 170

1229±

4 NM Holding Pattern

JUKAG

ZEDRA

WESBA 2 NM to RW12

4000

IJIBU

4000 302° 122° 122°

3.04° TCH 40

1.1 NM to RW12

RW12

2700

1800

VGSI and descent angles not coincident.

6.1 NM | 2.8 NM | 0.9 | 1.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
302°	Rwy Idg	4001
	TDZE	1120
	Apt Elev	1125

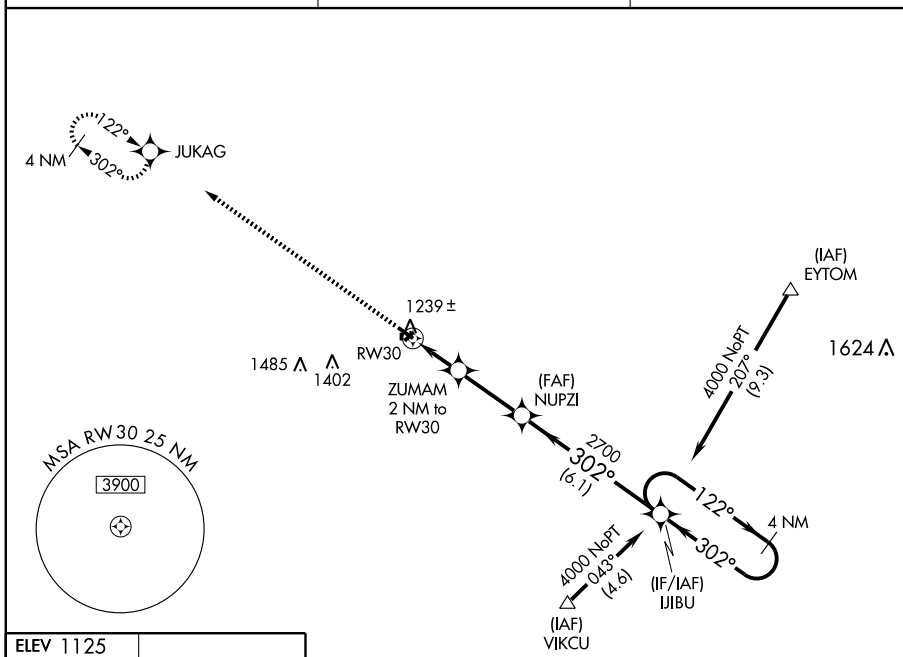
RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

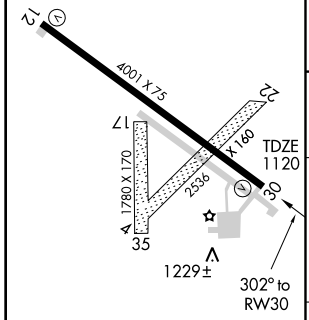
DME/DME RNP-0.3 NA
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

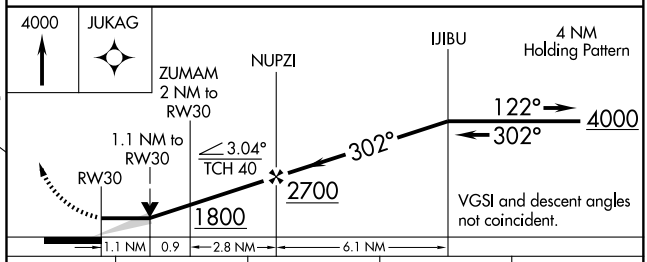
MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L



Procedure NA for arrivals at EYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
358°	Rwy Idg	3801
	TDZE	1227
	Apt Elev	1227

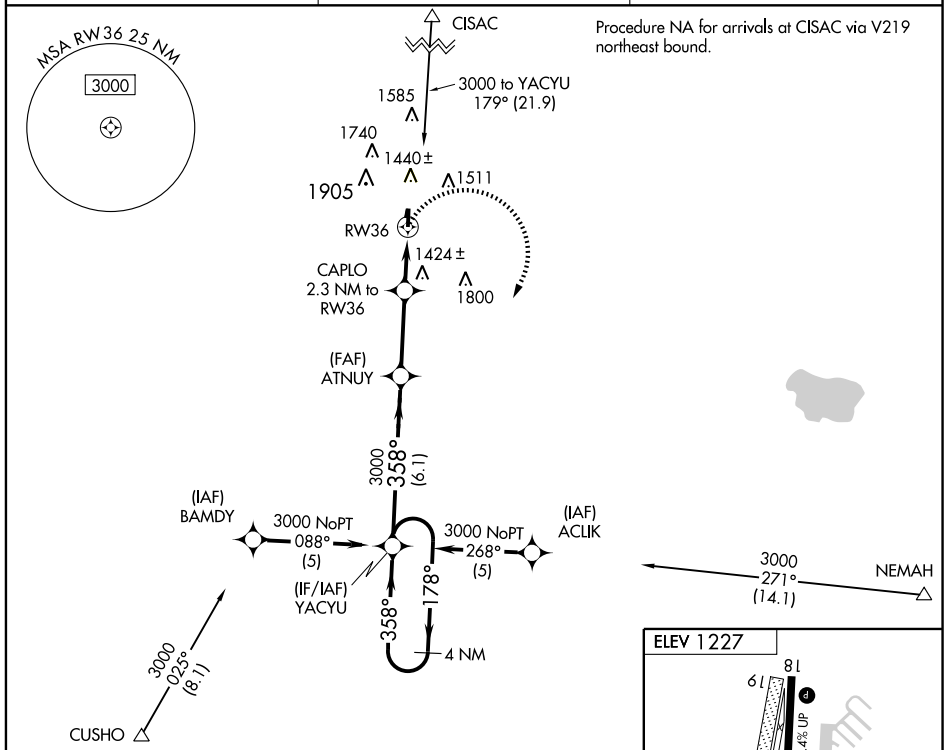
RNAV (GPS) Y RWY 36

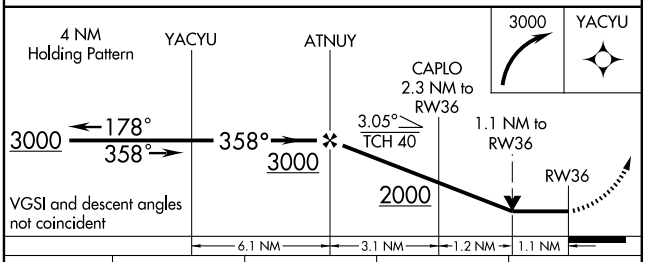
CHEROKEE COUNTY RGNL (CKP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
VDP NA when using Storm Lake altimeter setting.

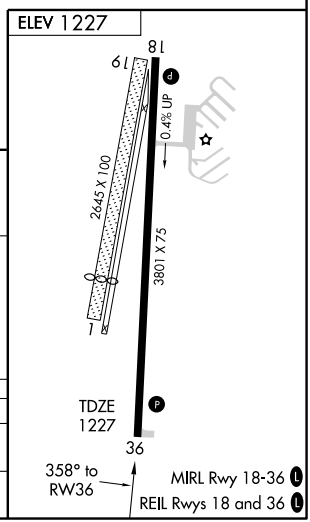
MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1 453 (500-1)		NA	
CIRCLING	1800-1 573 (600-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 56512 W36A	APP CRS 358°	Rwy Idg 3801	TDZE 1227	Apt Elev 1227

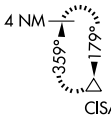
RNAV (GPS) Z RWY 36
CHEROKEE COUNTY RGNL (CKP)

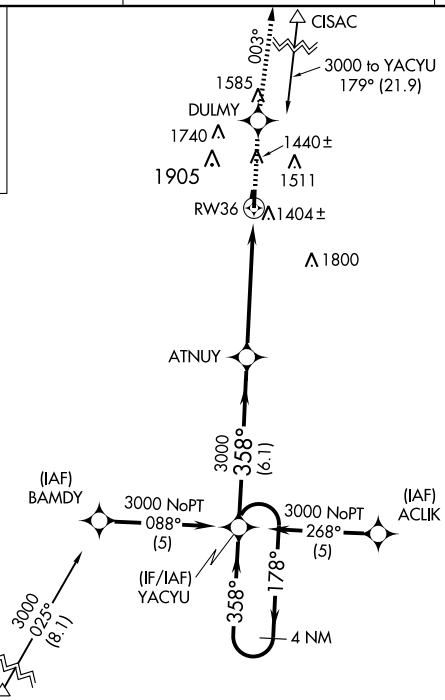
Baro-VNAV NA when using Storm Lake altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct DULMY and via 003° track to CISAC and hold.

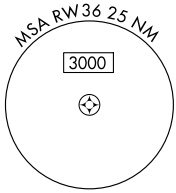
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L

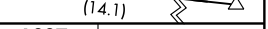
MISSED APCH FIX

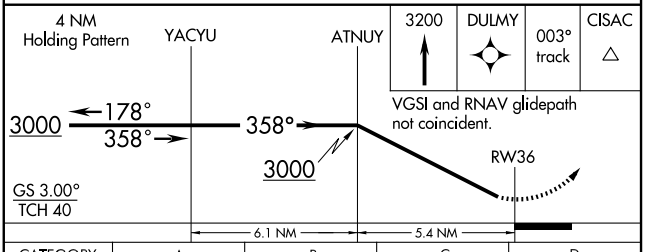




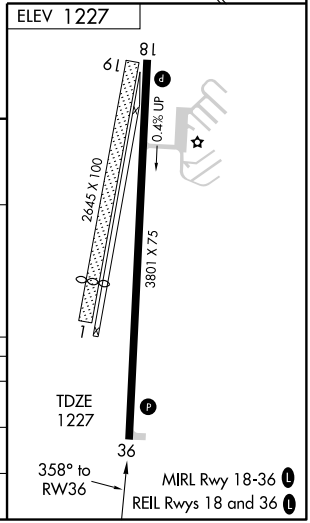
Procedure NA for arrivals at CISAC via V219 northeast bound.







CATEGORY	A	B	C	D
LPV DA	1550-1¼	323 (400-1¼)	NA	
LNAV/VNAV DA	1853-2¼	626 (700-2¼)	NA	
CIRCLING	1860-2¼	633 (700-2¼)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

NDB ICL	APP CRS	Rwy Idg	NA
353	345°	TDZE	NA
		Apt Elev	994

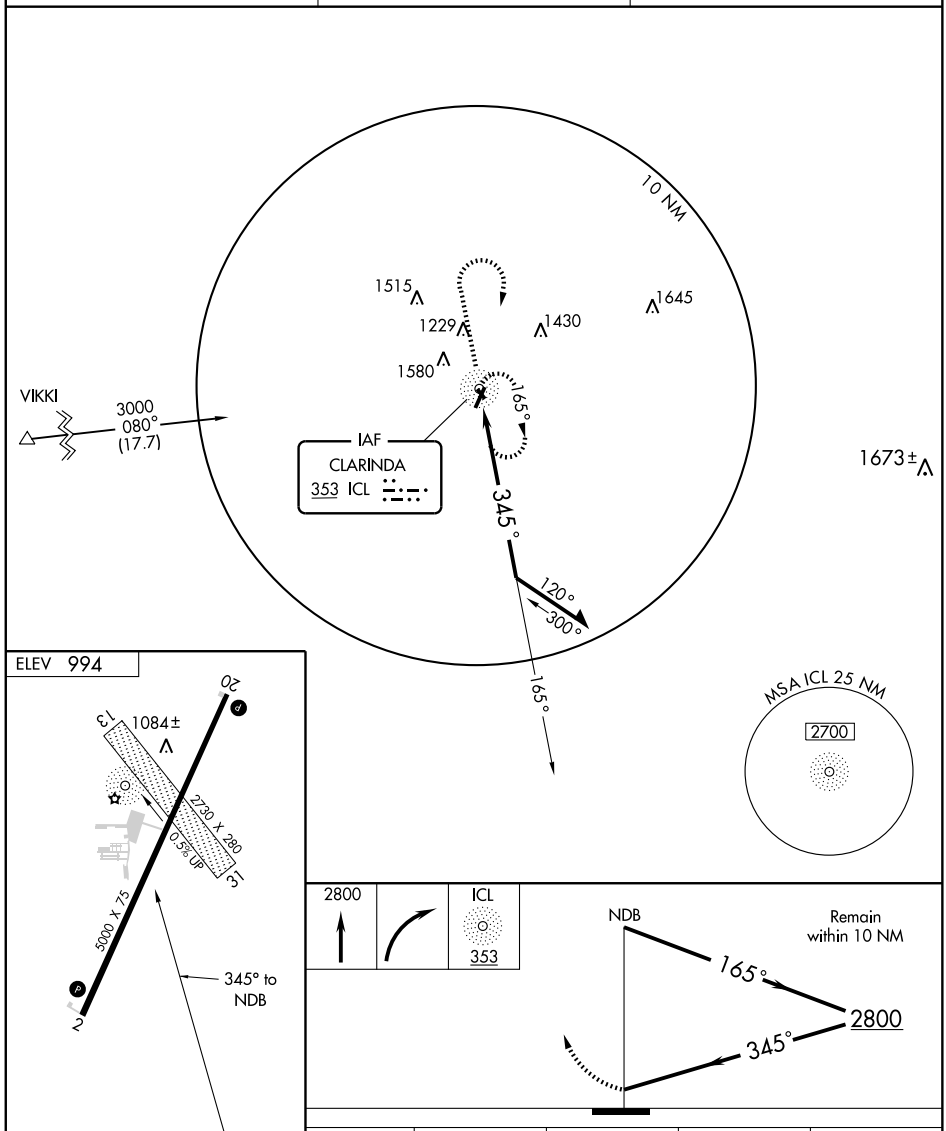
NDB-A

CLARINDA/SCHENCK FIELD (ICL)

NA

MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 99416	020°	Rwy Idg	5000
W02A		TDZE	991
		Apt Elev	996

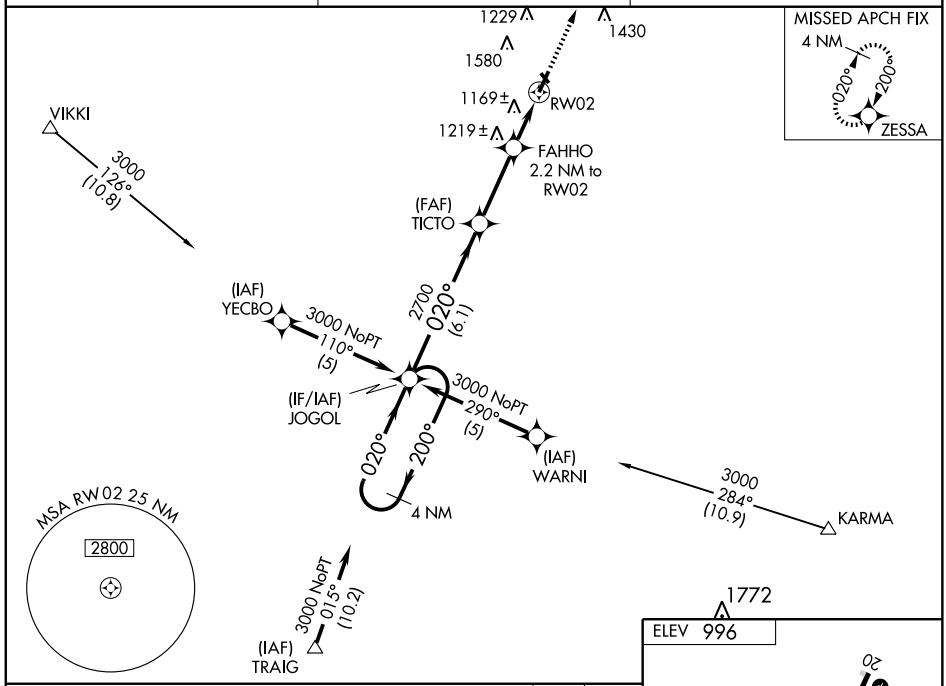
RNAV (GPS) RWY 2

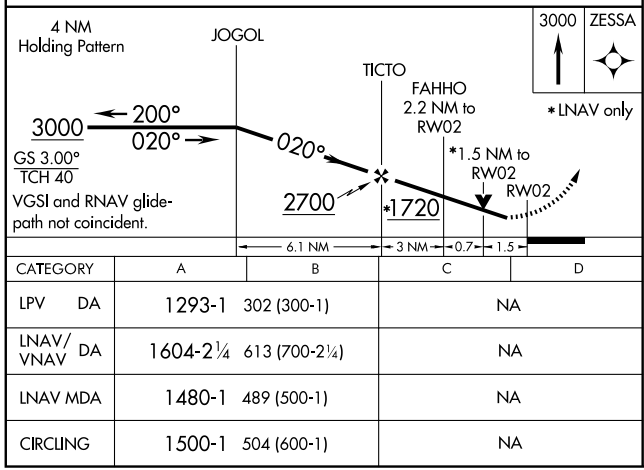
CLARINDA/SCHENCK FIELD (ICL)

Circling NA west of Rwy 02-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

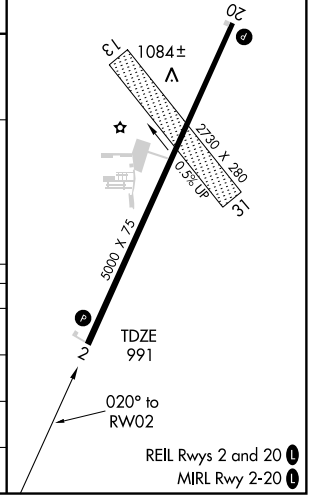
MISSED APPROACH: Climb to 3000 direct ZESSA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1293-1	302 (300-1)	NA	
LNAV/VNAV DA	1604-2¼	613 (700-2¼)	NA	
LNAV MDA	1480-1	489 (500-1)	NA	
CIRCLING	1500-1	504 (600-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
200°	TDZE	995
	Apt Elev	996

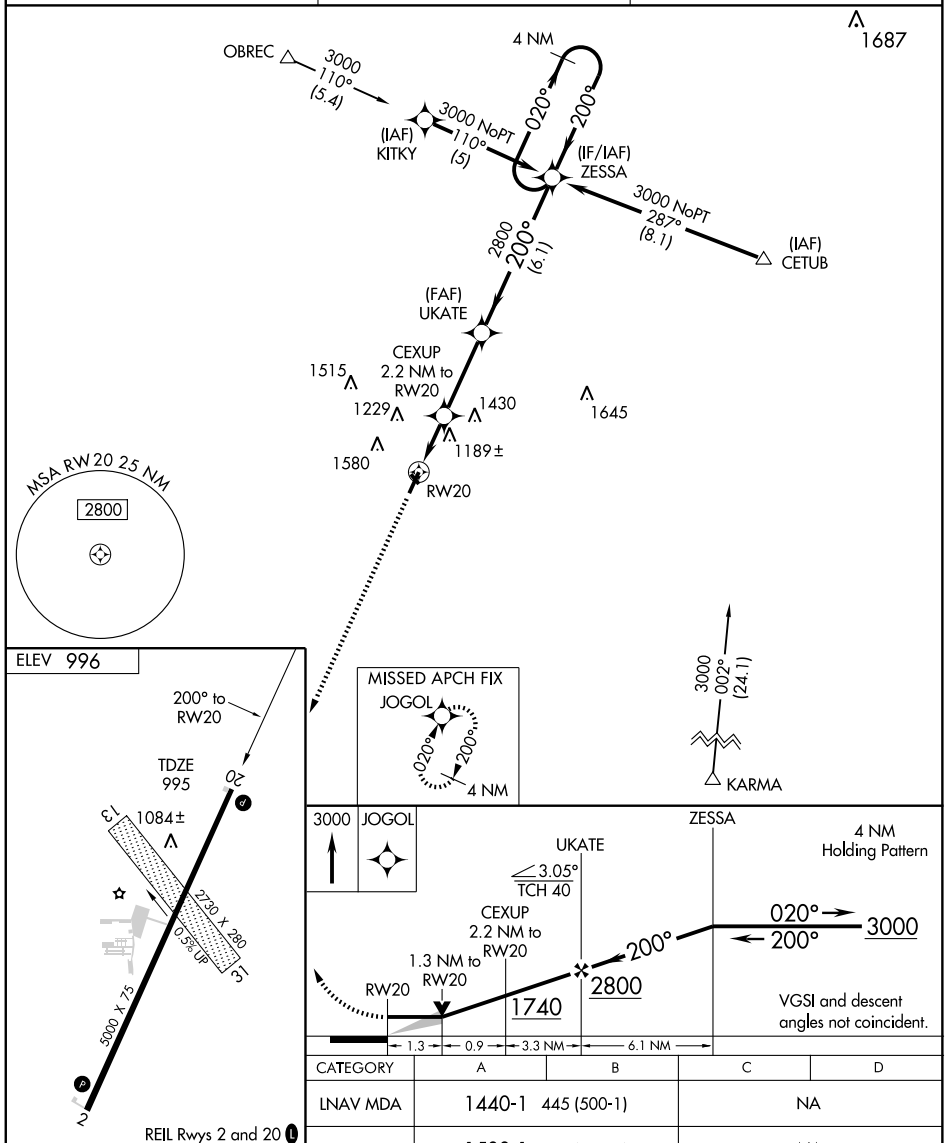
RNAV (GPS) RWY 20

CLARINDA/SCHENCK FIELD (ICL)

Circling NA west of Rwy 02-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOGOL and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L



REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1440-1 445 (500-1)		NA	
CIRCLING	1500-1 504 (600-1)		NA	

NC-3, 08 APR 2010 to 06 MAY 2010

NDB CAV 387	APP CRS 125°	Rwy Idg 3515 TDZE 1156 Apt Elev 1162

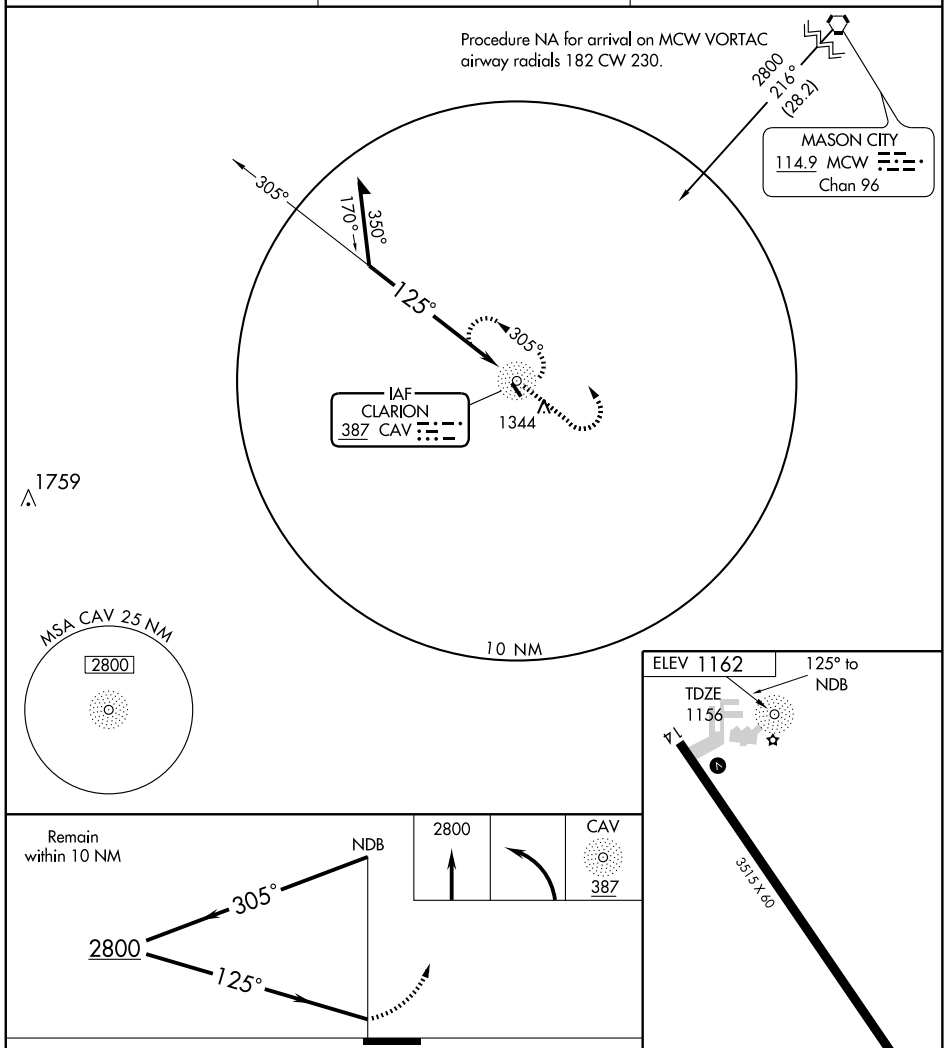
NDB RWY 14

CLARION MUNI (CAV)

When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1740-1	584 (600-1)	NA	
CIRCLING	1740-1	578 (600-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

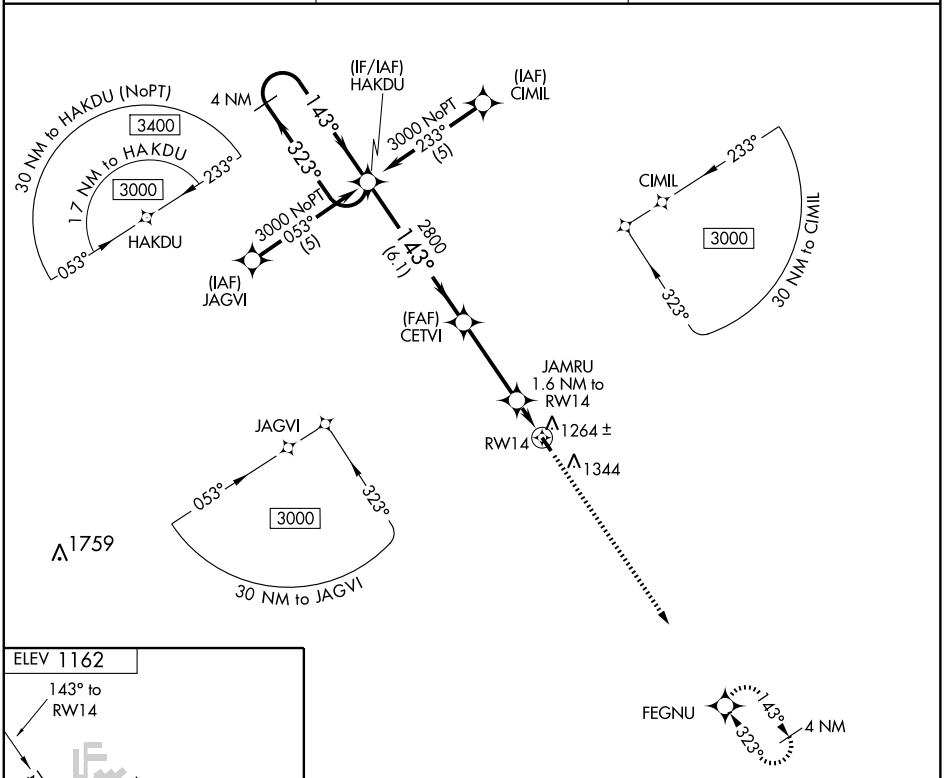
APP CRS	Rwy Idg	3515
143°	TDZE	1156
	Apt Elev	1162

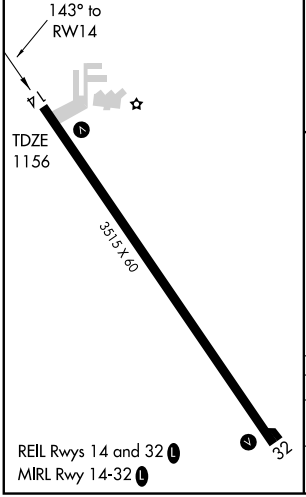
RNAV (GPS) RWY 14
CLARION MUNI (CAV)

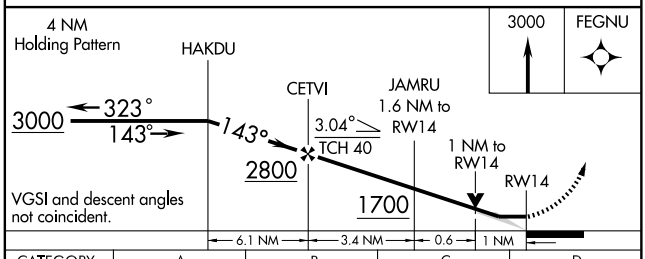
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. VDP NA when using Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1	364 (400-1)	NA	
CIRCLING	1660-1	498 (500-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

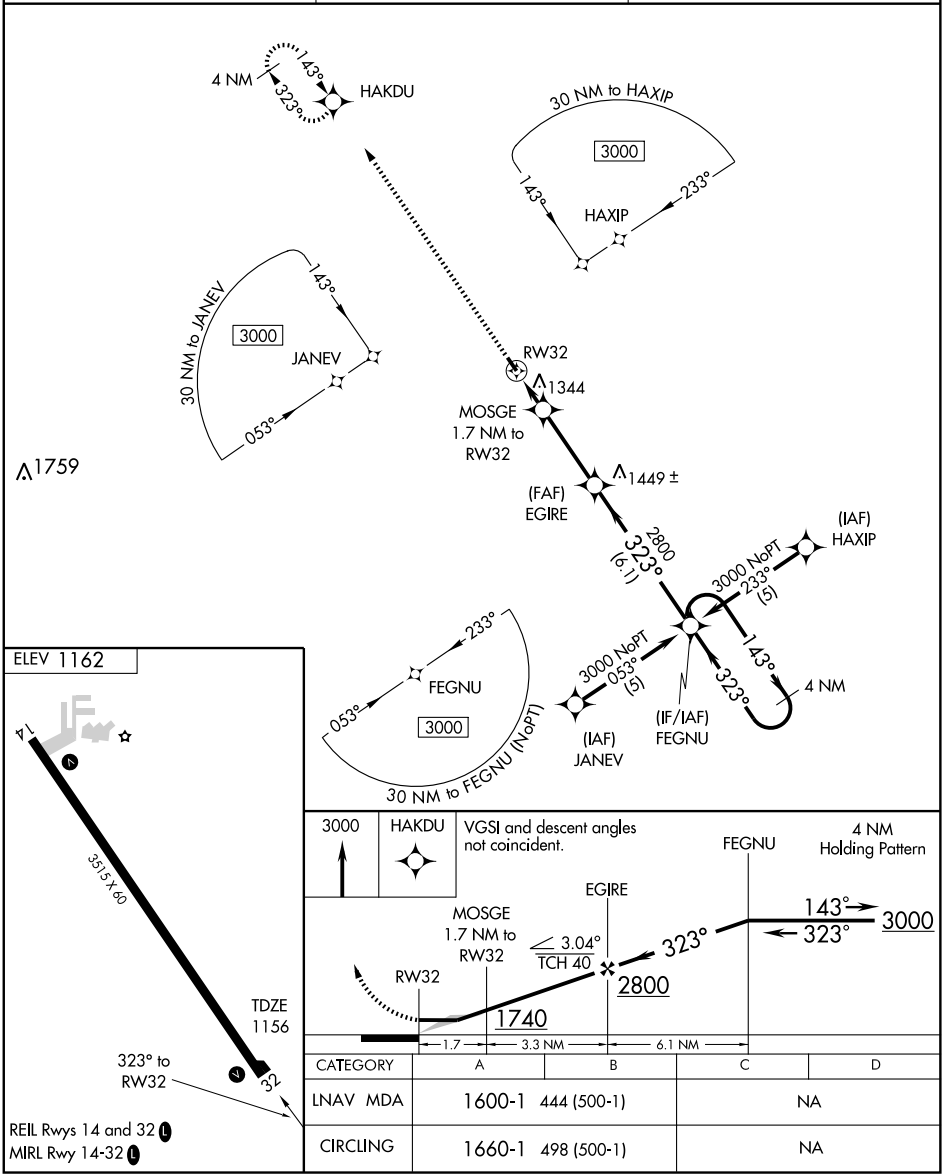
RNAV (GPS) RWY 32
CLARION MUNI (CAV)

APP CRS	Rwy Idg	TDZE	Apt Elev
323°	3515	1156	1162

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

A MISSED APPROACH: Climb to 3000 direct HAKDU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 444 (500-1)		NA	
CIRCLING	1660-1 498 (500-1)		NA	

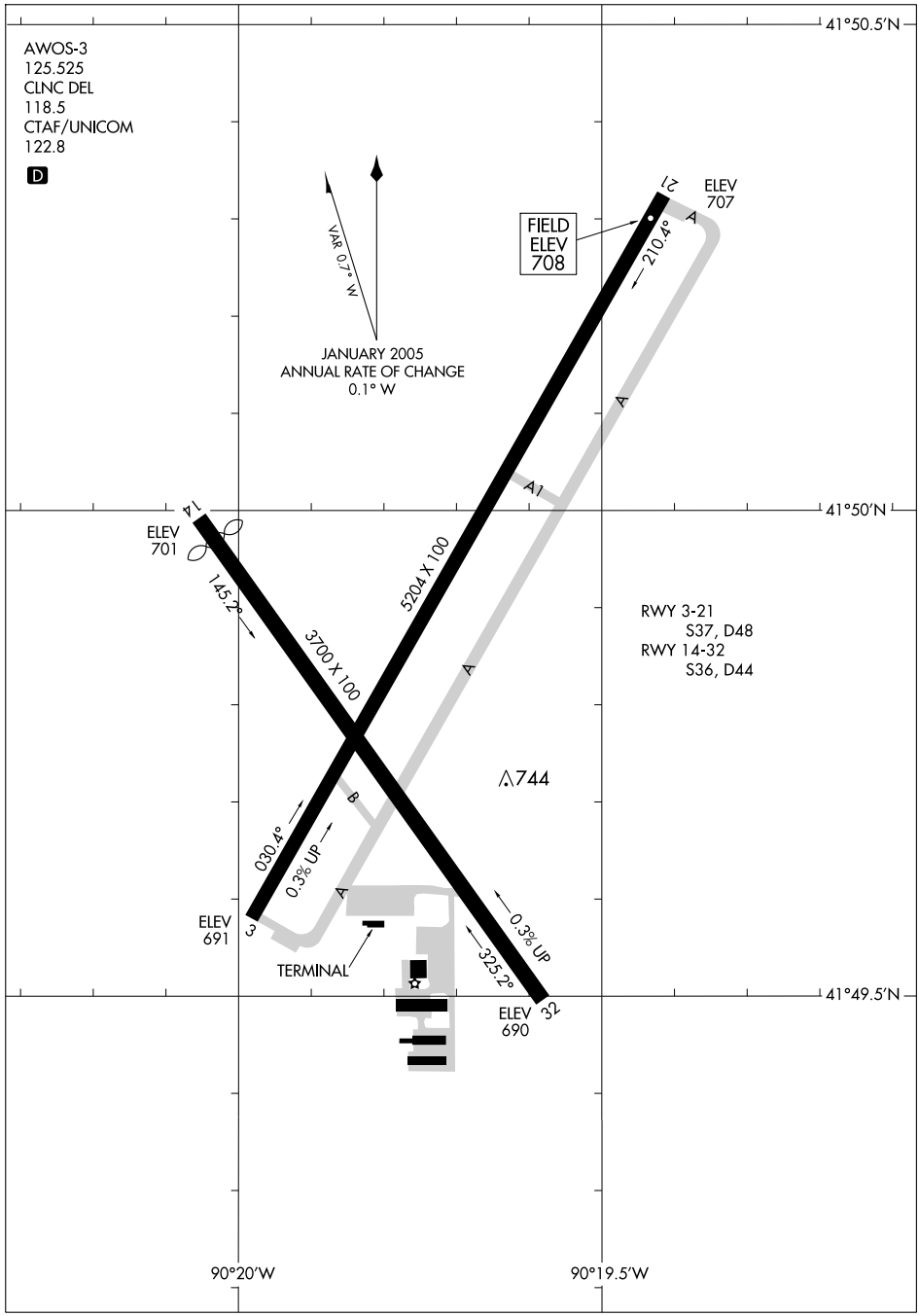
NC-3. 08 APR 2010 to 06 MAY 2010

09071

AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-FNO	APP CRS	Rwy Idg	5204
109.7	030°	TDZE	700
Chan 34		Apt Elev	708

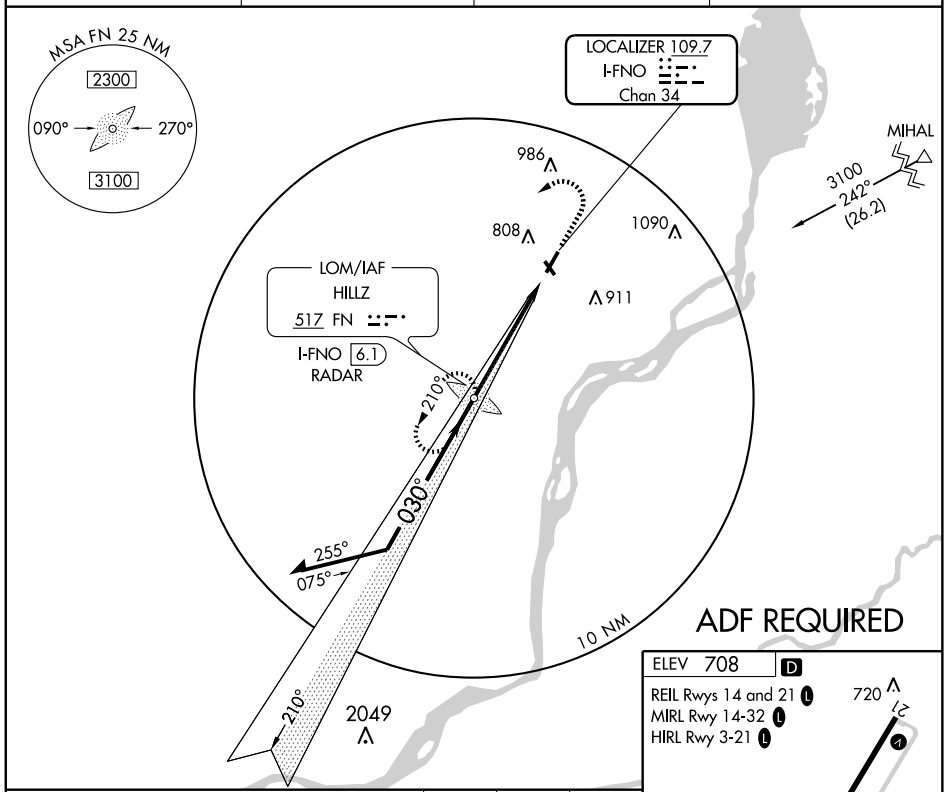
ILS or LOC RWY 3

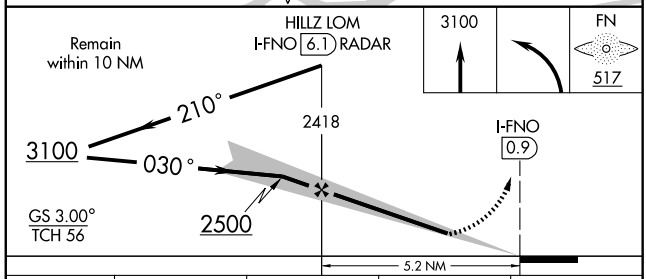
CLINTON MUNI (CWI)

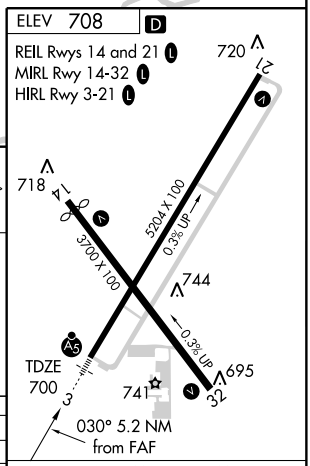
MALSR

MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 3	900-½	200 (200-½)		NA
S-LOC 3	1080-½	380 (400-½)		NA
CIRCLING	1120-1 412 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5204
CH 69610	030°	TDZE	700
W03A		Apt Elev	708

RNAV (GPS) RWY 3
CLINTON MUNI (CWI)

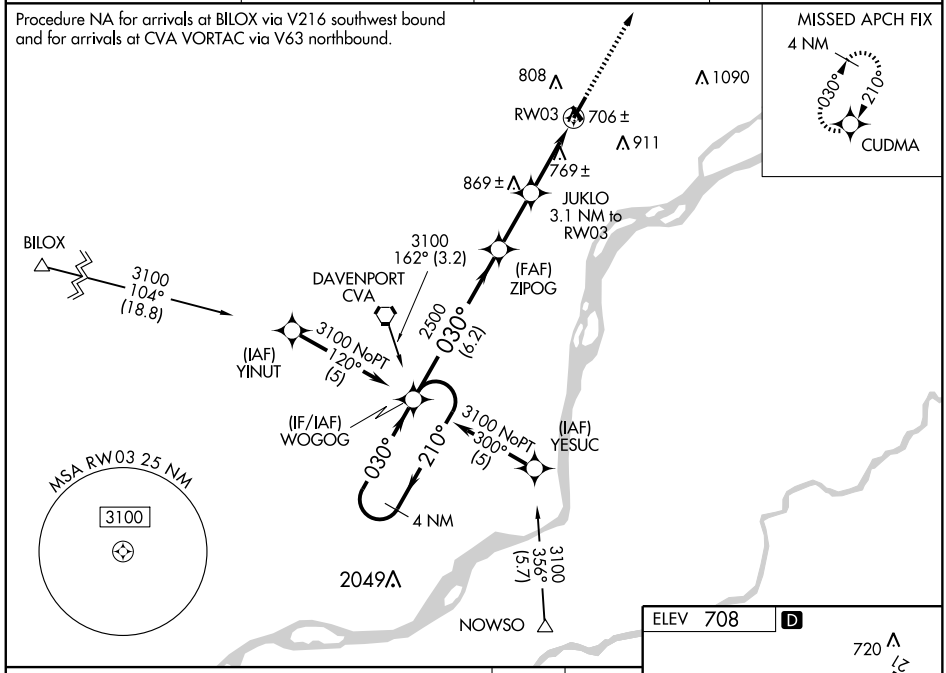
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

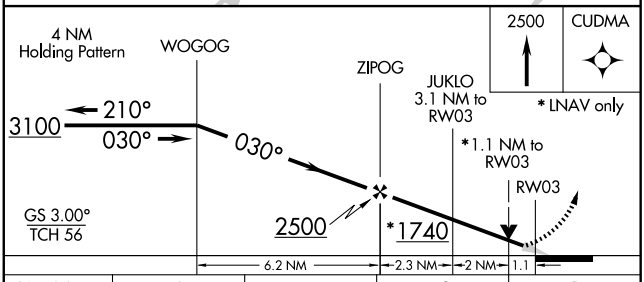
MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

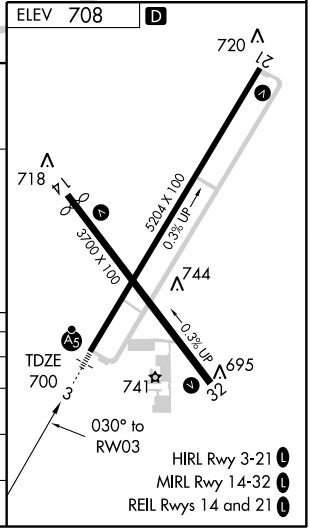
AWOS-3	QUAD CITY APP CON *	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)

Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.





CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

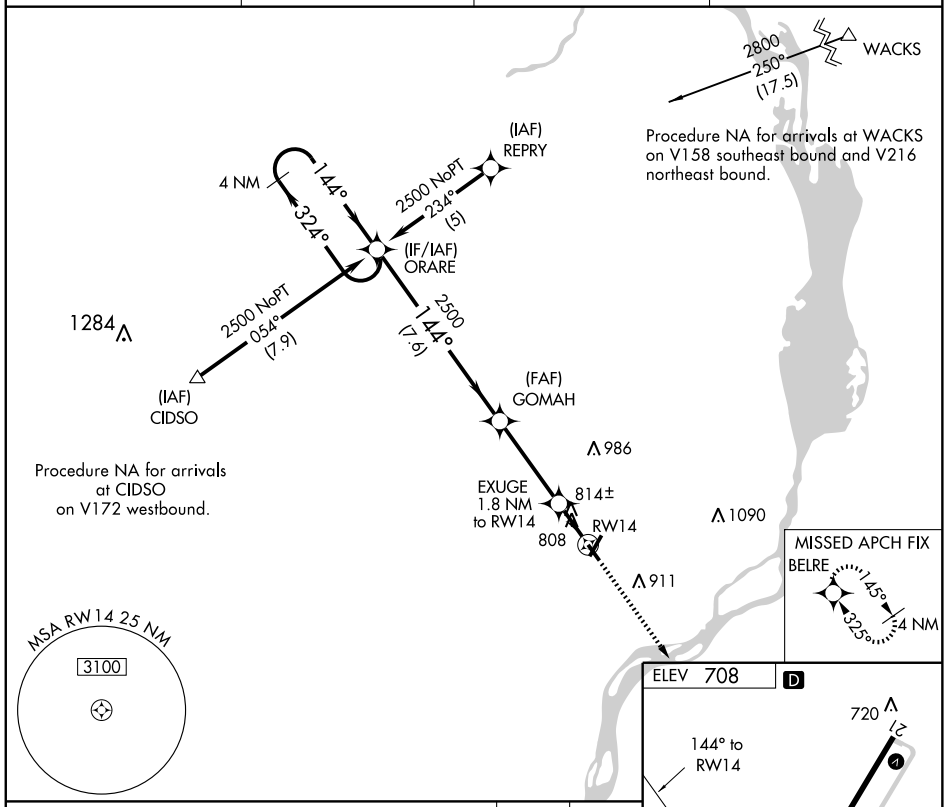
APP CRS	Rwy Idg	3530
144°	TDZE	701
	Apt Elev	708

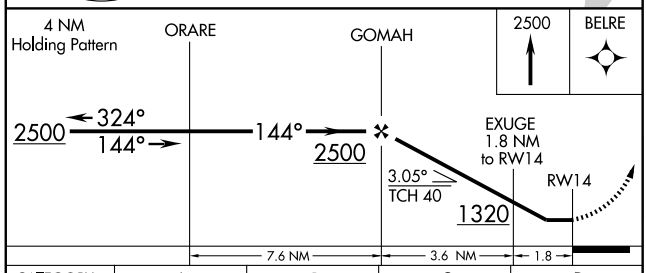
RNAV (GPS) RWY 14
CLINTON MUNI (CWI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

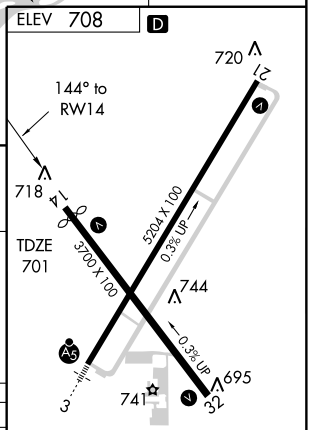
MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1080-1 379 (400-1)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 21

CLINTON MUNI (CWI)

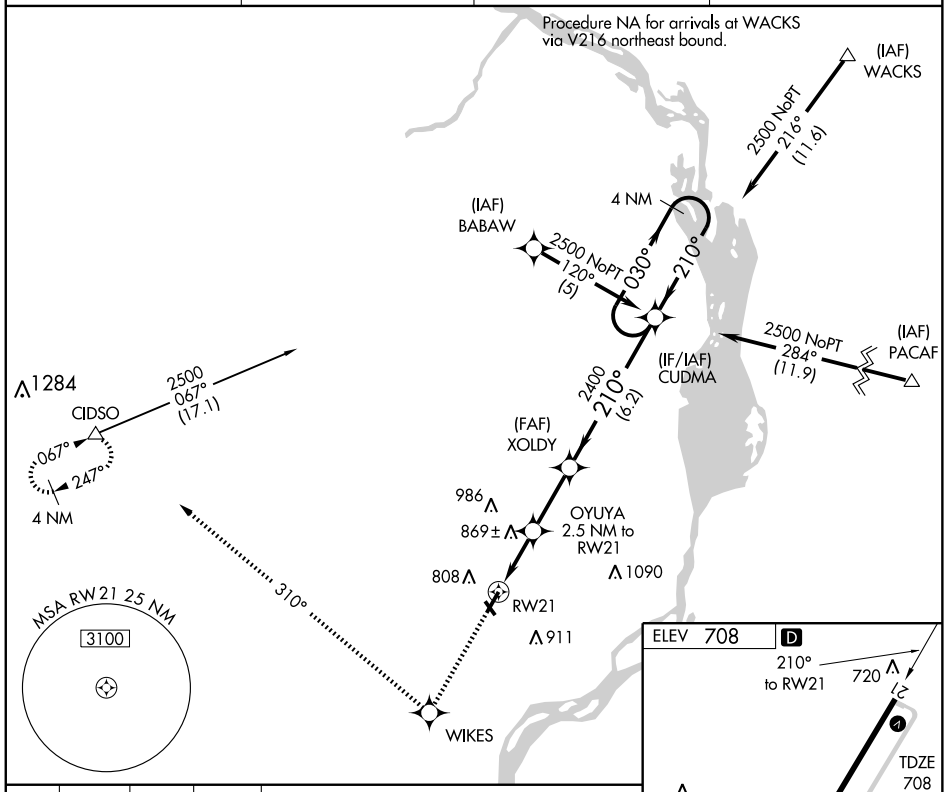
APP CRS	Rwy Idg	5204
210°	TDZE	708
	Apt Elev	708

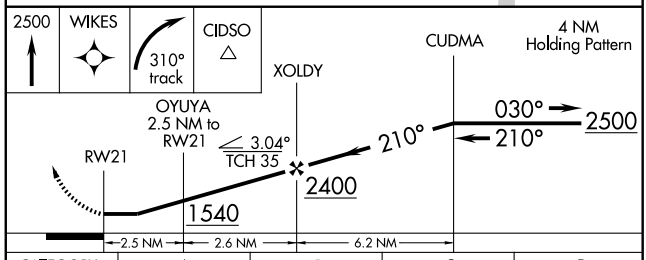
DME/DME RNP-0.3 NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.

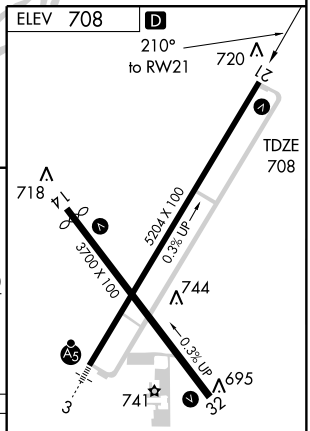
MISSED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CIDSO and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 (L)	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



REIL Rwys 14 and 21 (L)
MIRL Rwy 14-32 (L)
HIRL Rwy 3-21 (L)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
325°	Rwy Idg	3700
	TDZE	697
	Apt Elev	708

RNAV (GPS) RWY 32
CLINTON MUNI (CWI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ORARE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 (L)	122.8 (CTAF)

MISSED APCH FIX
4 NM 144° 324° ORARE

986
1090
808
RW32
911

Procedure NA for arrivals at ENAME on V6 eastbound.

(FAF)
ADIKE

(IAF)
ENAME

2500
325°
(8.4)

2500 NoPT
235°
(9.6)

MSA RW32 25 NM
3100

1691

(IF/IAF)
BELRE

145°
325°
4 NM

2500 NoPT
054°
(11.7)

(IAF)
NOWSO

ELEV 708 D
REIL Rwys 14 and 21 (L)
MIRL Rwy 14-32 (L)
HIRL Rwy 3-21 (L)

720
21
718
14
5204 X 100
0.3% UP
3700 X 100
744
0.3% UP
TDZE
697
695
741
32
3
325° to RW32

2500 ORARE

4 NM Holding Pattern

ADIKE
BELRE
325°
145°
325°
2500
2500
RW32
3.05°
TCH 40
5.5 NM
8.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1180-1	483 (500-1)	1180-1¼ 483 500-1¼	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

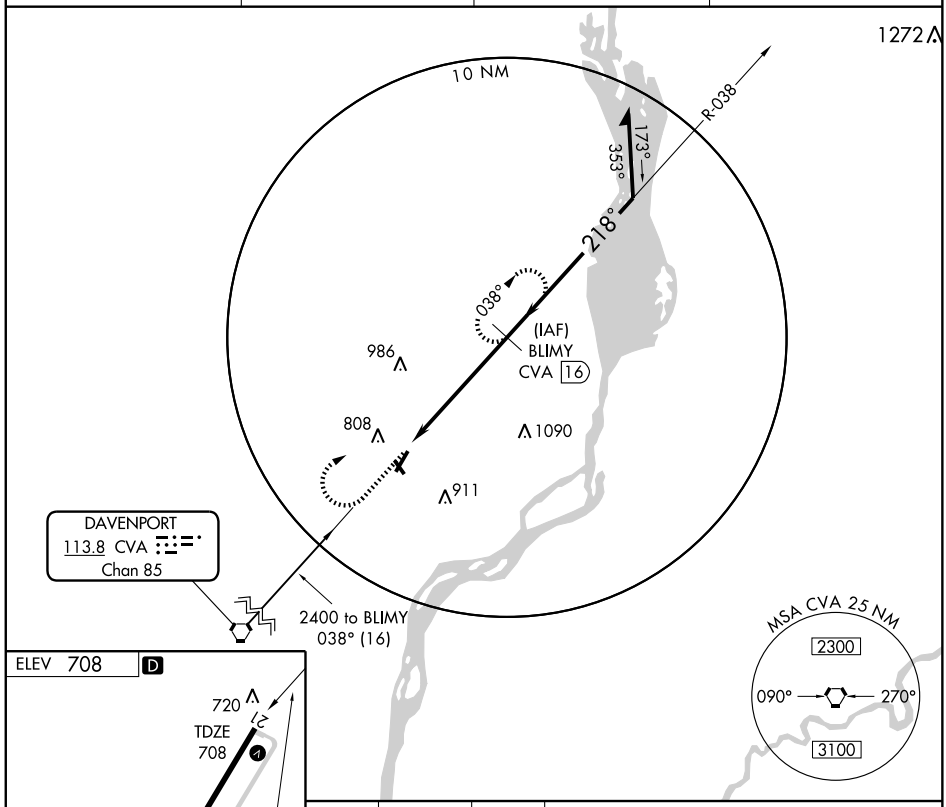
VORTAC CVA 113.8 Chan 85	APP CRS 218°	Rwy Idg 5204 TDZE 708 Apt Elev 708

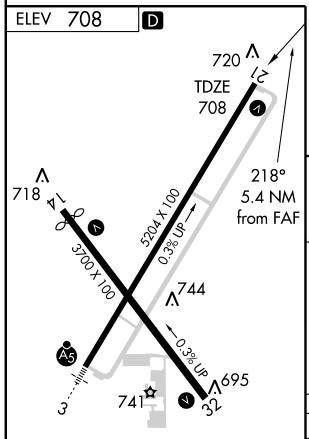
VOR/DME RWY 21

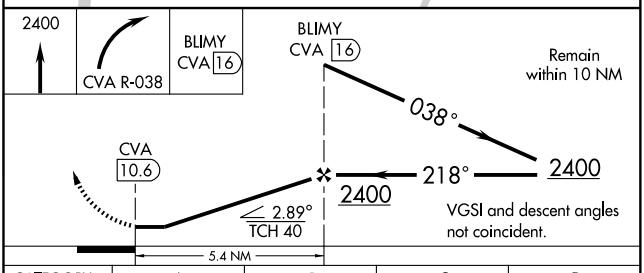
CLINTON MUNI (CWI)

MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







CATEGORY	A	B	C	D
S-21	1200-1	492 (500-1)	1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC CVA	APP CRS	Rwy Idg	5204
113.8	040°	TDZE	700
Chan 85		Apt Elev	708

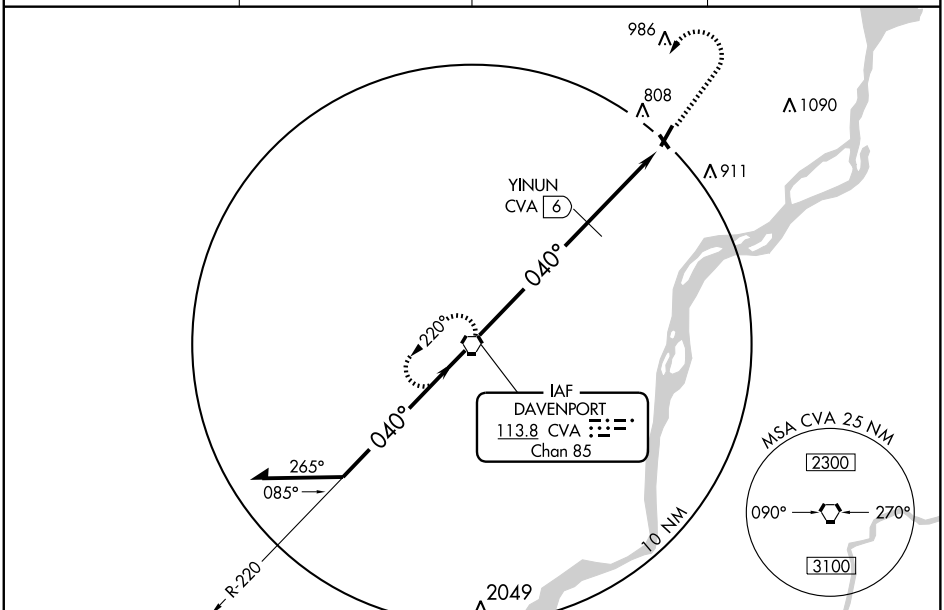
VOR RWY 3
CLINTON MUNI (CWI)

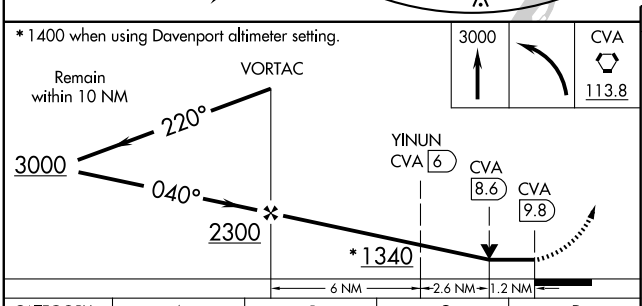
T Inoperative table does not apply.
A VDP NA when using Davenport altimeter setting.
When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.

MALSR

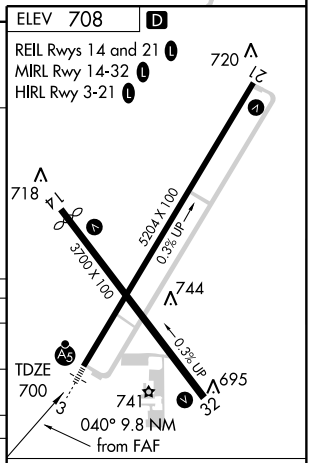
MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)





CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¾ 640 (700-1¾)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¾ 632 (700-1¾)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

NC-3. 08 APR 2010 to 06 MAY 2010

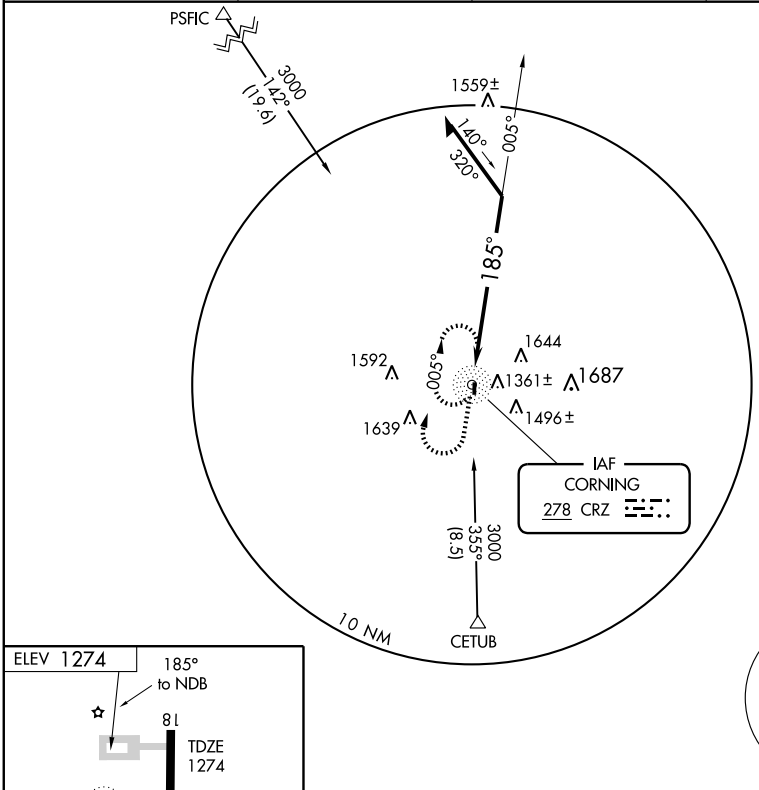
NDB CRZ	APP CRS		
278	185°	Rwy Idg	2684
		TDZE	1274
		Apt Elev	1274

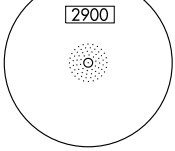
NDB RWY 18
CORNING MUNI (CRZ)

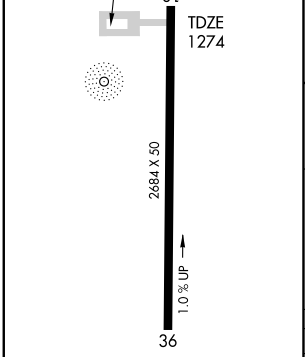
T
A NA Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

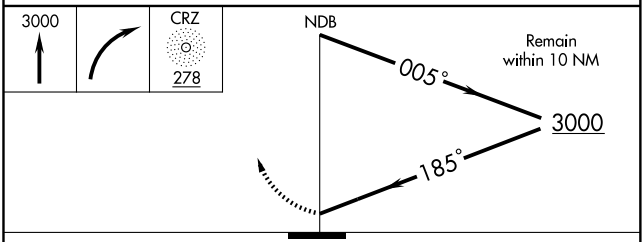
MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	
124.75	119.6 290.4	122.9	122.8 L









CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

REIL Rwy 18 L
LIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

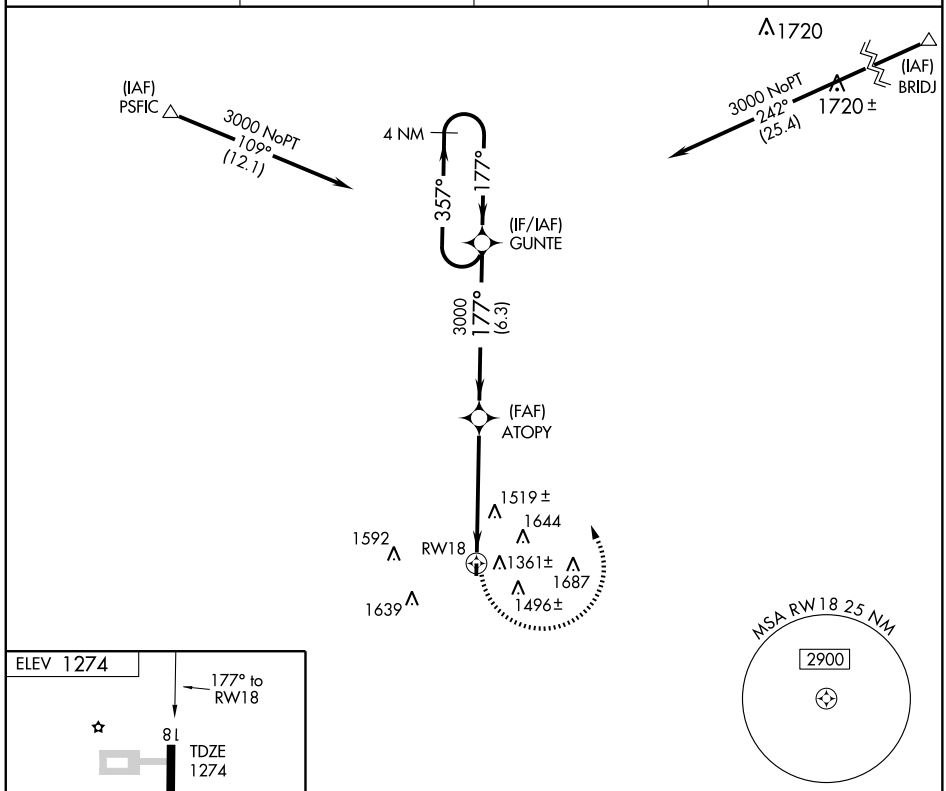
APP CRS		
177°	Rwy Idg	2684
	TDZE	1274
	Apt Elev	1274

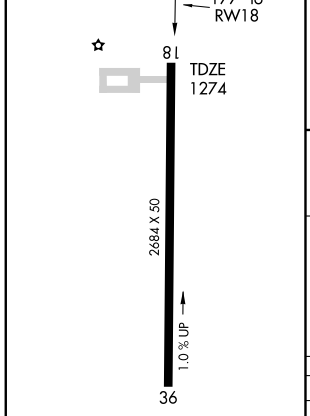
RNAV (GPS) RWY 18
CORNING MUNI (CRZ)

Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

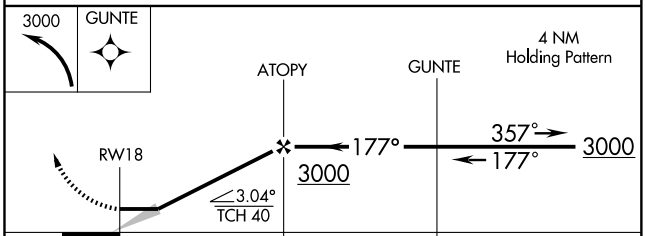
MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	
124.75	119.6 290.4	122.9	122.8 L





REIL Rwy 18 L
LIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	
CIRCLING	1820-1	546 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

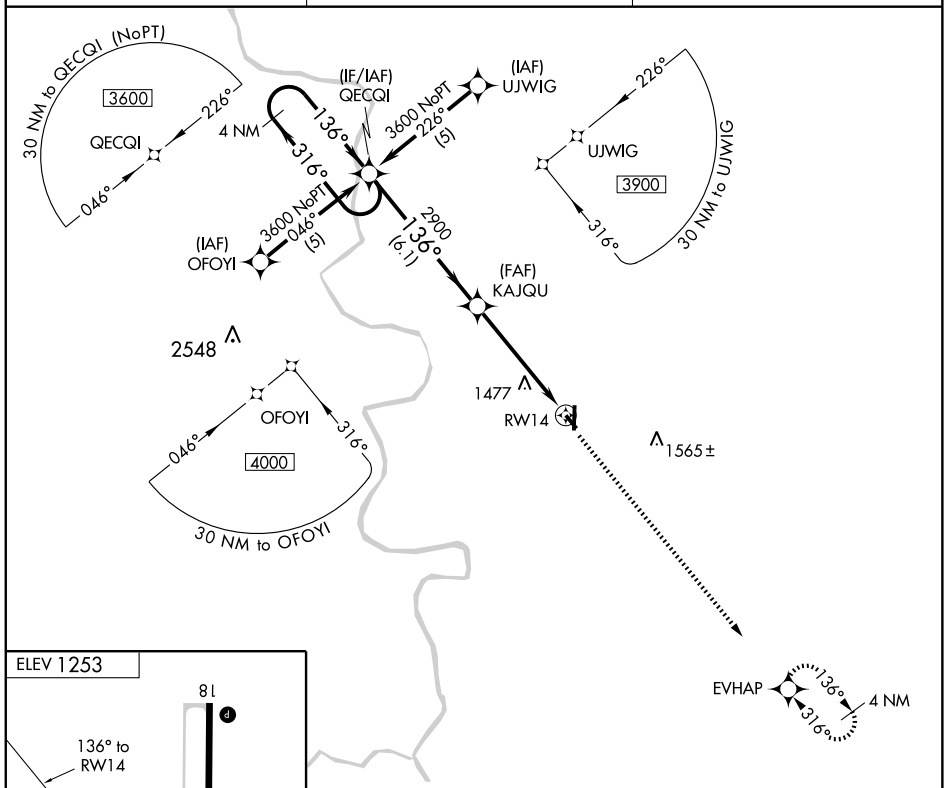
APP CRS	Rwy Idg	TDZE	Apt Elev
136°	3650	1245	1253

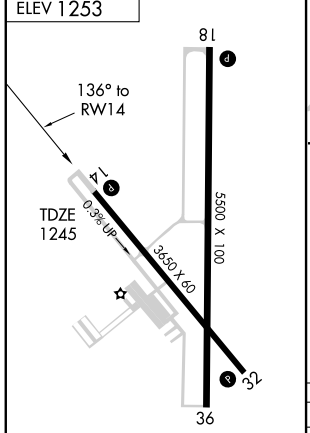
RNAV (GPS) RWY 14
COUNCIL BLUFFS MUNI (CBF)

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet.

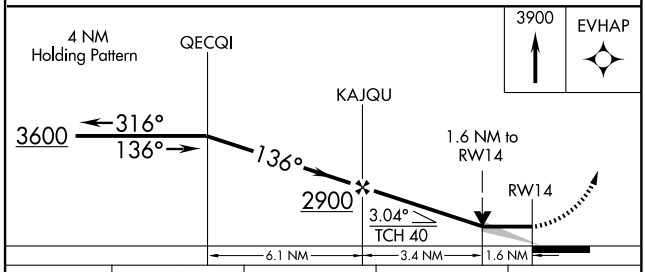
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy 18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1780-1 535 (600-1)		1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1 527 (600-1)		1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

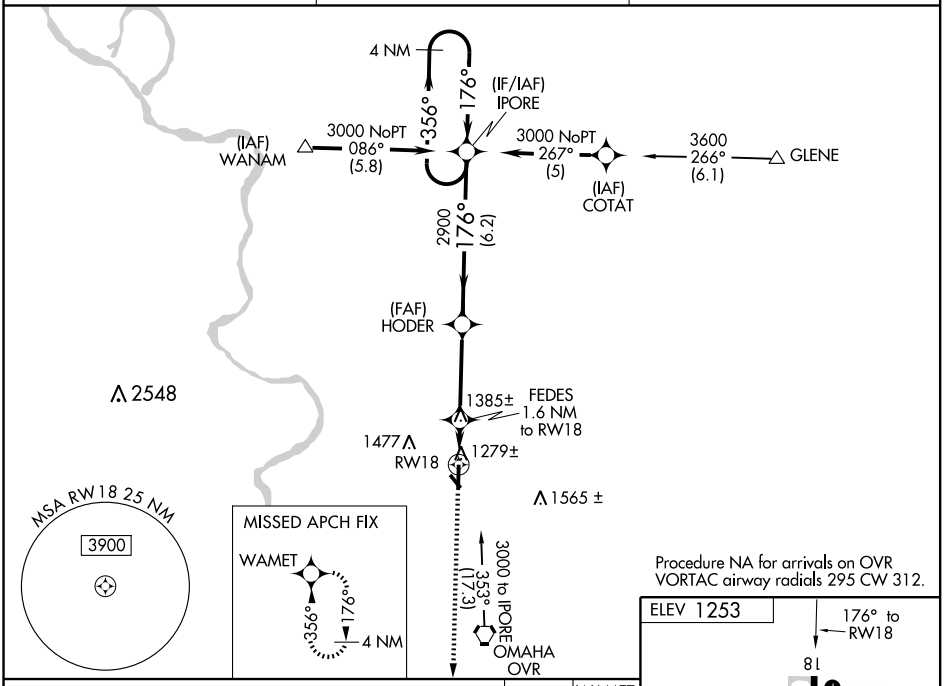
WAAS	APP CRS	Rwy Idg	5500
CH 42806	176°	TDZE	1241
W18A		Apt Elev	1253

RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

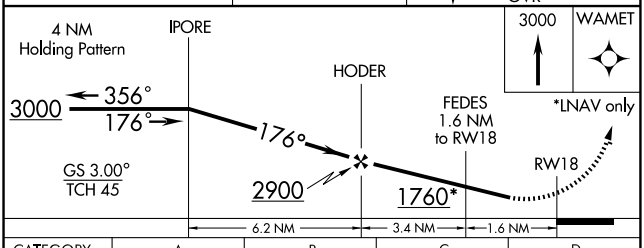
Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

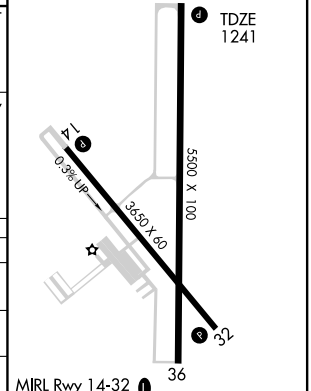
MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L



Procedure NA for arrivals on OVR VORTAC airway radials 295 CW 312.





CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/ VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy18-36 L
REIL Rwys 14, 32, 18, and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
316°	Rwy Idg	3650
	TDZE	1245
	Apt Elev	1253

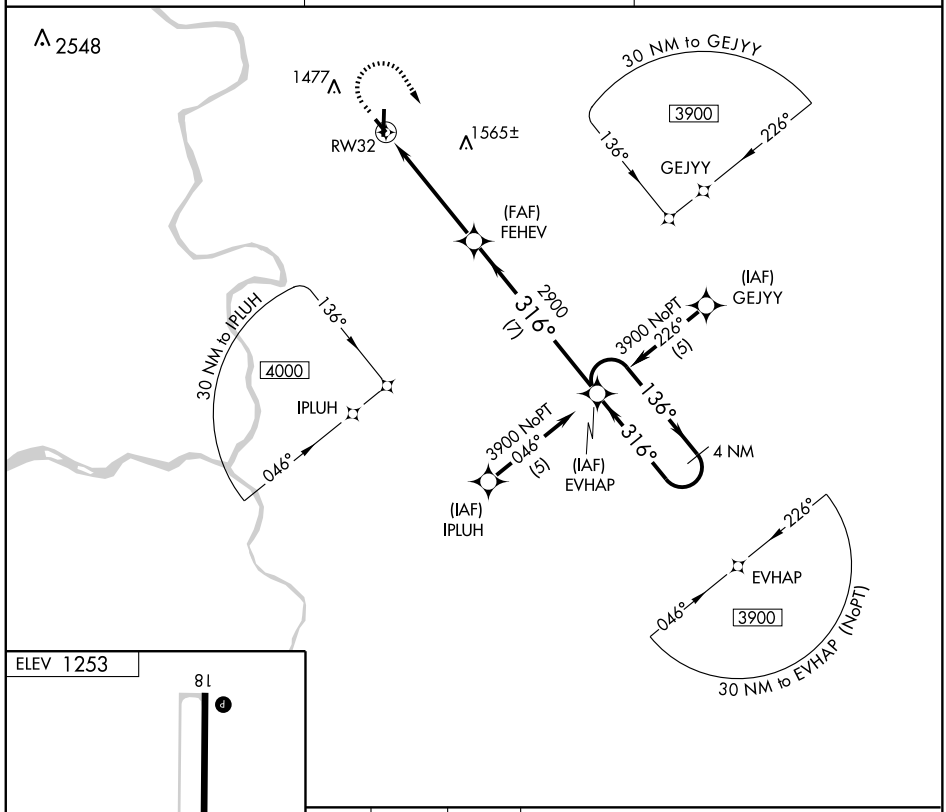
RNAV (GPS) RWY 32

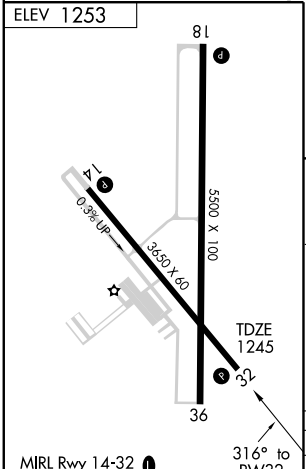
COUNCIL BLUFFS MUNI (CBF)

NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP- 0.3 NA.

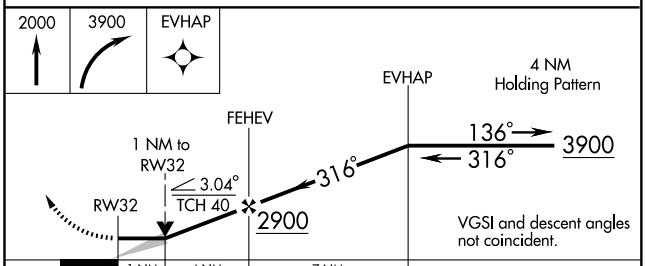
MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 415 (500-1)		1660-1¼ 415 (500-1¼)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53606	356°	TDZE	1245
W36A		Apt Elev	1253

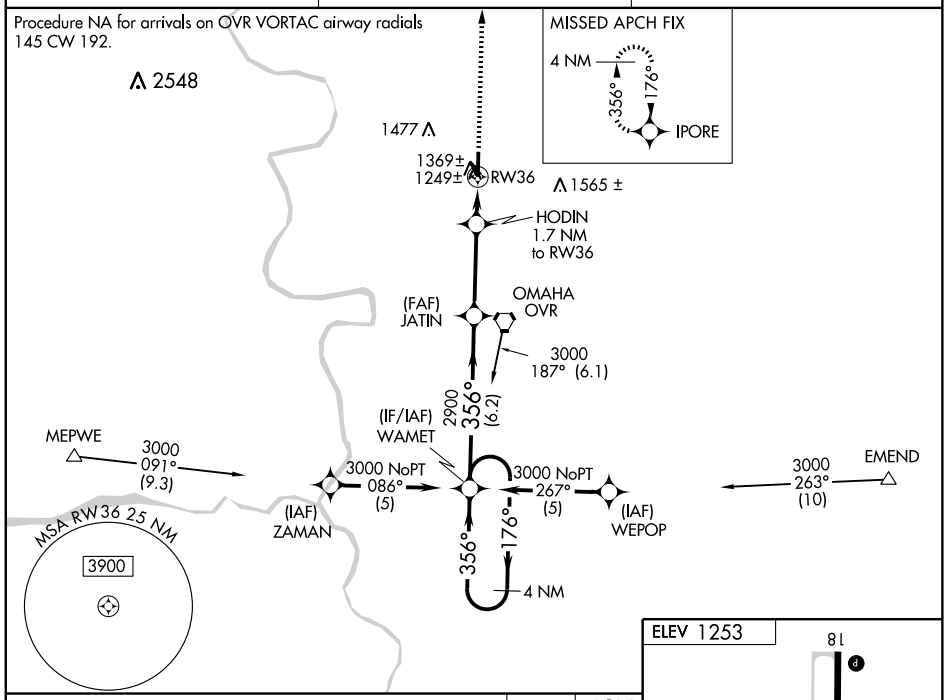
RNAV (GPS) RWY 36
COUNCIL BLUFFS MUNI (CBF)

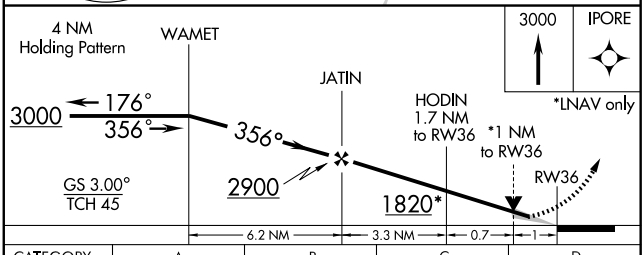
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

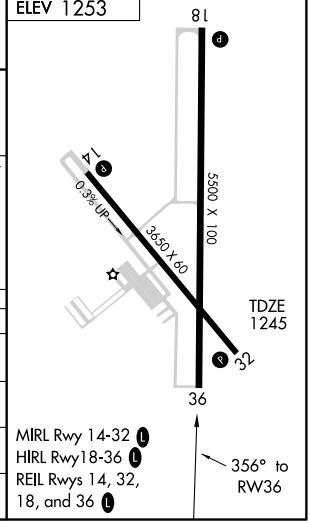
MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L

Procedure NA for arrivals on OVR VORTAC airway radials 145 CW 192.







CATEGORY	A	B	C	D
LPV DA	1495-¾ 250 (300-¾)			
LNAV/ VNAV DA	1577-1¼ 332 (400-1¼)			
LNAV MDA	1620-1 375 (400-1)			1620-1¼ 375 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC OVR	APP CRS	Rwy Idg	N/A
116.3	342°	TDZE	N/A
Chan 110		Apt Elev	1253

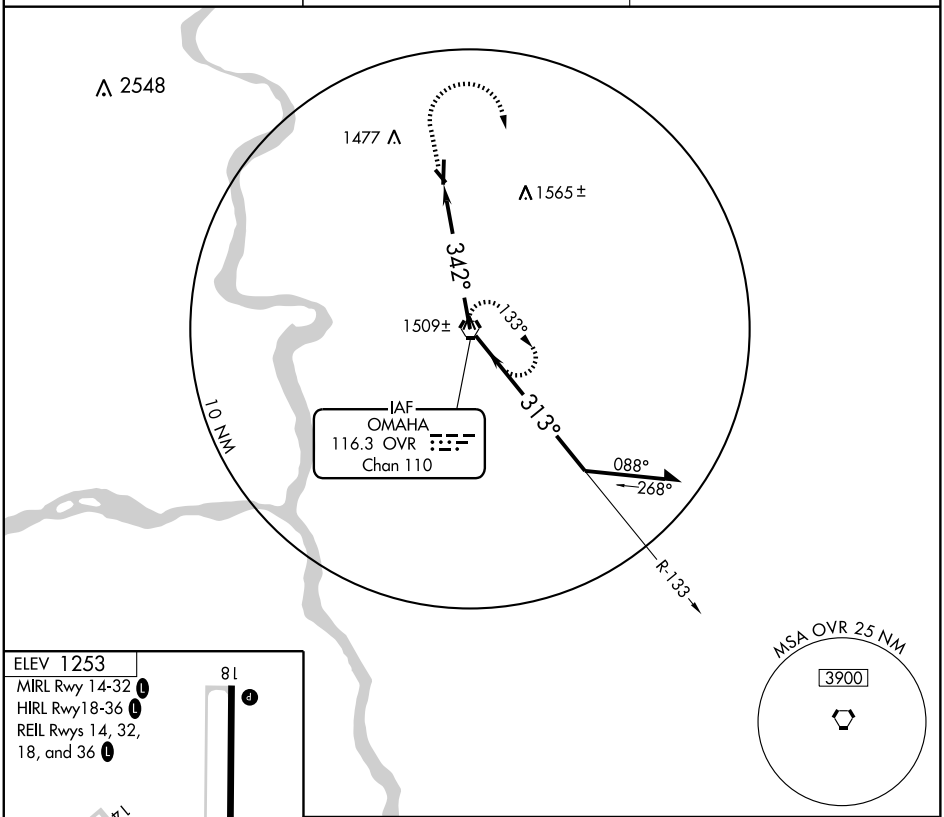
VOR-A

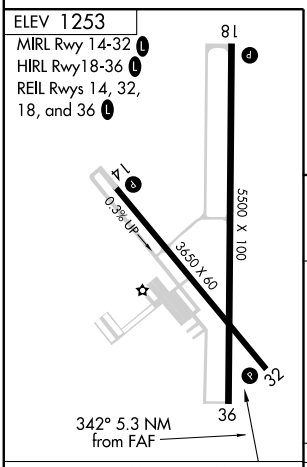
COUNCIL BLUFFS MUNI (CBF)

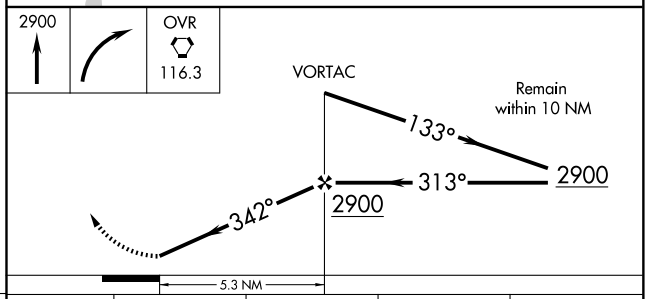
When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

GPS RWY 15

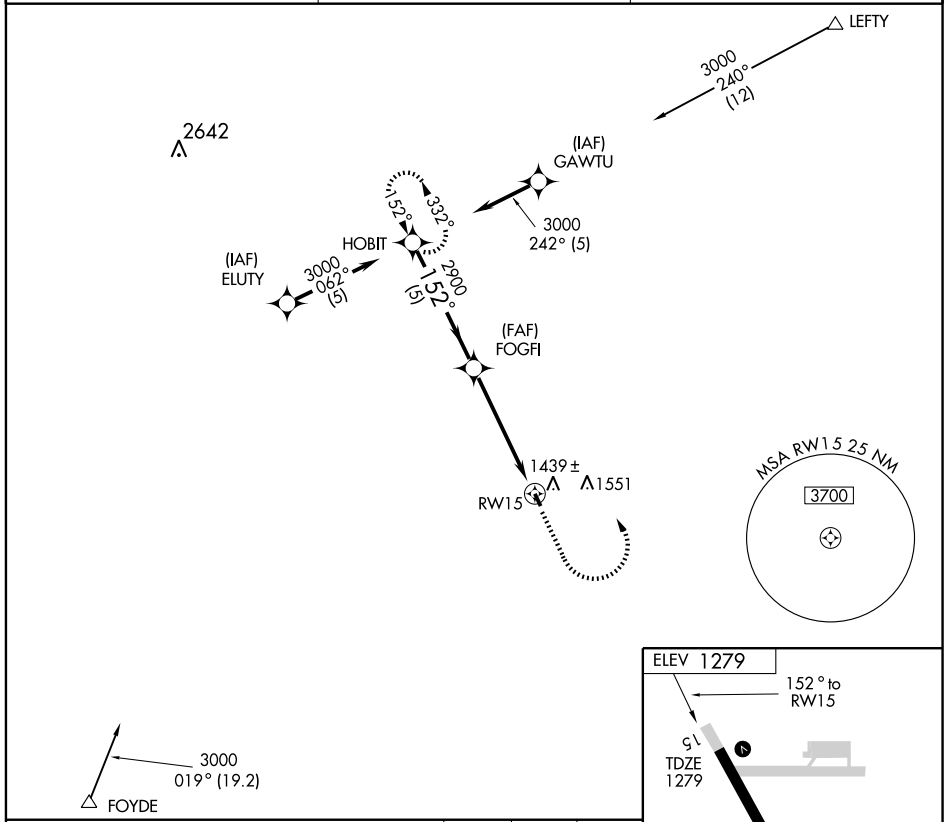
CRESCO/ELLEN CHURCH FIELD (CJJ)

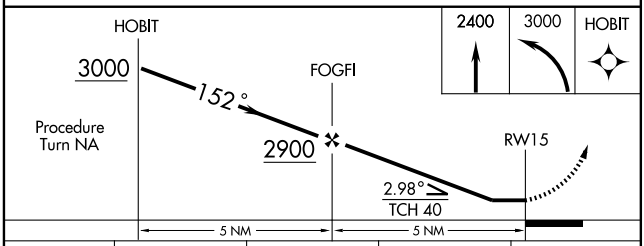
NA

Use Decorah Muni altimeter setting.

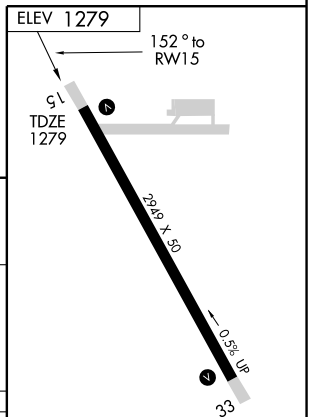
MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP amd hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L





CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA



LIRL Rwy 15-33 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
332°	Rwy Idg	2949
	TDZE	1279
	Apt Elev	1279

GPS RWY 33

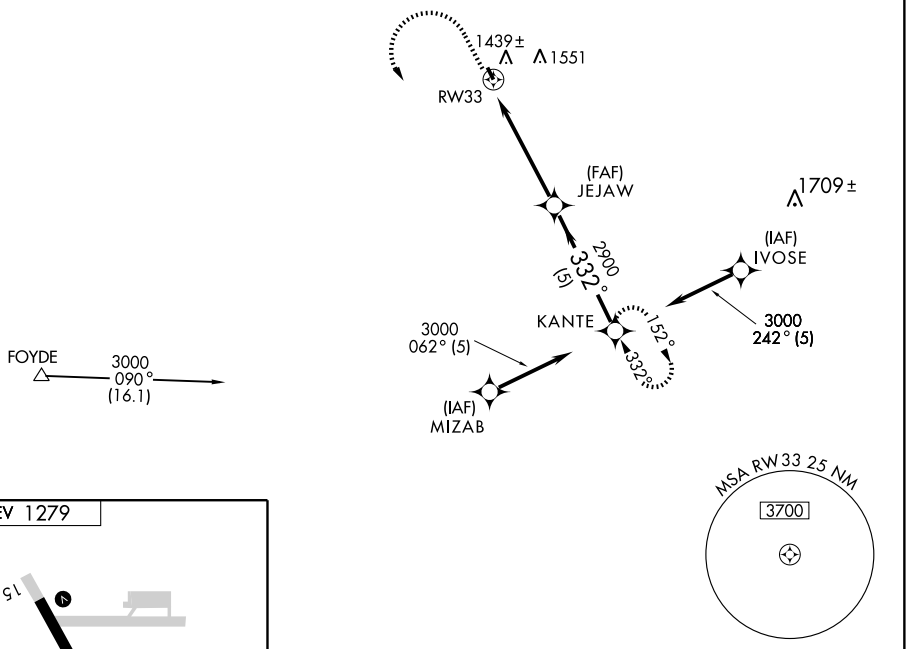
CRESCO/ELLEN CHURCH FIELD (CJJ)

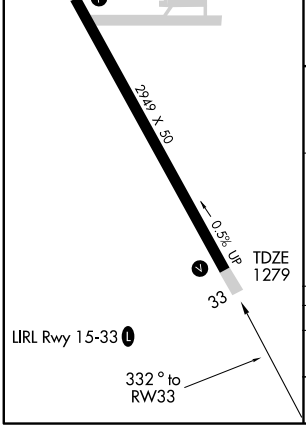
NA

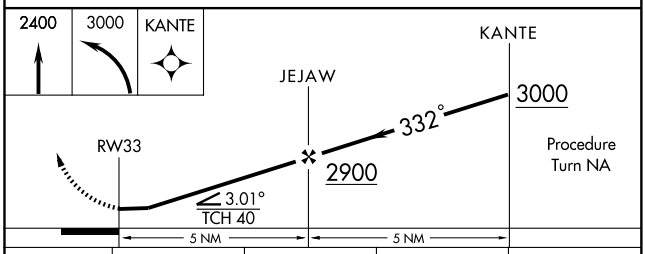
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1½ 521 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB CJJ	APP CRS	Rwy Idg	2949
293	340°	TDZE	1279
		Apt Elev	1279

NDB RWY 33

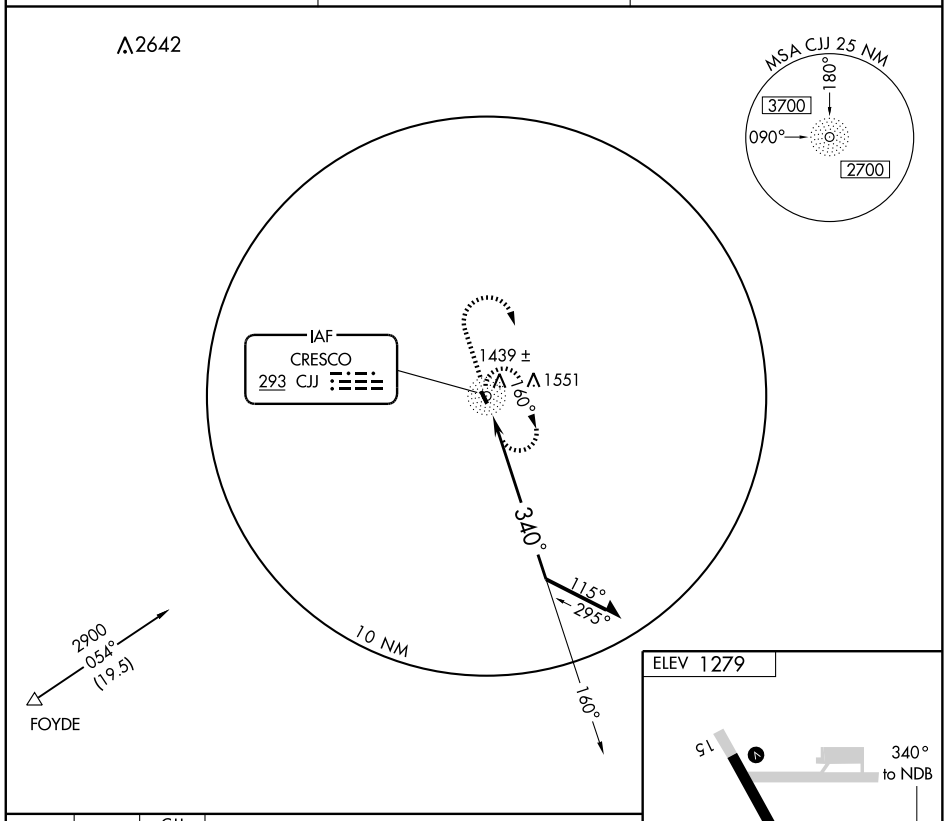
CRESCO/ELLEN CHURCH FIELD (CJJ)

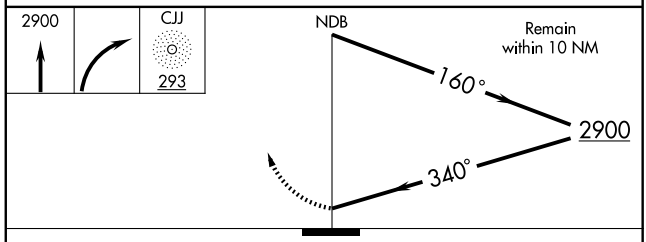
NA

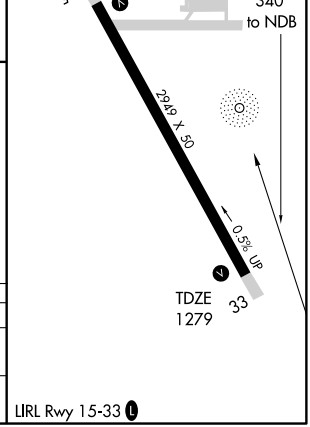
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB UNE 379	APP CRS 345°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300

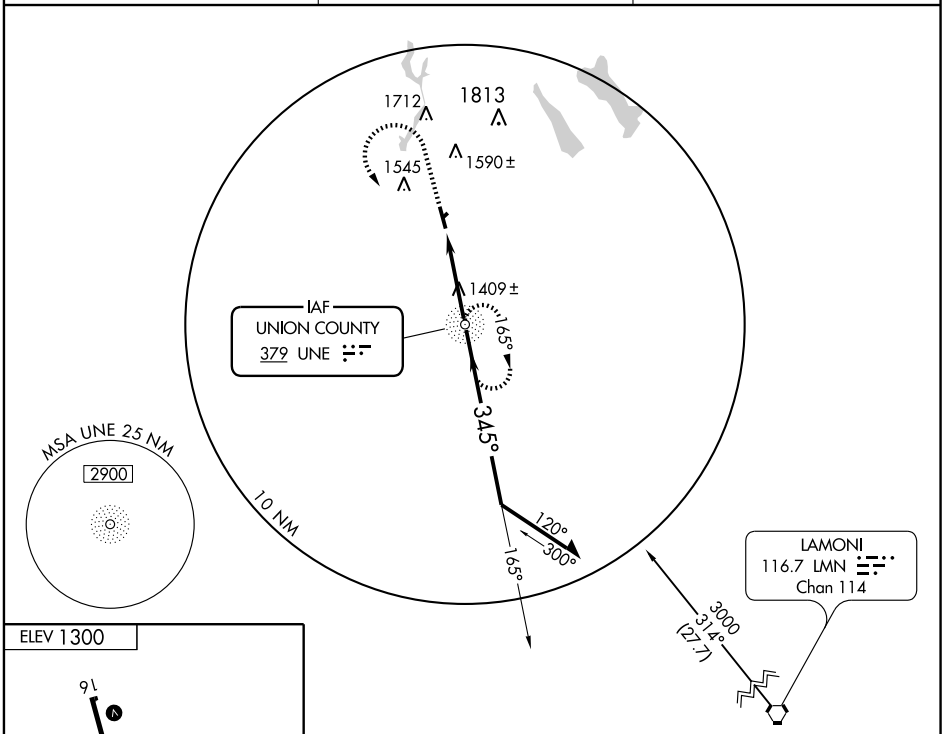
NDB RWY 34

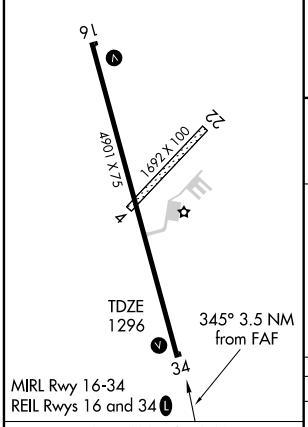
CRESTON MUNI (CSQ)

Circling NA for CATs B and C west of Rwy 16-34.
Circling NA to Rwy 4-22.
NA
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
Visibility reduction by helicopters NA.

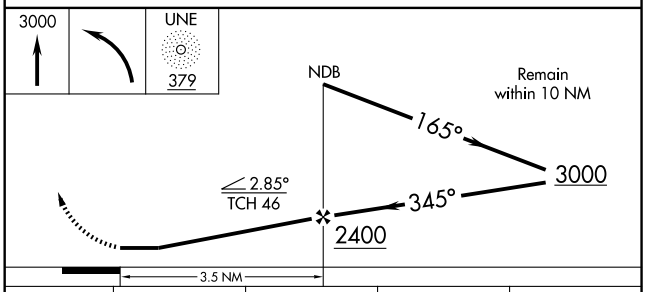
MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-34	1720-1 424 (500-1)		1720-1¼ 424 (500-1¼)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

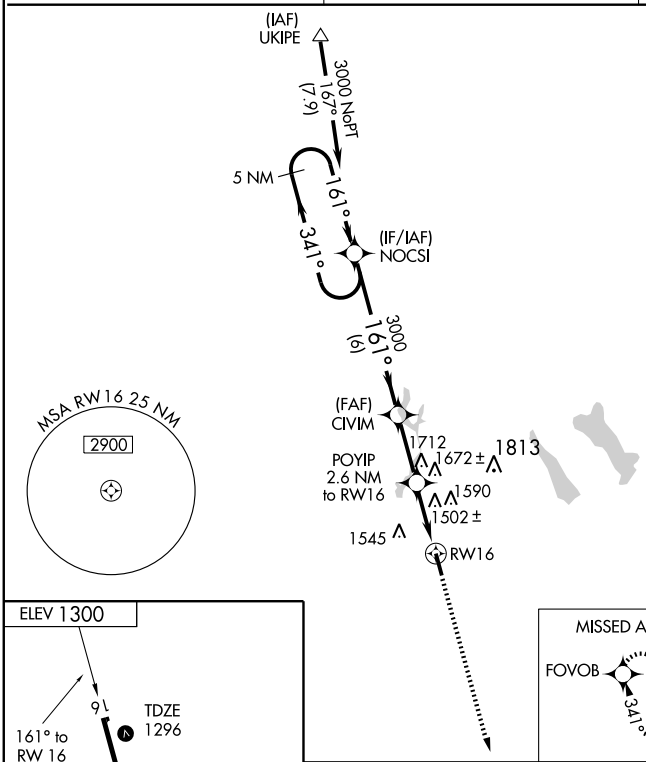
APP CRS	Rwy Idg	4901
161°	TDZE	1296
	Apt Elev	1300

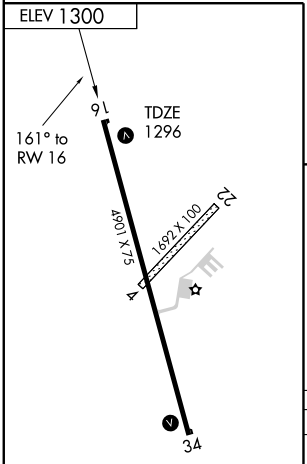
RNAV (GPS) RWY 16
CRESTON MUNI (CSQ)

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

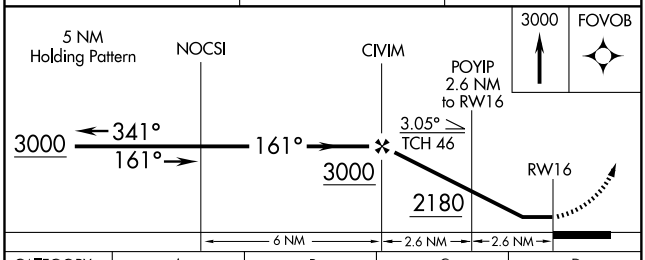
MISSED APPROACH: Climb to 3000 direct FOVOB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L





MIRL Rwy 16-34
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	NA
CIRCLING	1820-1	520 (600-1)	1820-1½ 520 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

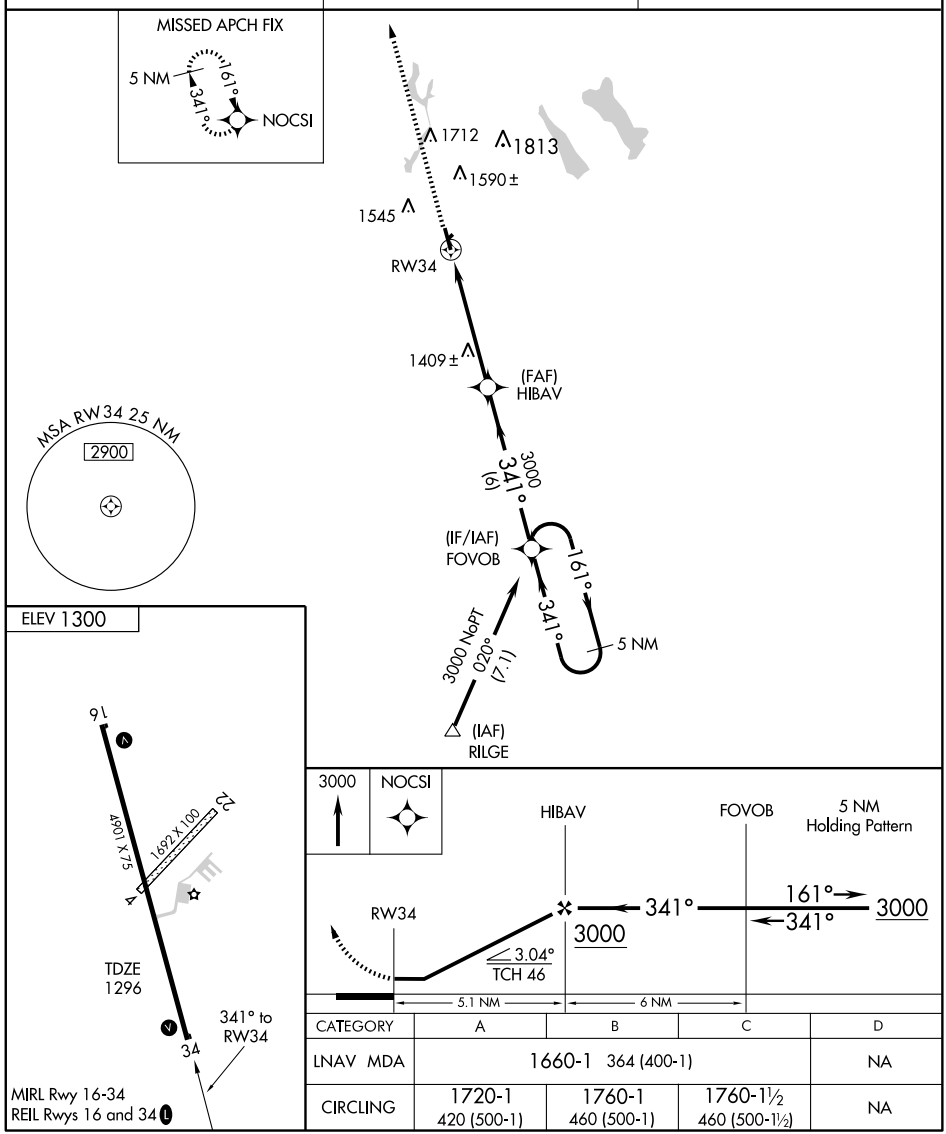
APP CRS	Rwy Idg	4901
341°	TDZE	1296
	Apt Elev	1300

RNAV (GPS) RWY 34
CRESTON MUNI (CSQ)

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-DVN	APP CRS	Rwy Idg	5511
109.1	149°	TDZE	751
Chan 28		Apt Elev	753

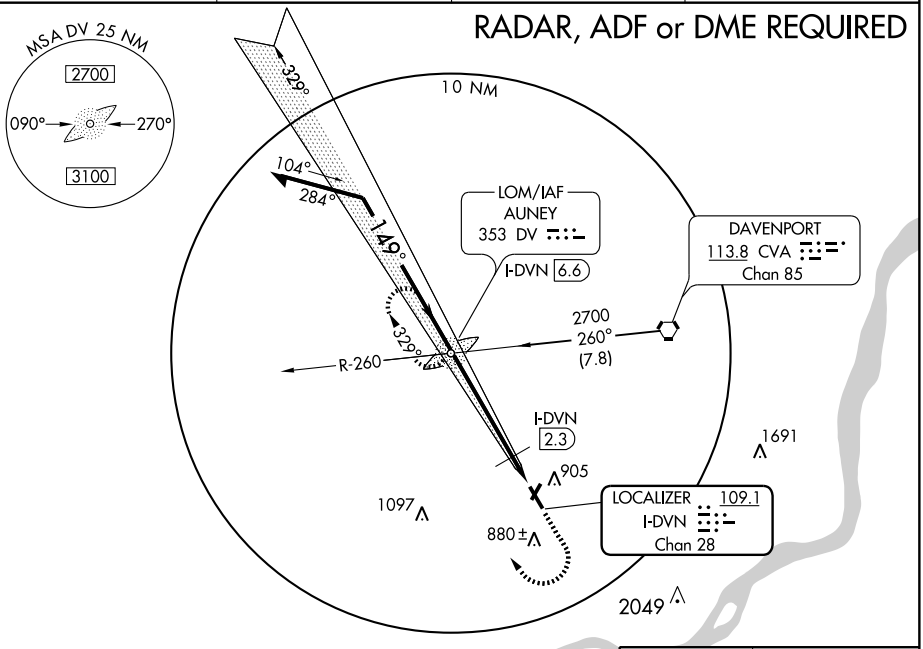
ILS RWY 15
DAVENPORT MUNI (DVN)

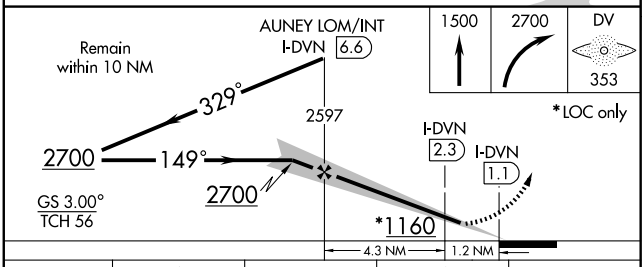
MALSR

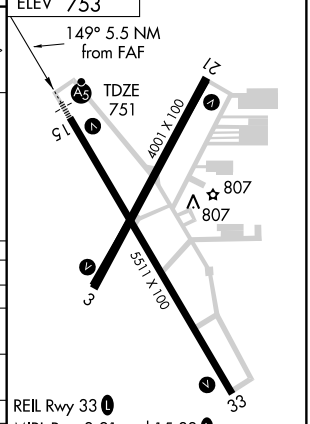
MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

RADAR, ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½ 409 (500-½)		1160-¾ 409 (500-¾)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½ 349 (400-½)			1100-¾ 349 (400-¾)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
043°	TDZE	750
	Apt Elev	753

RNAV (GPS) RWY 3

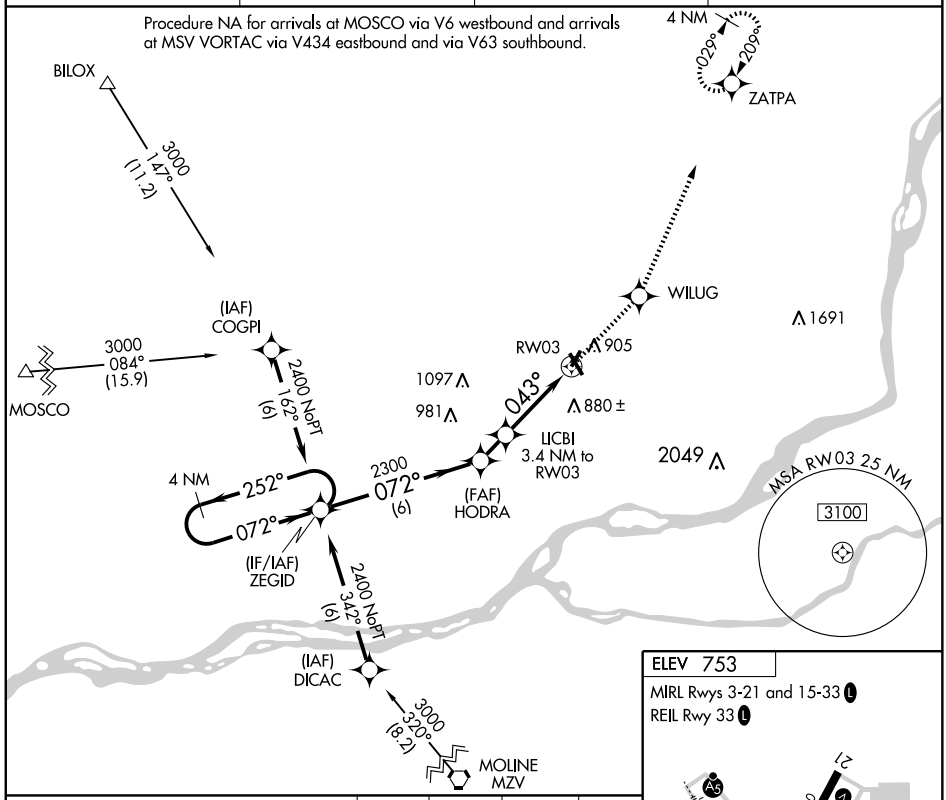
DAVENPORT MUNI (DVN)

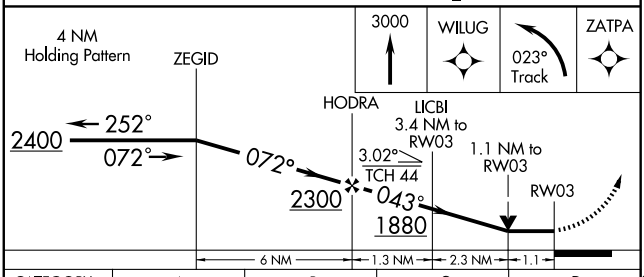
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

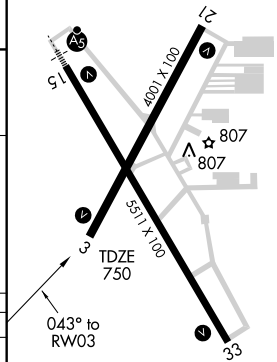
Procedure NA for arrivals at MOSCO via V6 westbound and arrivals at MSV VORTAC via V434 eastbound and via V63 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1140-1 390 (400-1)			1140-1¼ 390 (400-1¼)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

ELEV 753
MIRL Rwys 3-21 and 15-33 L
REIL Rwy 33 L



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg 5511 TDZE 751 Apt Elev 753

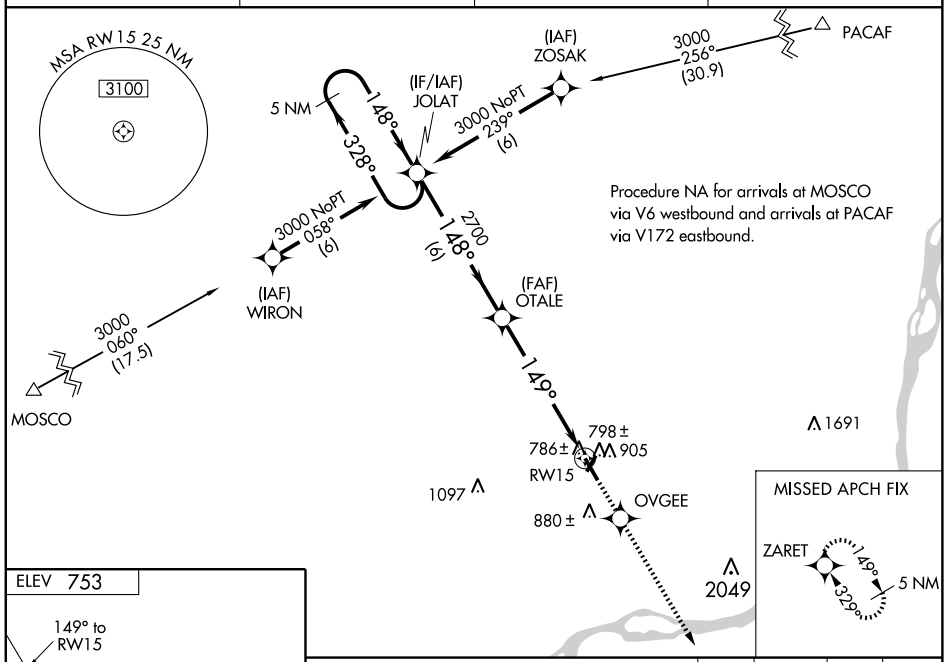
RNAV (GPS) RWY 15
DAVENPORT MUNI (DVN)

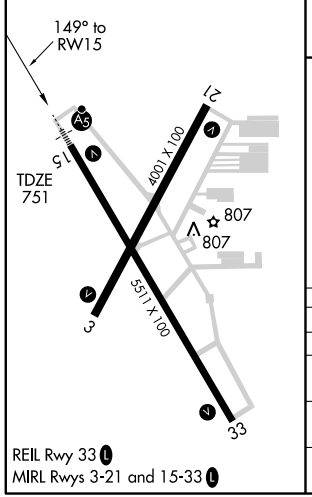
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
For inoperative MALSR, increase LPV visibility all Cats. to ¾ .

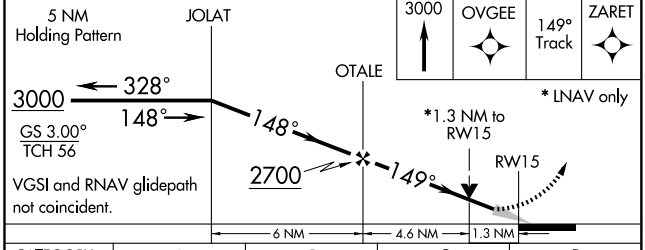
MALSR

MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1001-½ 250 (300-½)			
LNAV/VNAV DA	1111-¾ 360 (400-¾)			
LNAV MDA	1200-½ 449 (500-½)		1200-¾ 449 (500-¾)	1200-1 449 (500-1)
CIRCLING	1220-1¼ 467 (500-1¼)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
209°	TDZE	750
	Apt Elev	753

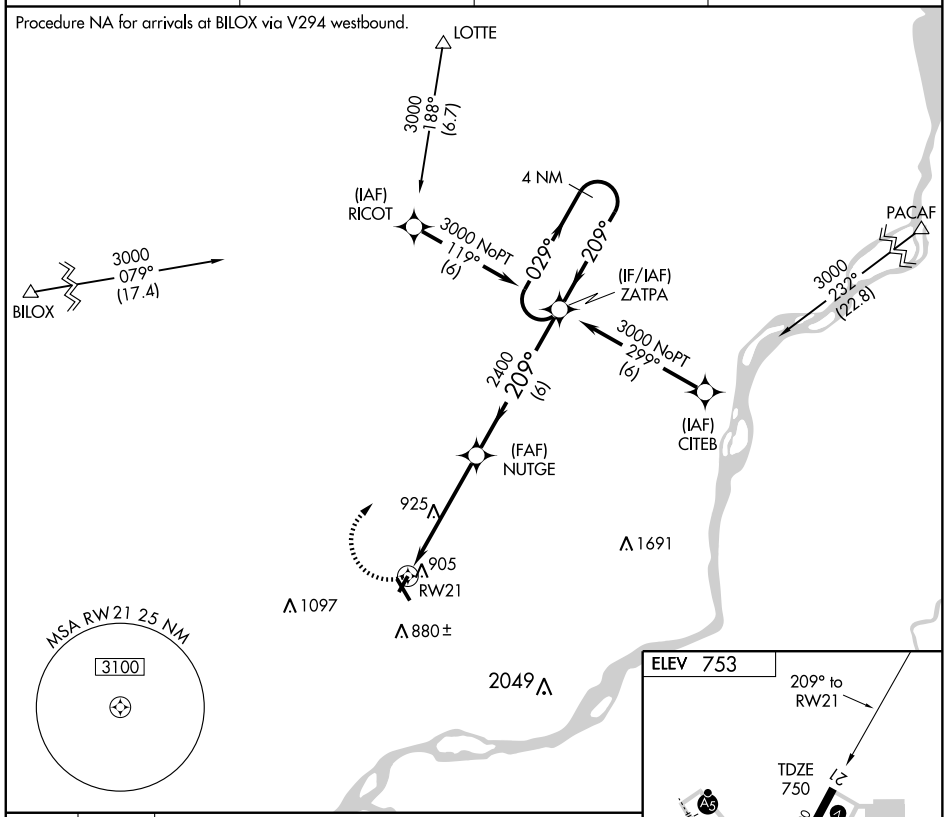
RNAV (GPS) RWY 21
DAVENPORT MUNI (DVN)

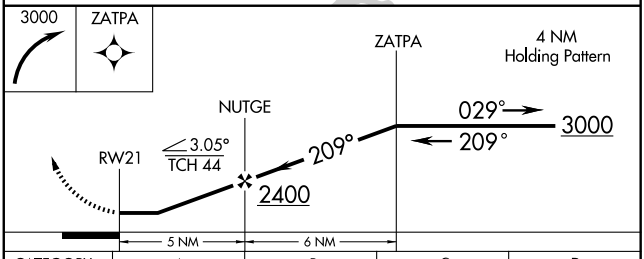
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

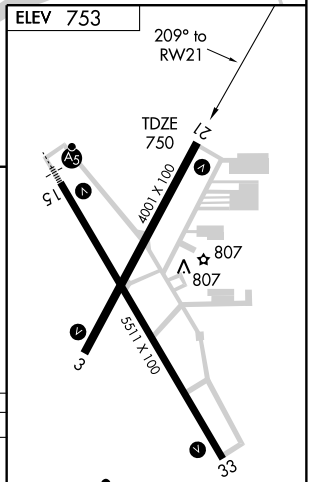
MISSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

Procedure NA for arrivals at BILOX via V294 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 33

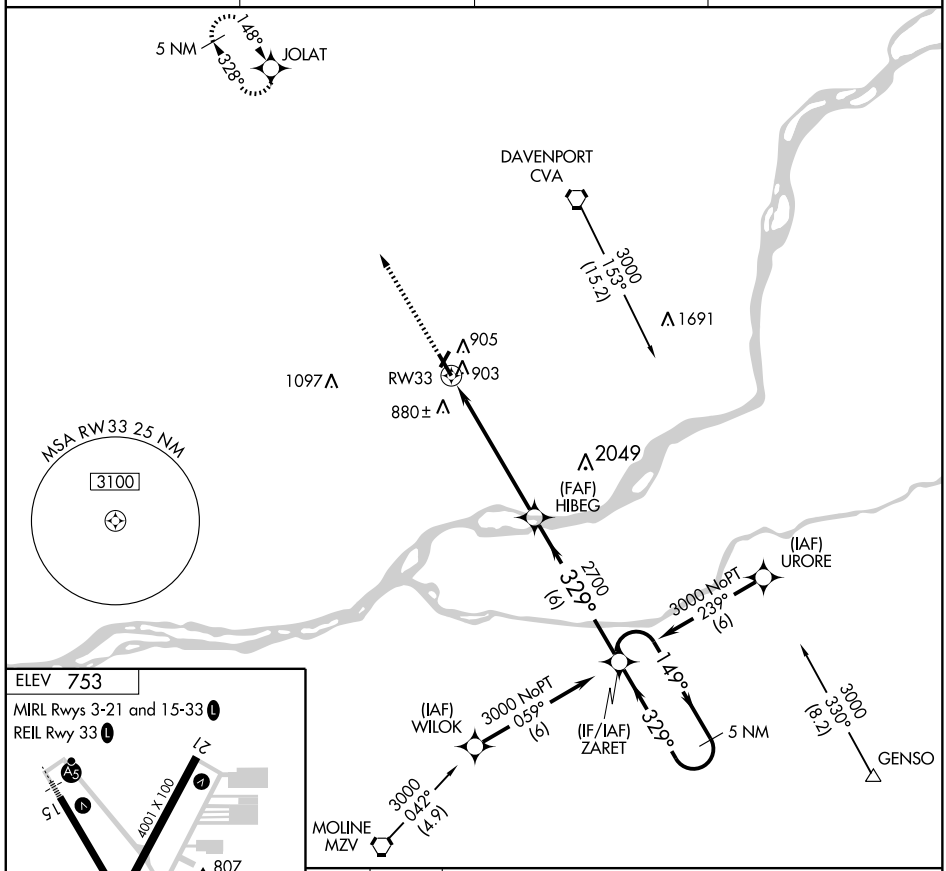
DAVENPORT MUNI (DVN)

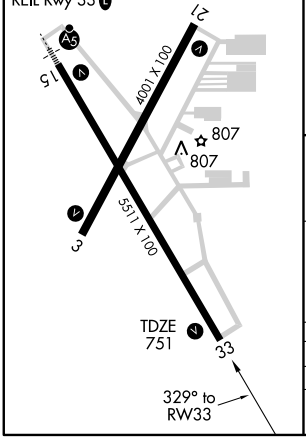
APP CRS	Rwy Idg	5511
329°	TDZE	751
	Apt Elev	753

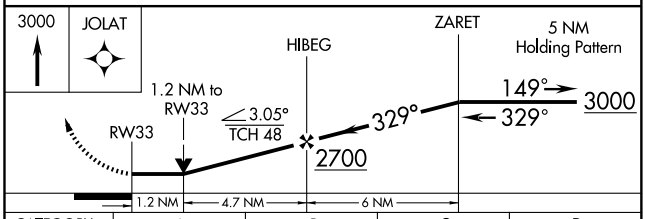
Circling NA at night. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) Ⓛ







CATEGORY	A	B	C	D
LNAV MDA	1160-1	409 (500-1)	1160-1¼	409 (500-1¼)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

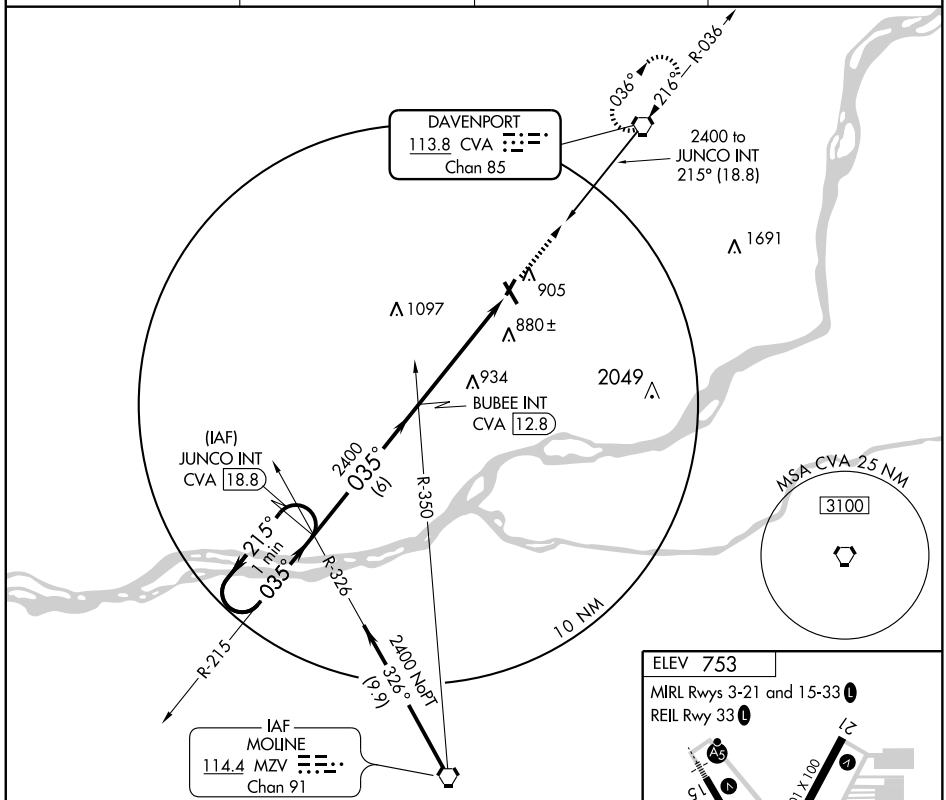
VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	753

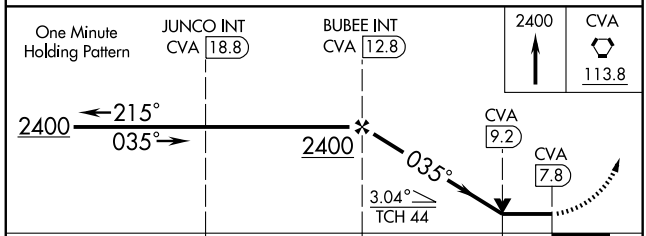
VOR RWY 3
DAVENPORT MUNI (DVN)

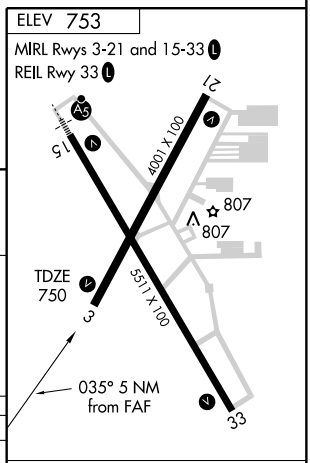
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1240-1	490 (500-1)	1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1	487 (500-1)	1240-1½ 487 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3. 08 APR 2010 to 06 MAY 2010

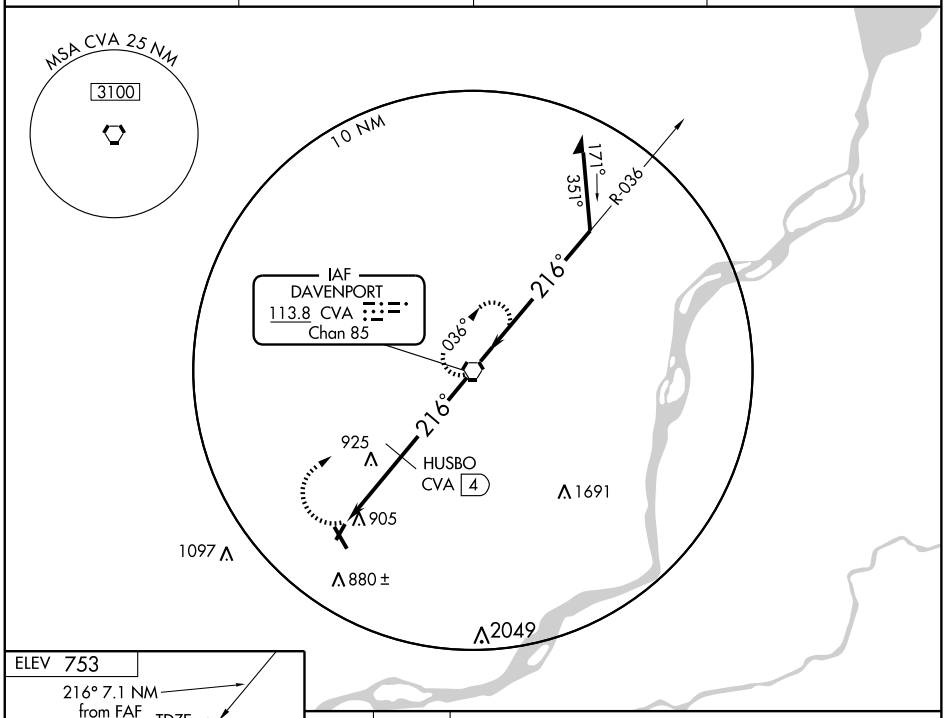
VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	216°	TDZE	750
Chan 85		Apt Elev	753

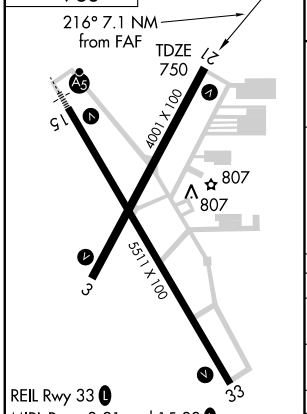
VOR RWY 21
DAVENPORT MUNI (DVN)

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

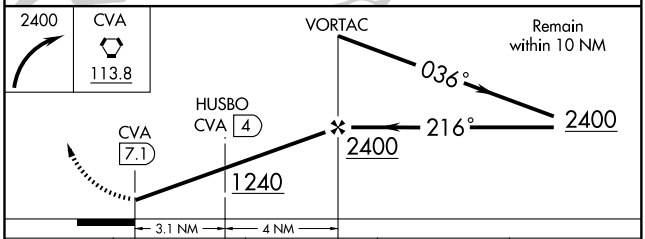
MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-21	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

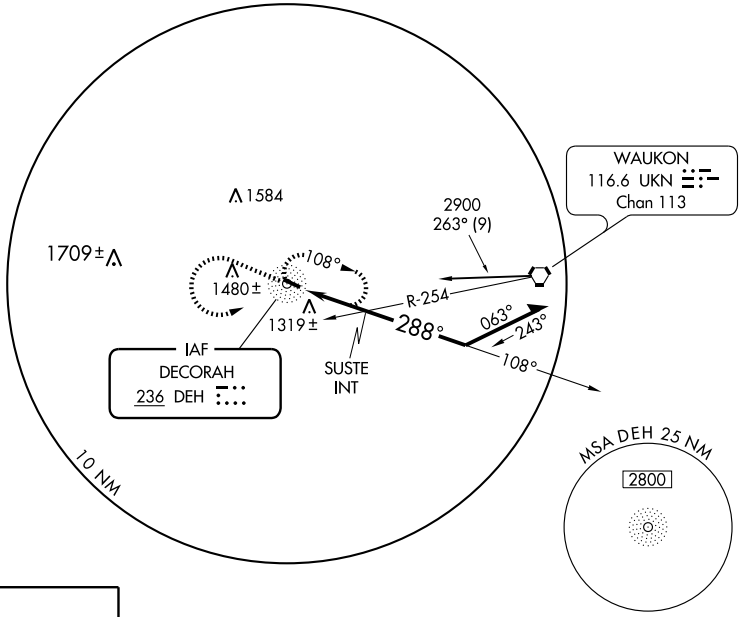
NDB DEH 236	APP CRS 288°	Rwy Idg 4001 TDZE 1158 Apt Elev 1158

NDB RWY 29
DECORAH MUNI (DEH)

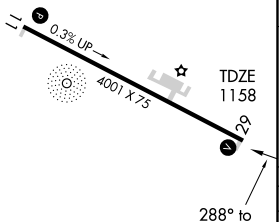
T NA When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

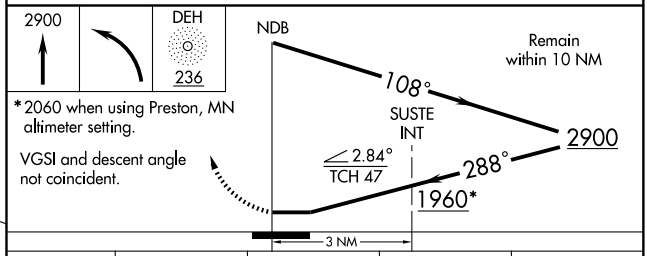
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L



ELEV 1158



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



*2060 when using Preston, MN altimeter setting.

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1 622 (700-1)		NA	
CIRCLING	1780-1 622 (700-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

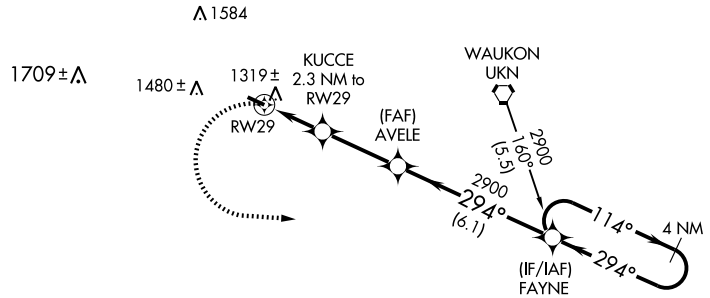
RNAV (GPS) RWY 29
DECORAH MUNI (DEH)

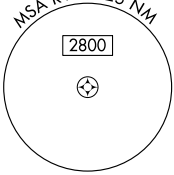
DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

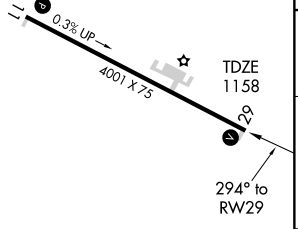
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L

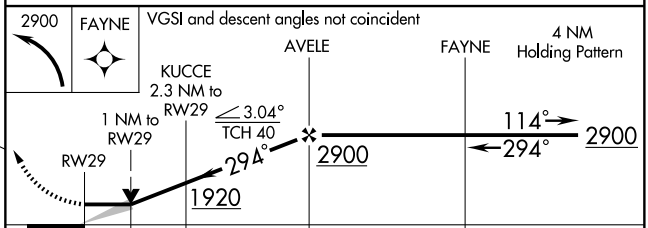
Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.





ELEV 1158





CATEGORY	A	B	C	D
LNAV MDA	1580-1 422 (500-1)		NA	
CIRCLING	1620-1 462 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 08 APR 2010 to 06 MAY 2010

DECORAH, IOWA

AL-5678 (FAA)

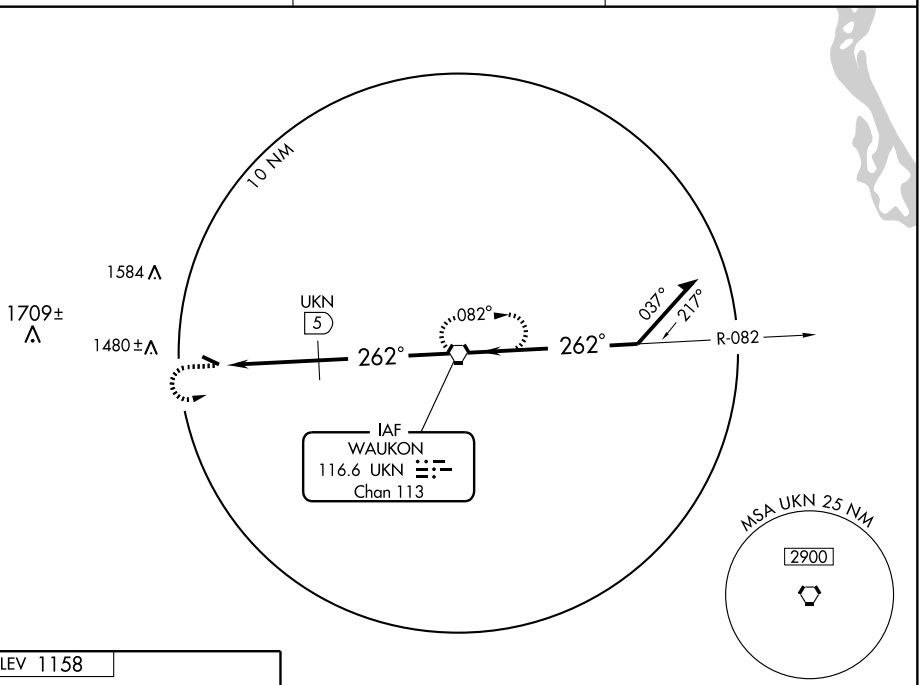
VORTAC UKN	APP CRS	Rwy Idg	4001
116.6	262°	TDZE	1158
Chan 113		Apt Elev	1158

VOR RWY 29

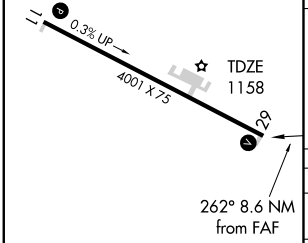
DECORAH MUNI (DEH)

MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L

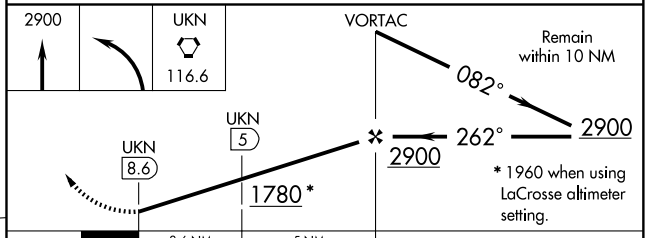


ELEV 1158



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

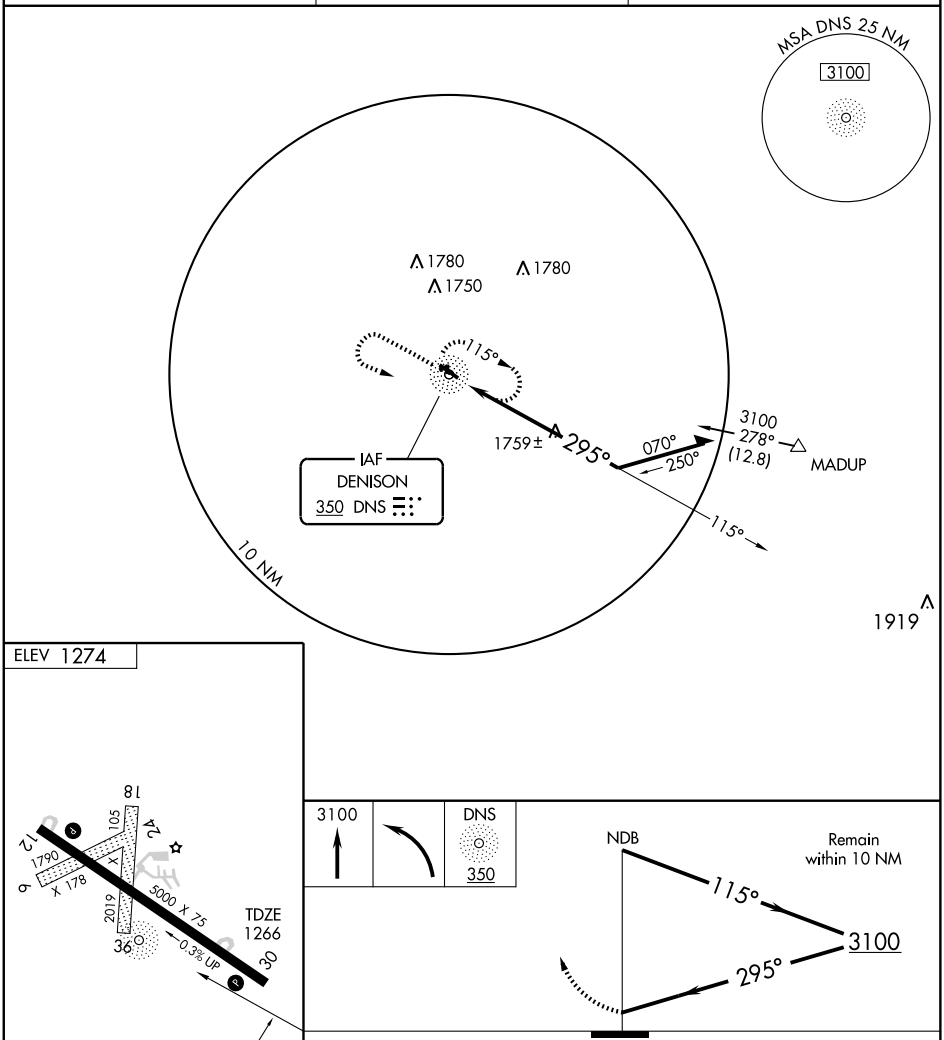
NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274

NDB RWY 30
DENISON MUNI (DNS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L



ELEV 1274

CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

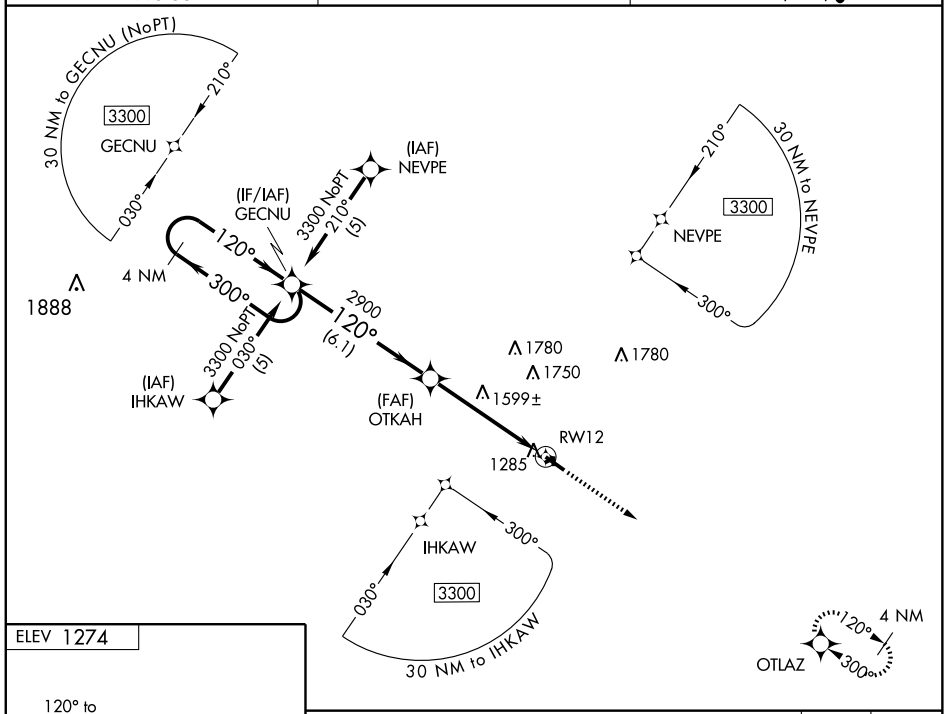
WAAS	APP CRS	Rwy Idg	5000
Ch 90409	120°	TDZE	1274
W12A		Apt Elev	1274

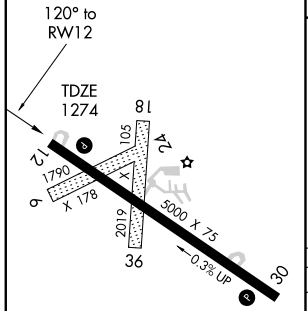
RNAV (GPS) RWY 12
DENISON MUNI (DNS)

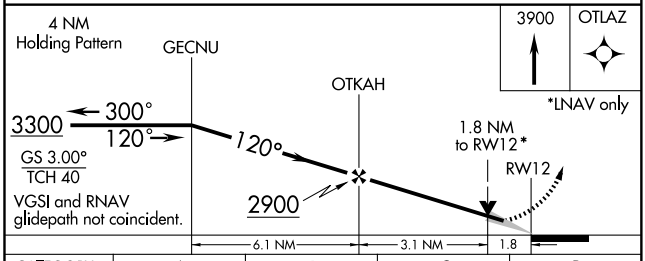
DME/DME RNP- 0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA BARO-VNAV and VDP NA when using Carroll altimeter setting.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1524-1 250 (300-1)			NA
LNAV/ VNAV DA	1554-1 280 (300-1)			NA
LNAV MDA	1860-1 586 (600-1)		1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

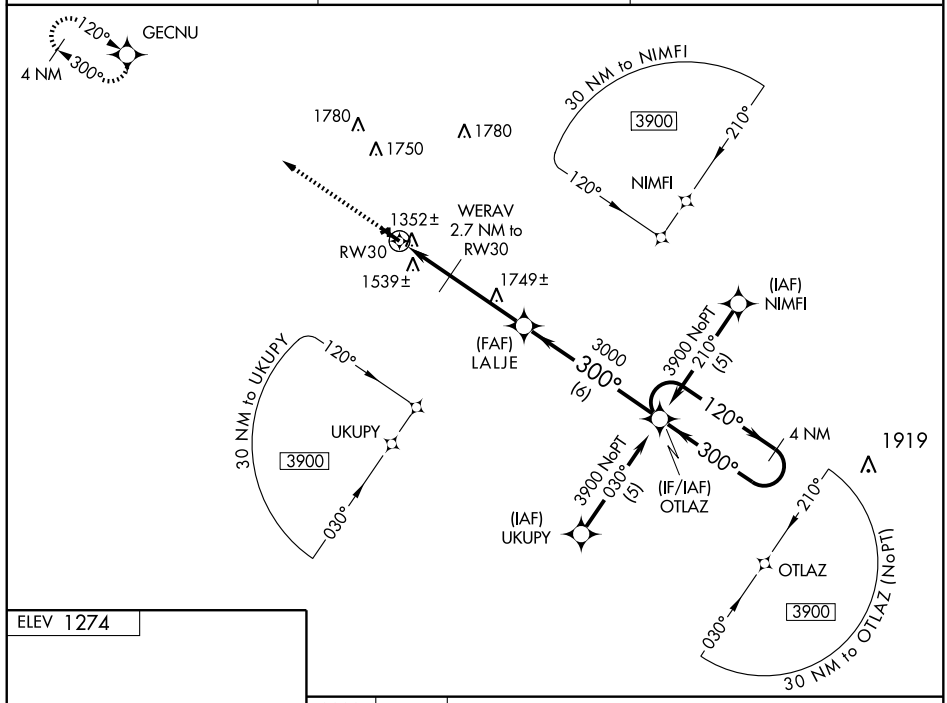
WAAS	APP CRS	Rwy Idg	5000
Ch 45908	300°	TDZE	1266
W30A		Apt Elev	1274

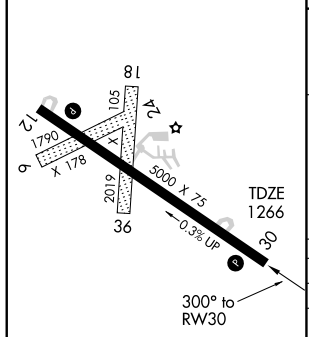
RNAV (GPS) RWY 30
DENISON MUNI (DNS)

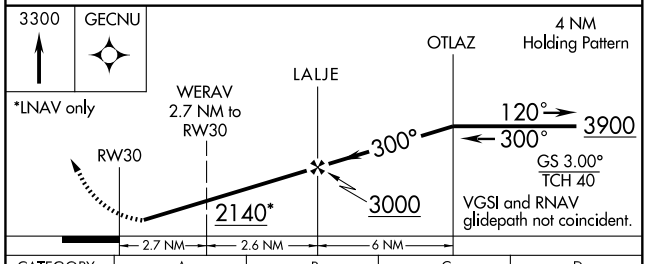
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L



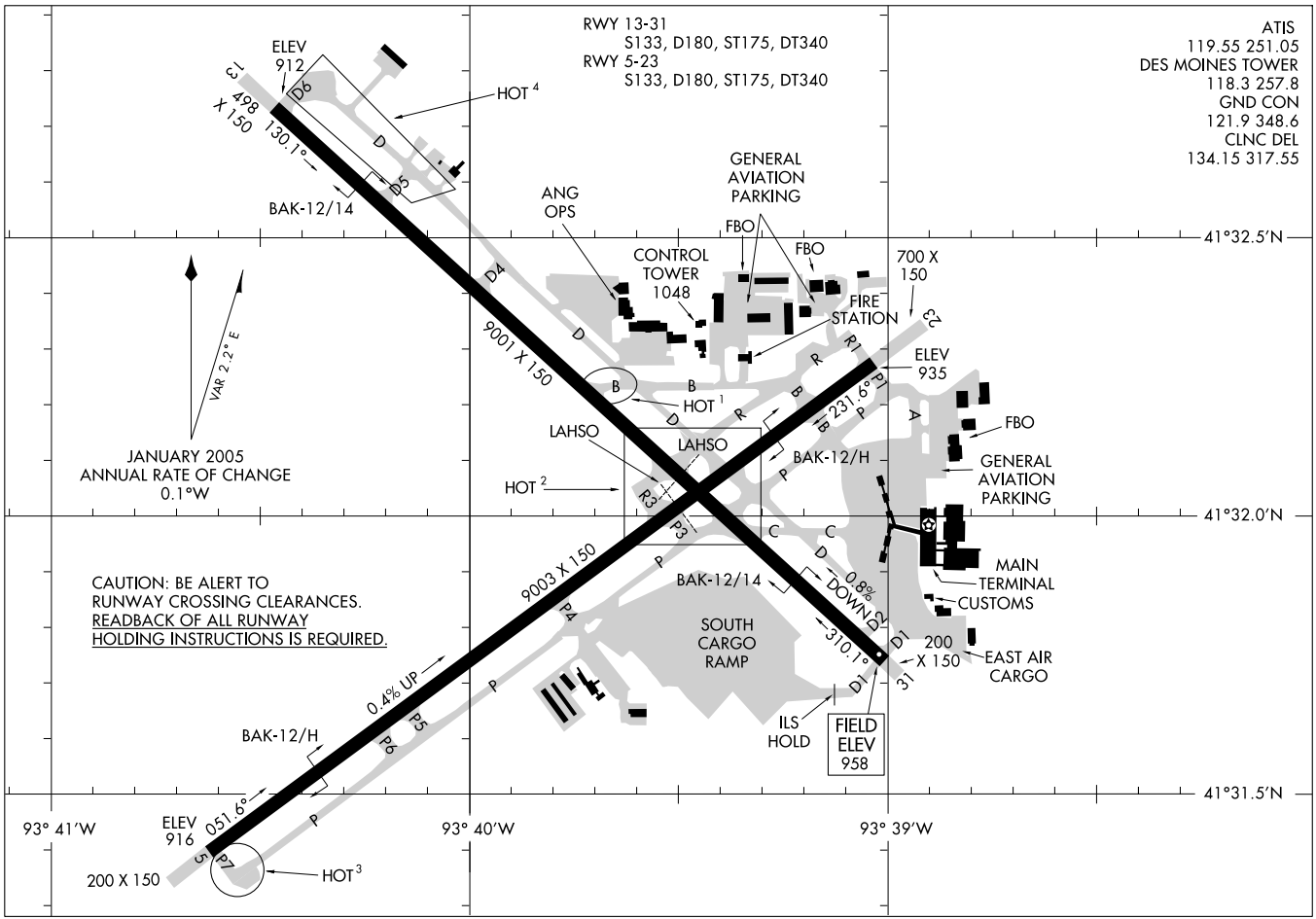




CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

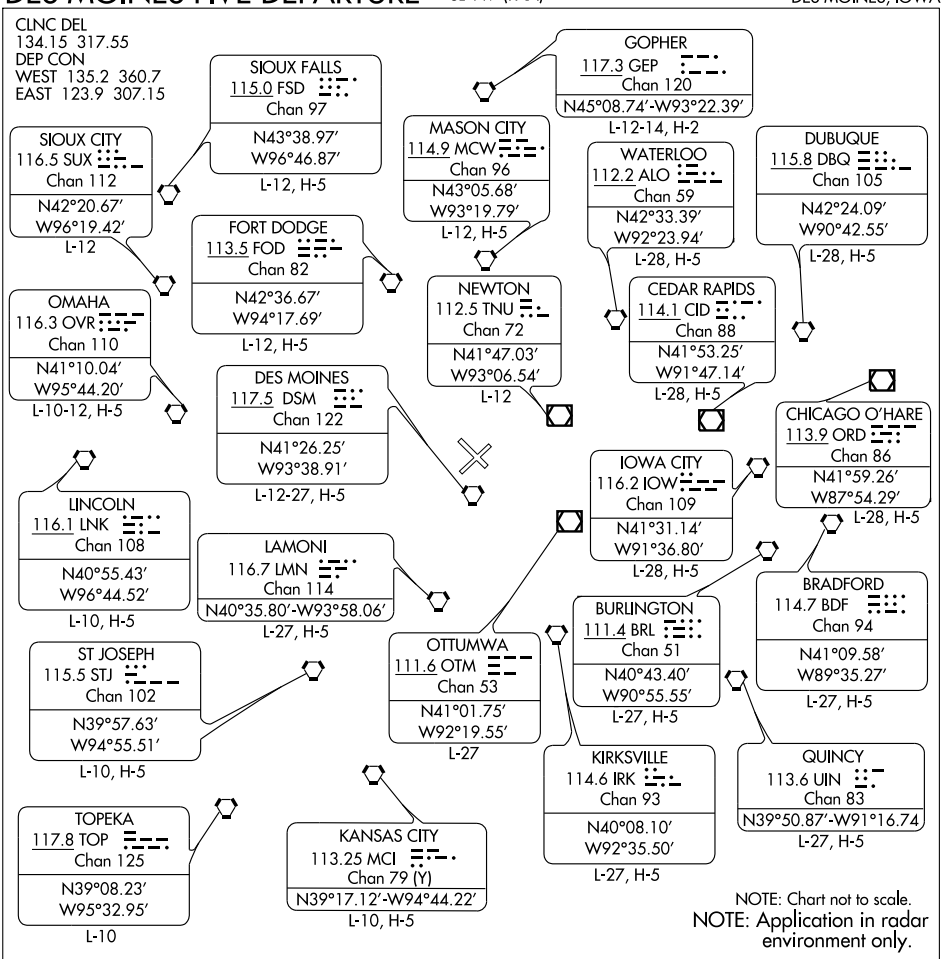
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010


RWY 13-31
S133, D180, ST175, DT340
RWY 5-23
S133, D180, ST175, DT340
ATIS
119.55 251.05
DES MOINES TOWER
118.3 257.8
GND CON
121.9 348.6
CLNC DEL
134.15 317.55
AIRPORT DIAGRAM
07427
ELEV 912
HOT 4
13
498 X 150
130.1°
BAK-12/14
ANG OPS
GENERAL AVIATION PARKING
FBO
CONTROL TOWER 1048
700 X 150
23
FIRE STATION
ELEV 935
9001 X 150
HOT 1
231.6°
FBO
LAHSO
BAK-12/H
GENERAL AVIATION PARKING
HOT 2
VAR 2.2° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W
41°32.5'N
41°32.0'N
41°31.5'N
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
9003 X 150
0.8% DOWN
MAIN TERMINAL
CUSTOMS
SOUTH CARGO RAMP
310.1°
200 X 150
EAST AIR CARGO
0.4% UP
BAK-12/H
ILS HOLD
FIELD ELEV 958
ELEV 916
051.6°
200 X 150
HOT 3
93° 41'W
93° 40'W
93° 39'W
AL-117 (FAA)
DES MOINES INTL (DSM)
DES MOINES, IOWA

DES MOINES FIVE DEPARTURE

SL-117 (FAA)



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000′ or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

NC-3, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 31

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy Idg 9001 TDZE 957 Arpt Elev 957

JAL-117 [USAF]

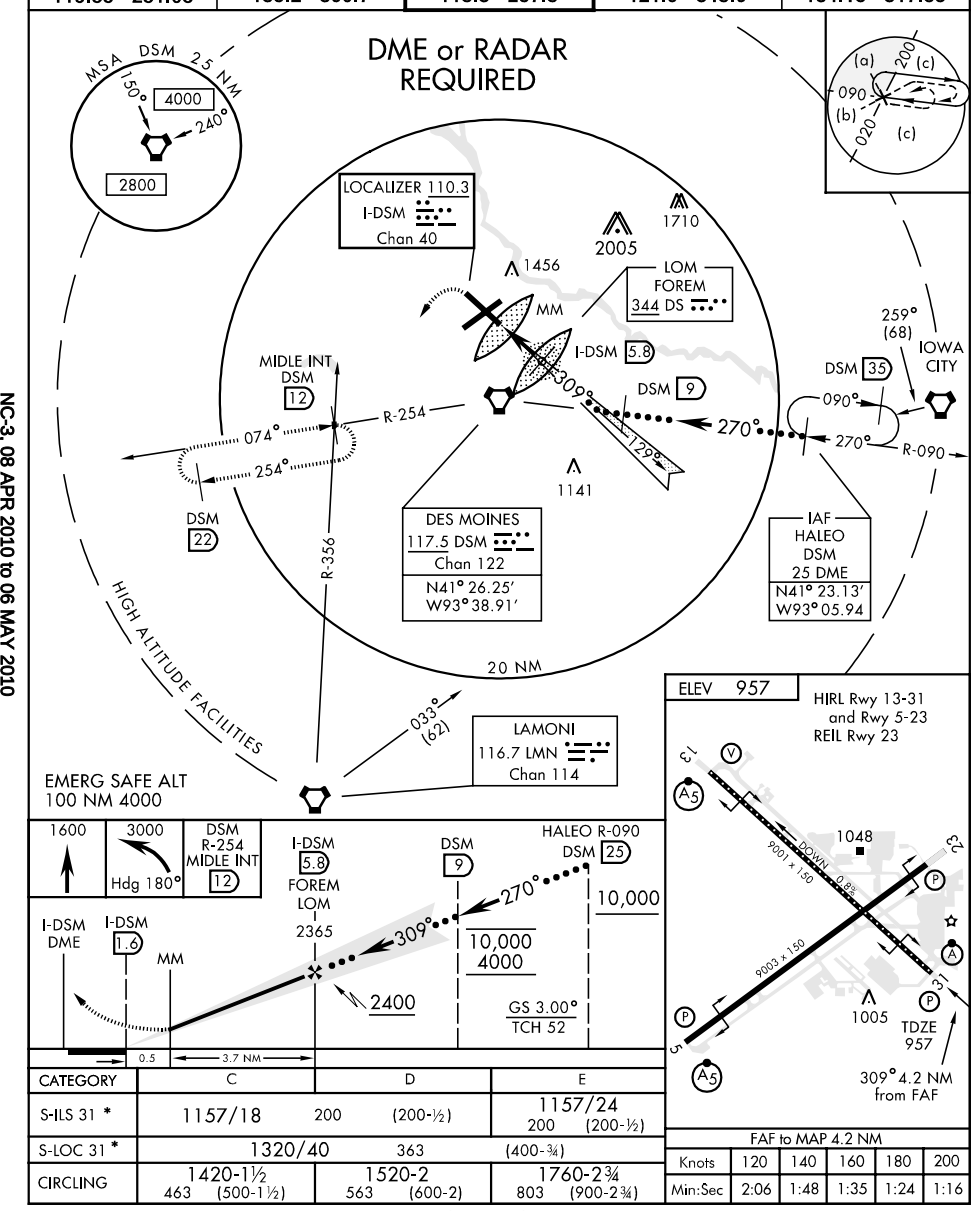
DES MOINES INTL (KDSM)

NOTE: Use I-DSM DME while on the LOC course.
* When ALS inop, increase S-ILS CAT E RVR to 40 and vis to ¾ miles, S-LOC CAT E vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE INT/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



CATEGORY	C	D	E
S-ILS 31 *	1157/18 200 (200-½)		1157/24 200 (200-½)
S-LOC 31 *	1320/40 363 (400-¾)		
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

ILS or LOC RWY 5

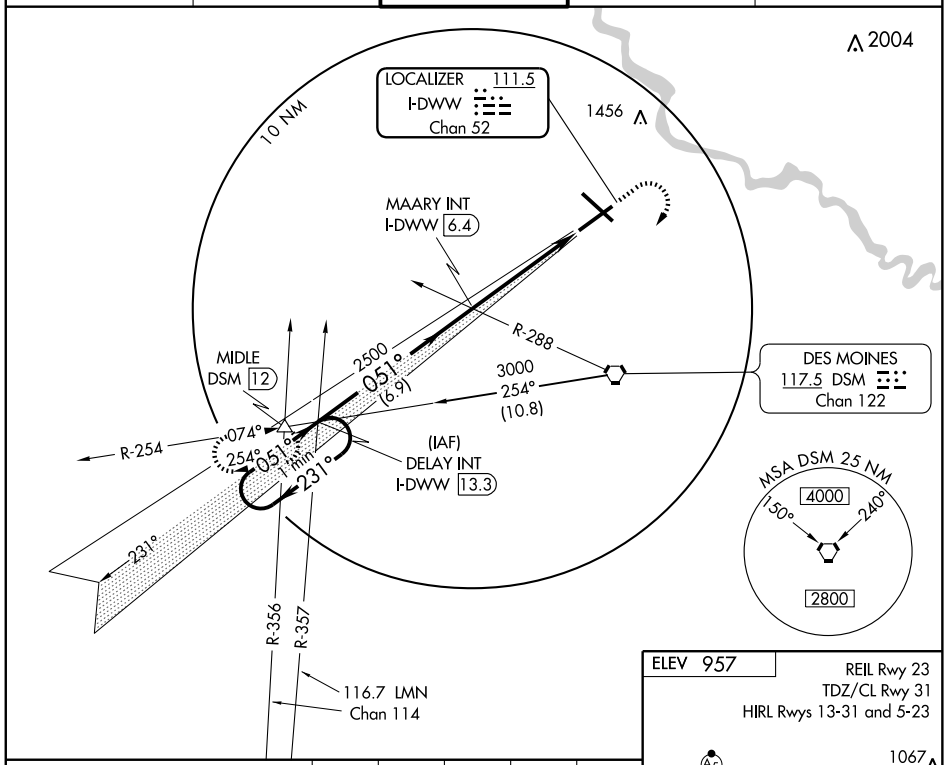
DES MOINES INTL (DSM)

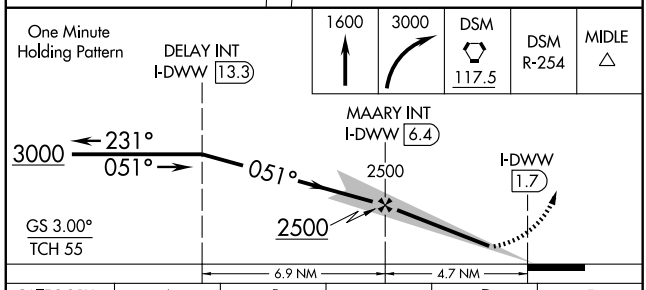
* VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

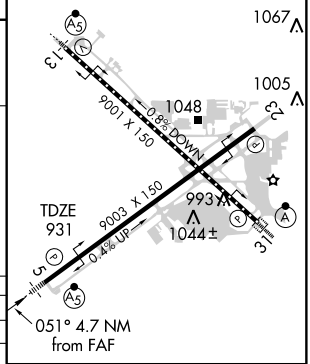
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24 429 (500-½)		1360/40 429 (500-¾)	1360/50 429 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-VGU	APP CRS	Rwy Idg	9001
111.9	129°	TDZE	921
		Apt Elev	957

ILS or LOC RWY 13

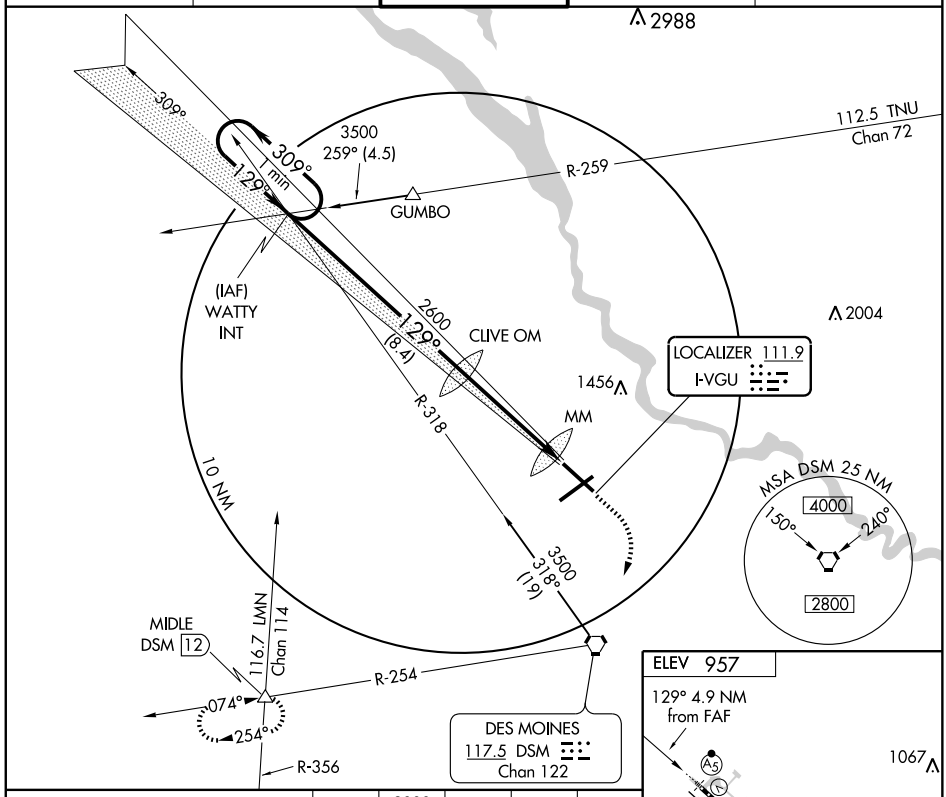
DES MOINES INTL (DSM)

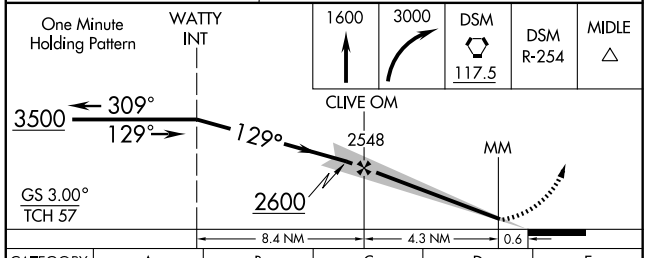
For inoperative MALSR increase Cat. E visibility to RVR 4000.

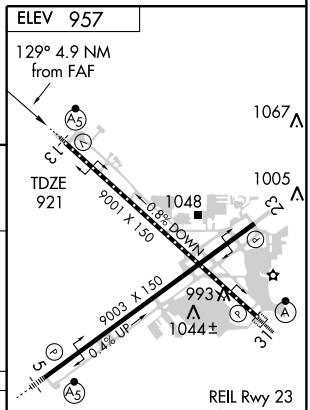
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24 459 (500-½)		1380/40 459 (500-1¾)	1380/50 459 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

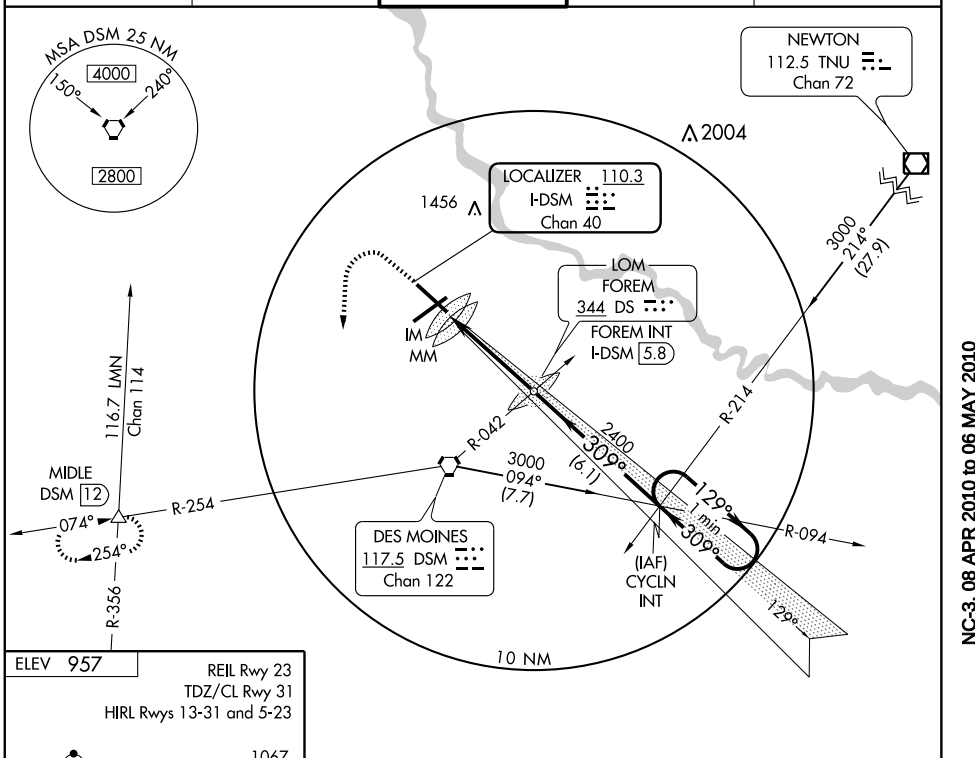
ILS or LOC RWY 31
DES MOINES INTL (DSM)

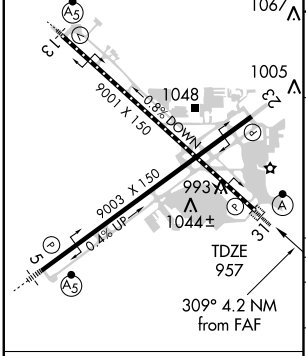
For inoperative ALSF increase Cat. E visibility to RVR 4000.

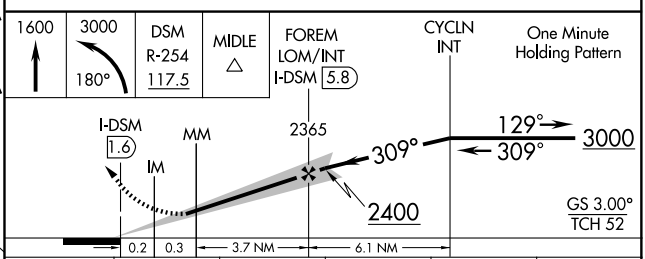
ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 31	1157/18 200 (200-½)				1157/24 200 (200-½)
S-LOC 31	1320/24 363 (400-½)			1320/40 363 (400-¾)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

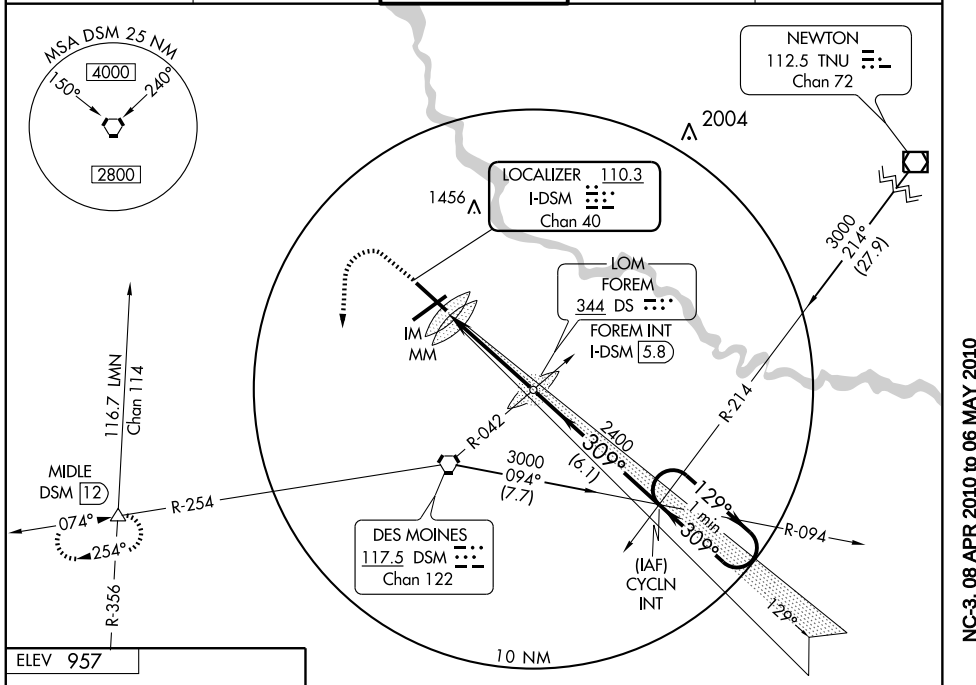
ILS RWY 31 (CAT II)

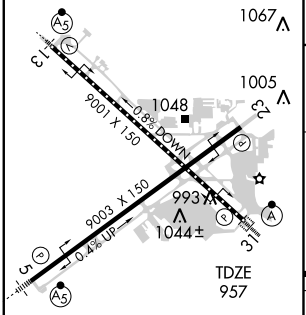
DES MOINES INTL (DSM)

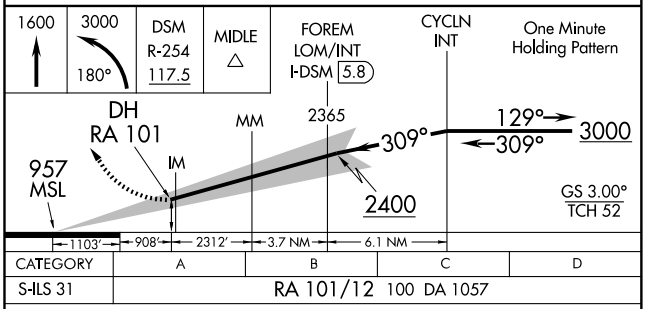
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D
S-ILS 31	RA 101/12 100 DA 1057			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

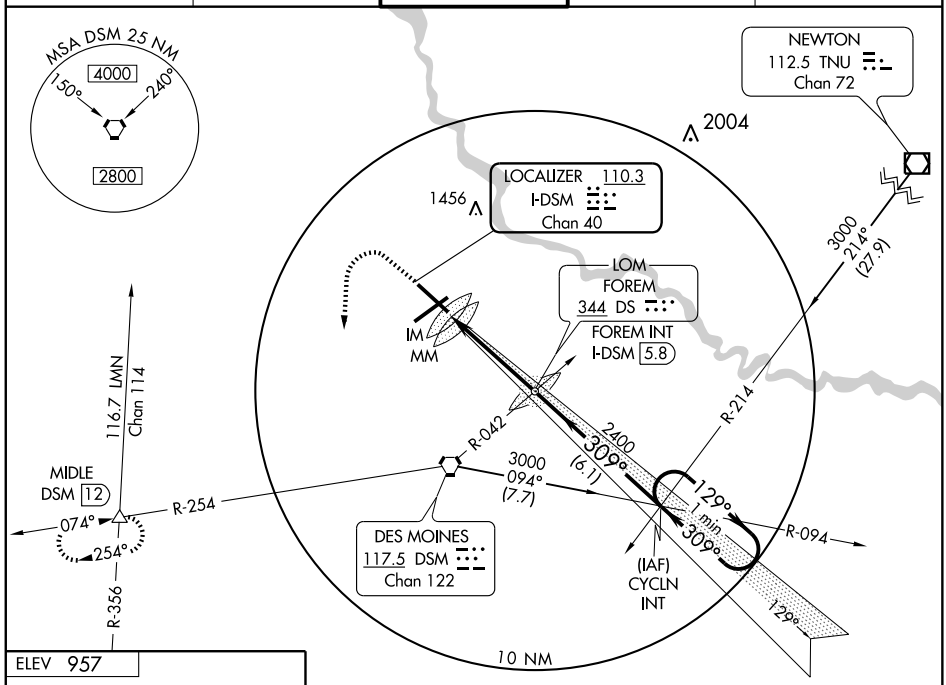
ILS RWY 31 (CAT III)

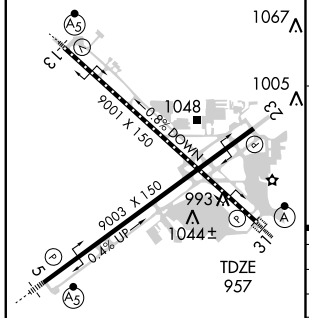
DES MOINES INTL (DSM)

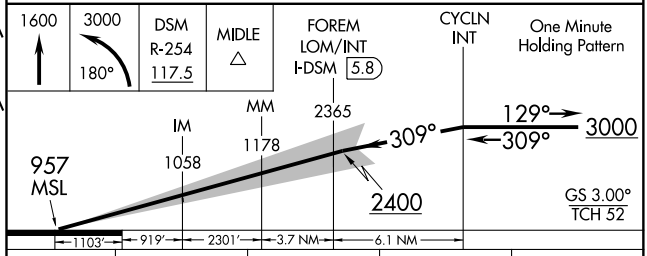
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D
S-ILS 31	CAT IIIa RVR 07			
S-ILS 31	CAT IIIb RVR 06			
S-ILS 31	CAT IIIc NA			

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9003
CH 69202	051°	TDZE	931
W05A		Apt Elev	958

RNAV (GPS) RWY 5

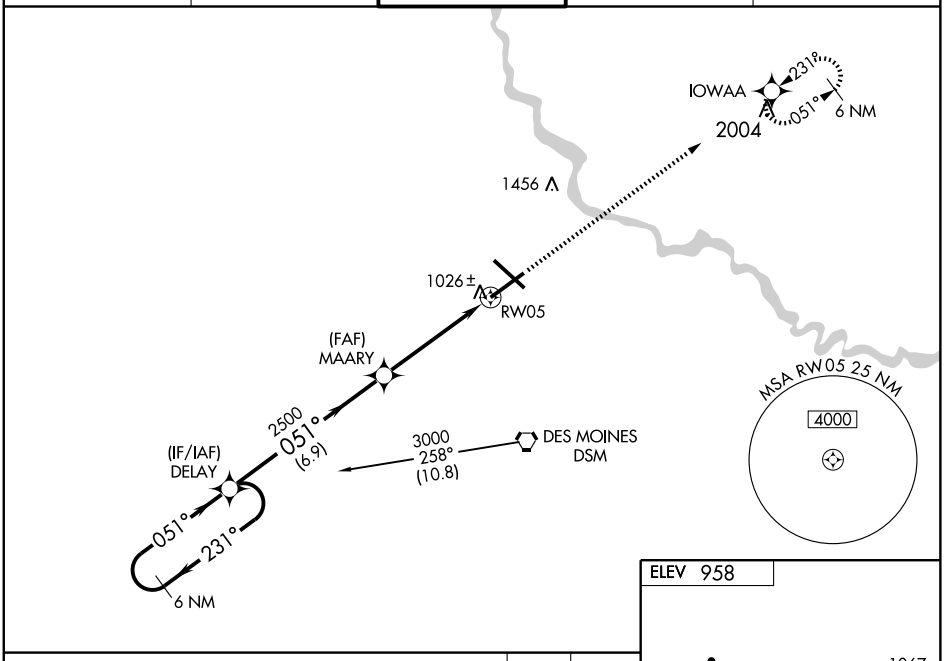
DES MOINES INTL (DSM)

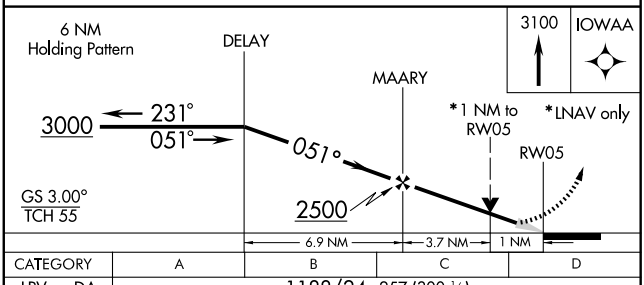
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

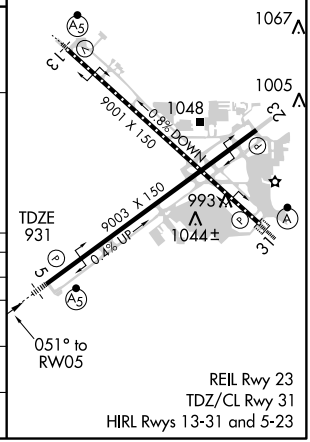
MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
LPV DA	1188/24 257 (300-½)			
LNAV/VNAV DA	1276/40 345 (400-¾)			
LNAV MDA	1280/24 349 (400-½)			1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9001
CH 72602	129°	TDZE	921
W13A		Apt Elev	958

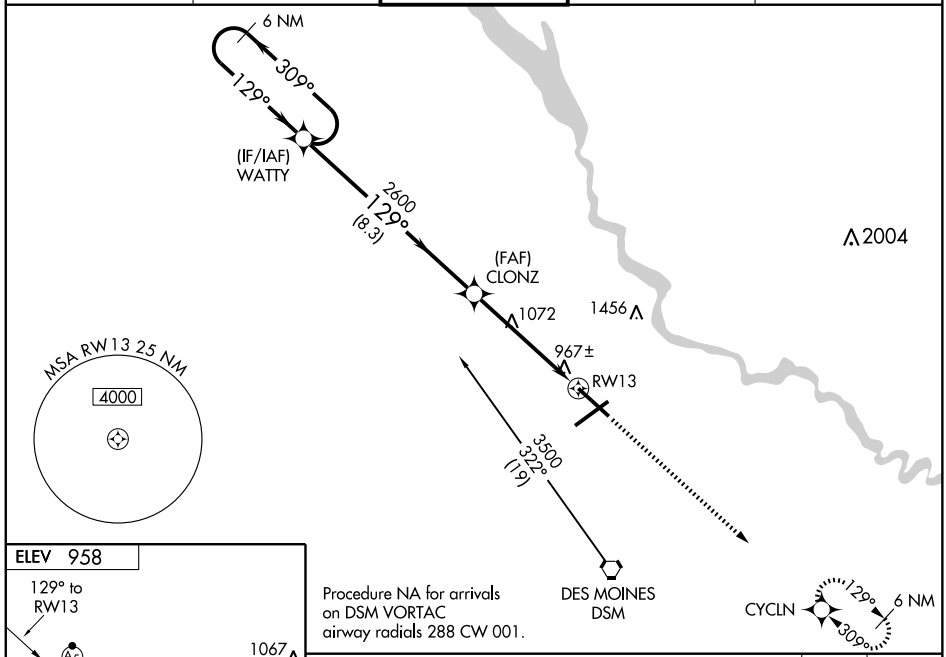
RNAV (GPS) RWY 13
DES MOINES INTL (DSM)

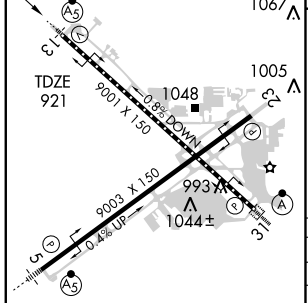
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For inoperative MALSR, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

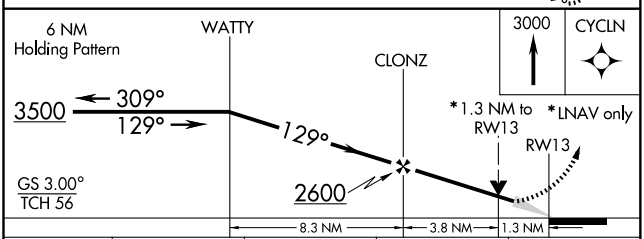
MALSR

MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-½)			
LNAV/VNAV DA	1242/24 321 (300-½)			1242/40 321 (300-¾)
LNAV MDA	1380/24 459 (500-½)		1380/40 459 (500-¾)	1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9003
231°	TDZE	939
	Apt Elev	957

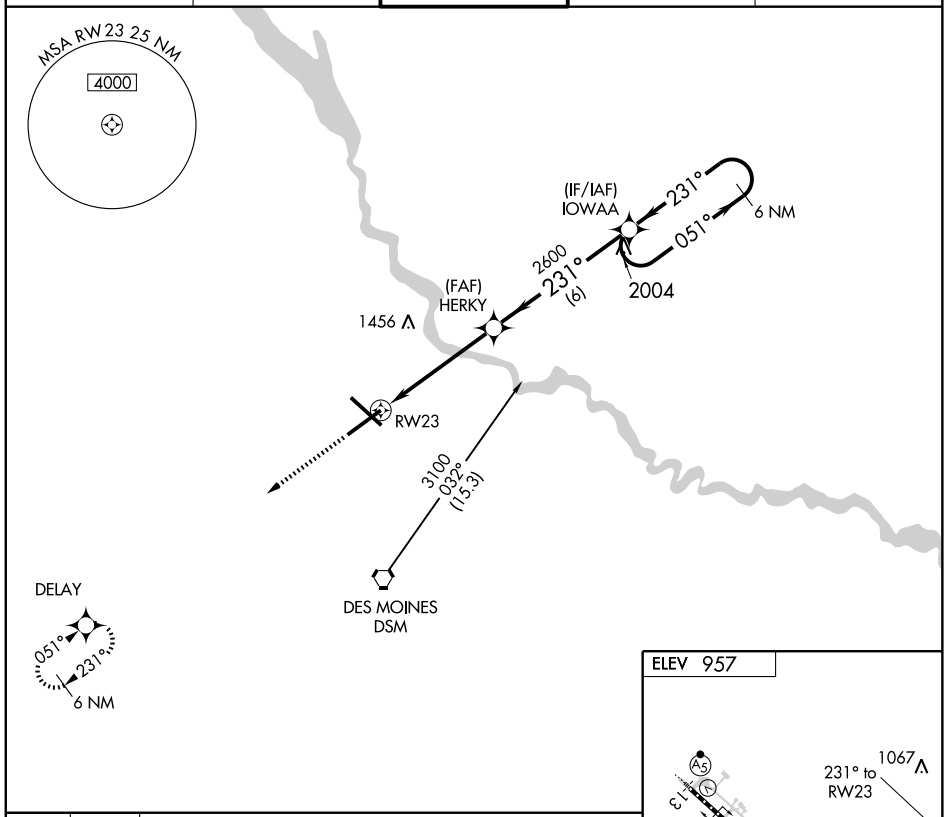
RNAV (GPS) RWY 23
DES MOINES INTL (DSM)

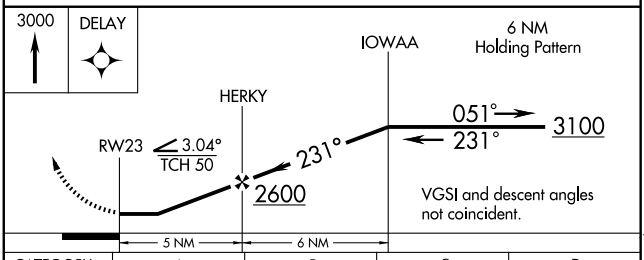
T
NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative procedure NA at night.

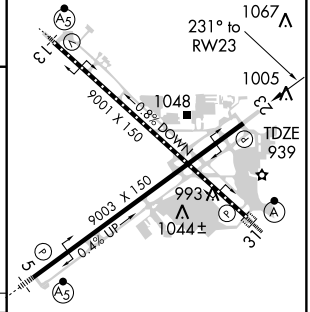
MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
LNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9001
CH 78002	309°	TDZE	958
W31A		Apt Elev	958

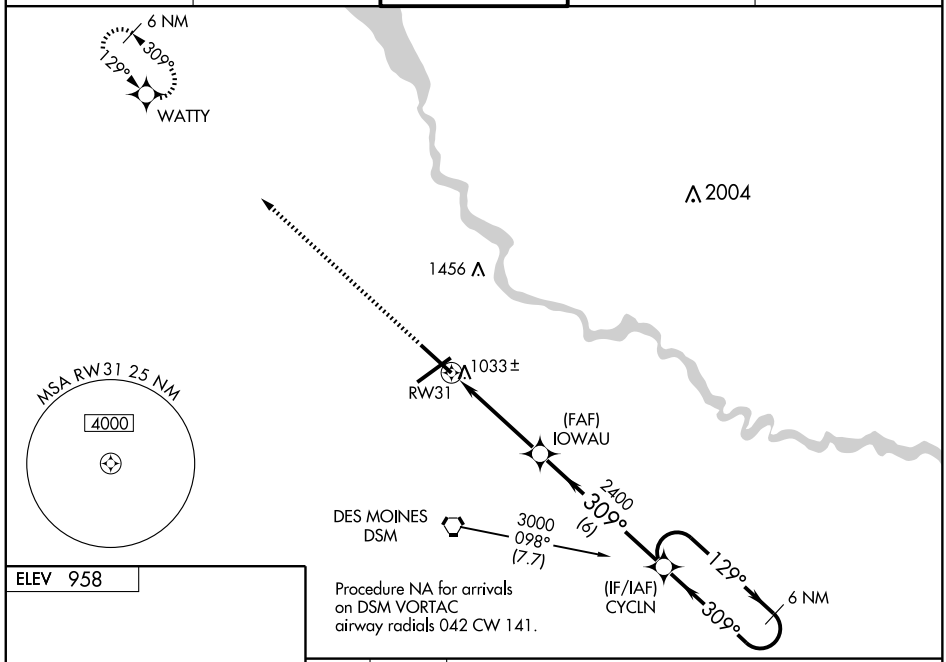
RNAV (GPS) RWY 31
DES MOINES INTL (DSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

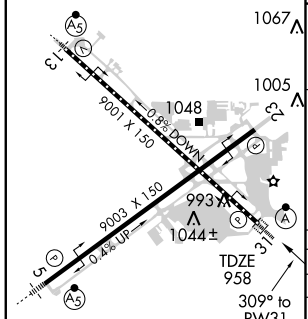
ALSF-2

MISSED APPROACH: Climb to 3500 direct WATTY and hold.

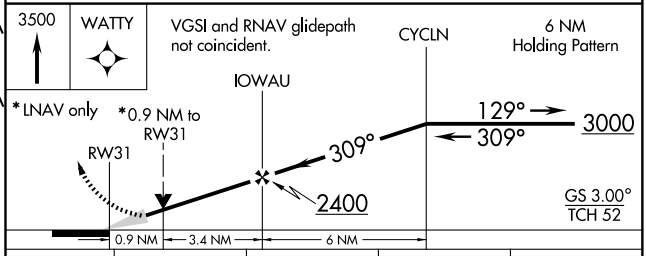
ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 958



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
LPV DA	1208/24 250 (300-½)			
LNAV/VNAV DA	1299/40 341 (400-¾)			
LNAV MDA	1300/24 342 (400-½)			1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME TNU	APP CRS	Rwy Idg	9003
112.5	236°	TDZE	939
Chan 72		Apt Elev	957

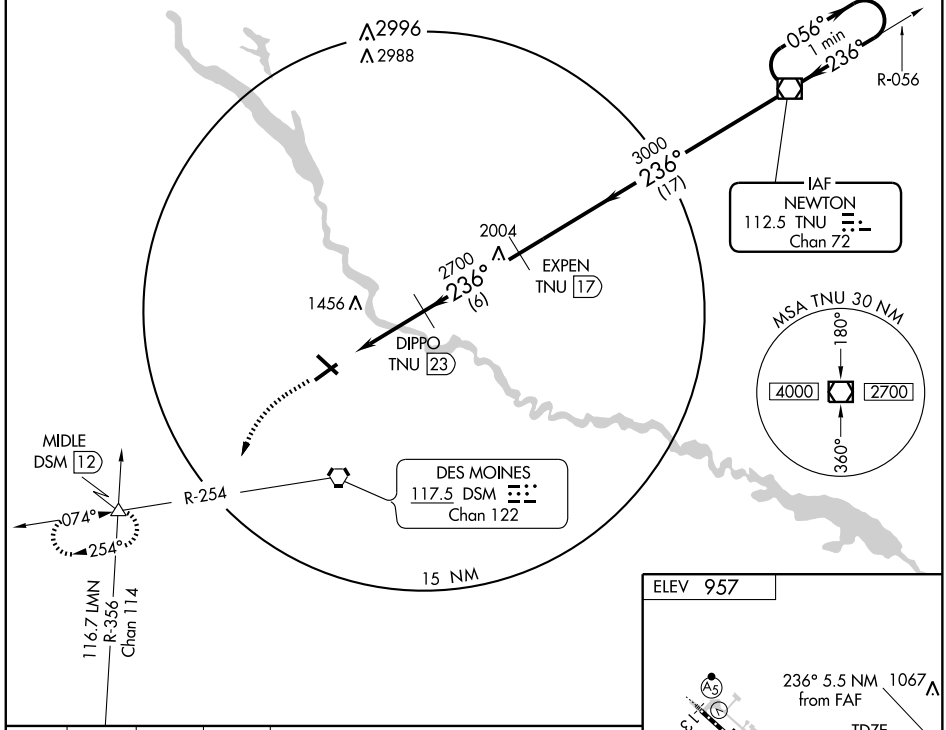
VOR/DME RWY 23
DES MOINES INTL (DSM)

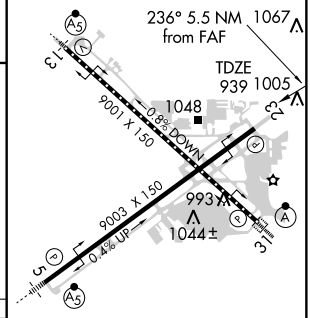
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.





CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)

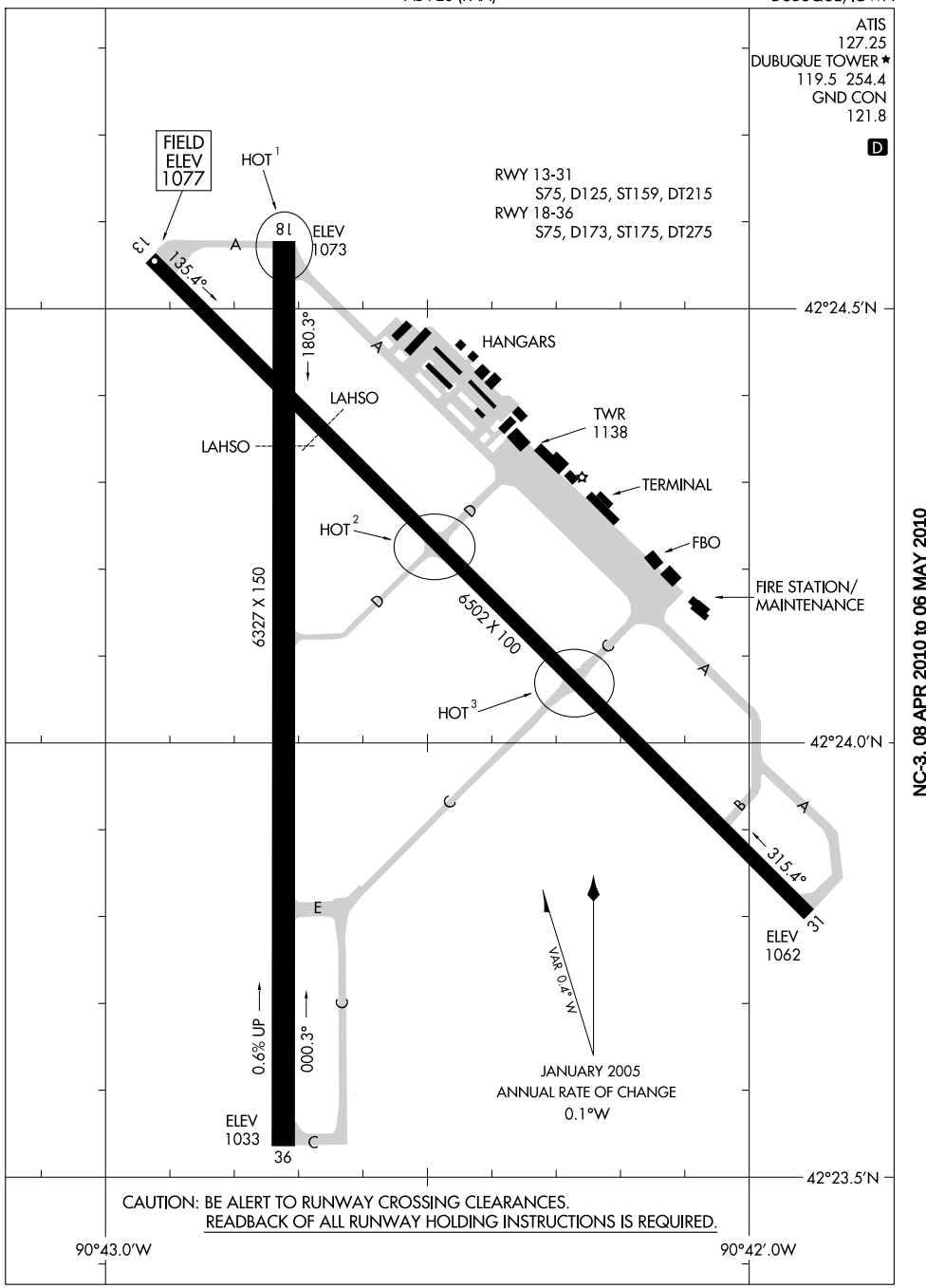
REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1047
Chan 46		Apt Elev	1076

ILS or LOC RWY 36

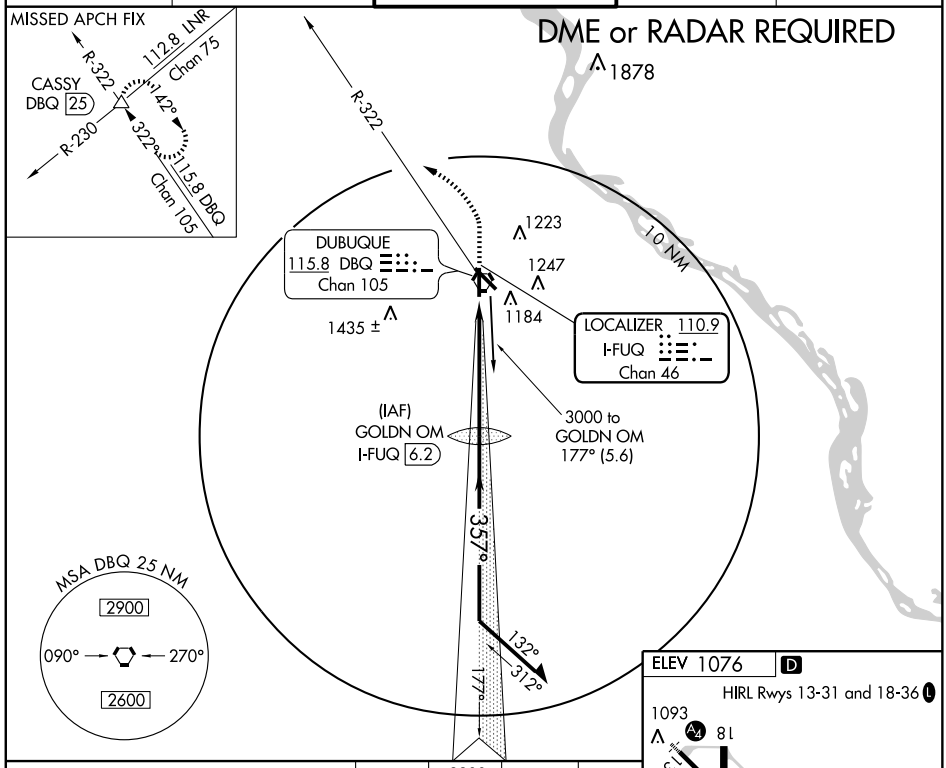
DUBUQUE RGNL (DBQ)

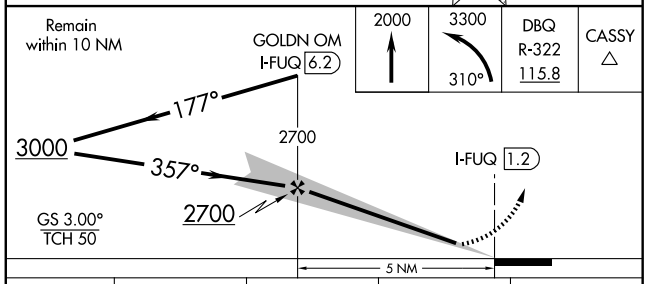
* RVR 1800 authorized with the use of FP or AP or HUD to DA.

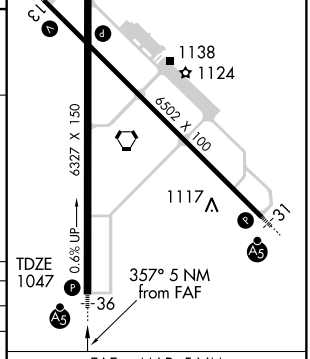
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/ DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER *	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 36		*1247/24 200 (200-½)		
S-LOC 36	1460/24 413 (400-½)		1460/40 413 (400-¾)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-DBQ	APP CRS	Rwy Idg	6502
108.7	132°	TDZE	1076
		Apt Elev	1076

LOC/DME BC RWY 13

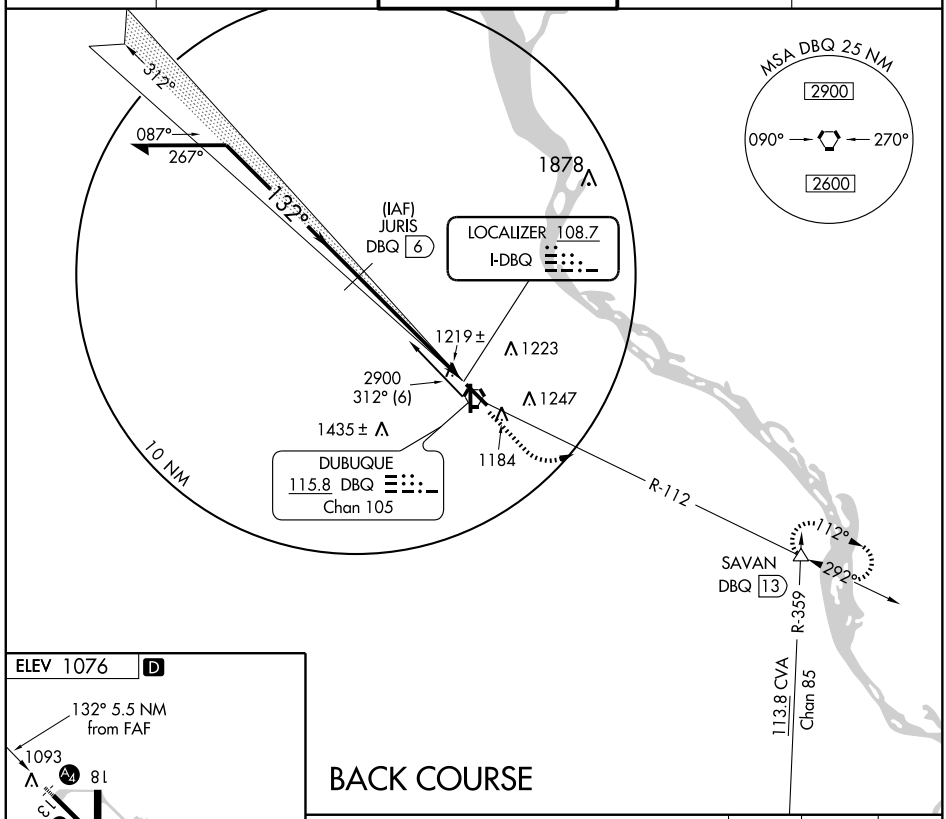
DUBUQUE RGNL (DBQ)

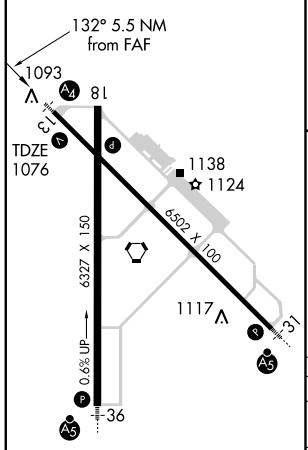
T A NA — DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.

MALS

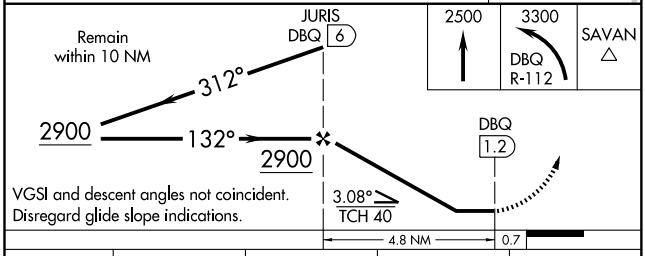
MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





BACK COURSE



CATEGORY	A	B	C	D
S-13	1480-¾ 404 (500-¾)		1480-1¼ 404 (500-1¼)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-DBQ	APP CRS	Rwy Idg	6302
108.7	312°	TDZE	1062
		Apt Elev	1076

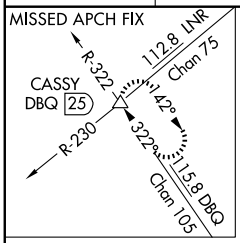
LOC RWY 31
DUBUQUE RGNL (DBQ)

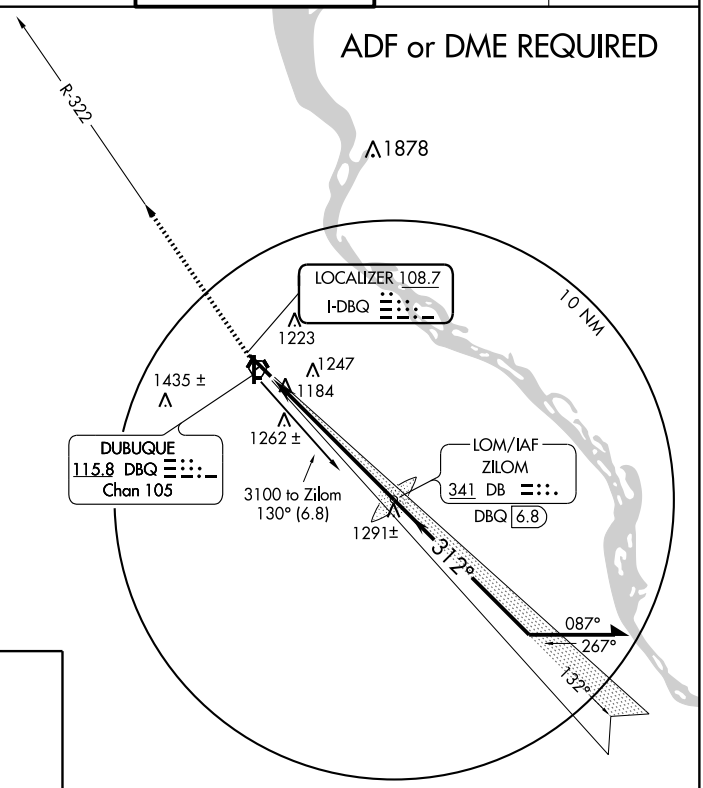
NA

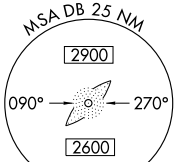
MALSR

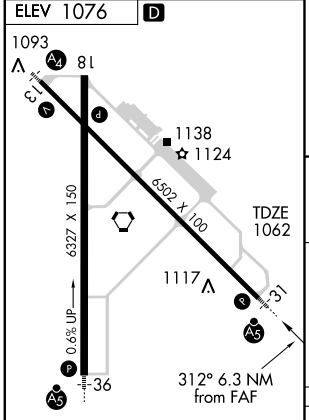
MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95



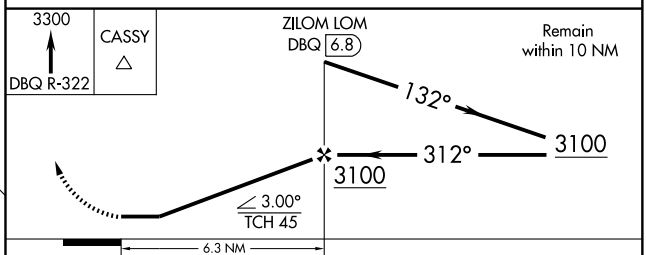






HIRL Rwys 13-31 and 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-31	1540- ½ 478 (500-½)		1540- ¾ 478 (500- ¾)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6502
Chan 93700	132°	TDZE	1077
W13A		Apt Elev	1077

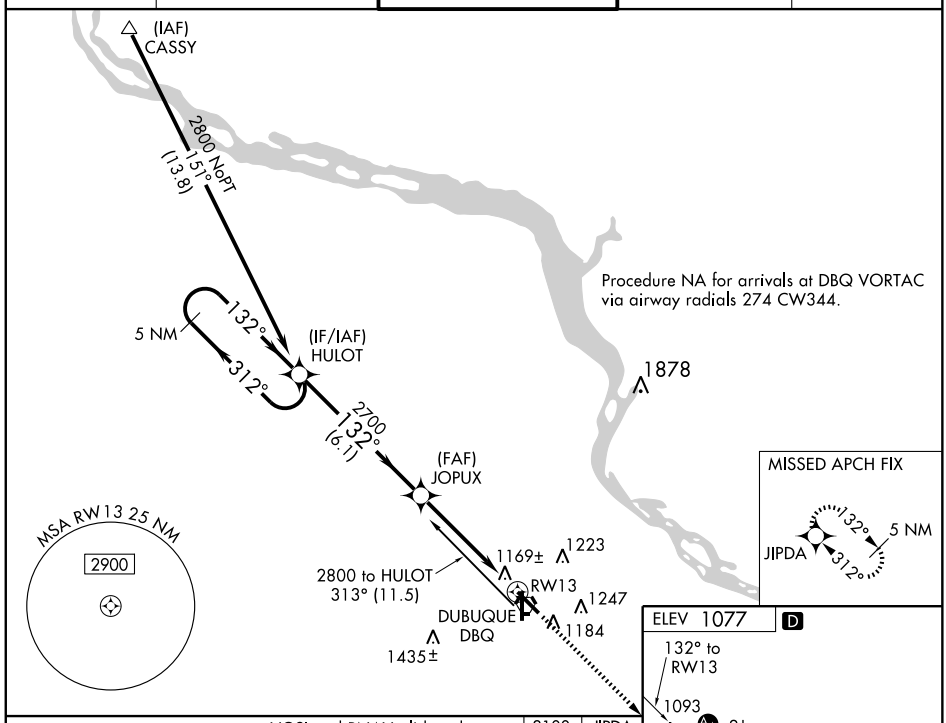
RNAV (GPS) RWY 13
DUBUQUE RGNL (DBQ)

▼ Inoperative table does not apply to LPV and LNAV/VNAV.
Baro-VNAV NA when using Monticello altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾ 343 (400-¾)			1420-1¼ 343 (400-1¼)
CIRCLING	1580-1¾ 503 (600-1¾)			1640-2 563 (600-2)

HIRL Rwys 13-31 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6302
Chan 69400	312°	TDZE	1062
W31A		Apt Elev	1077

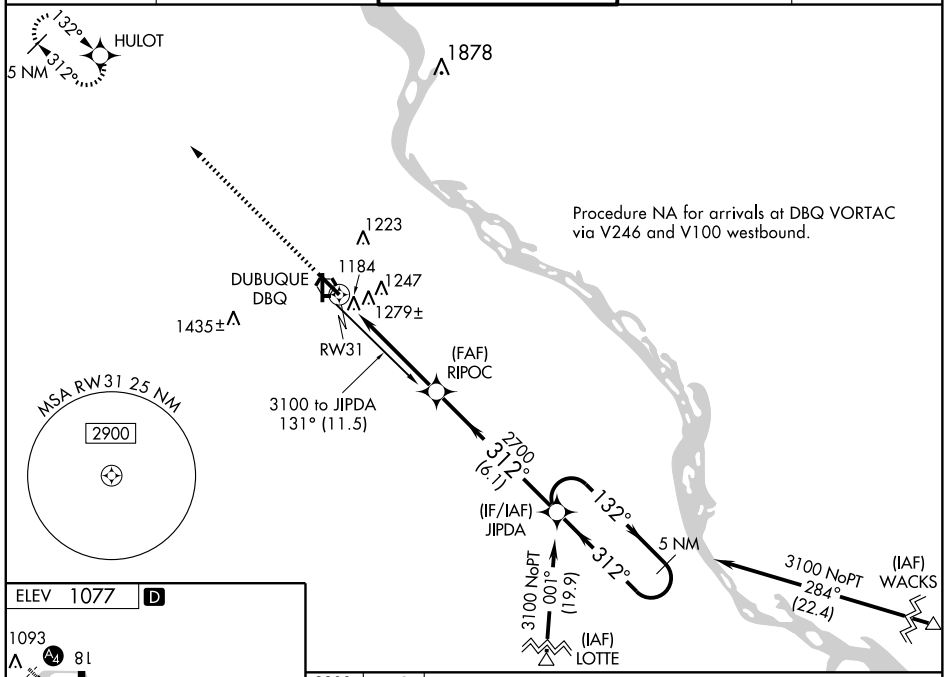
RNAV (GPS) RWY 31
DUBUQUE RGNL (DBQ)

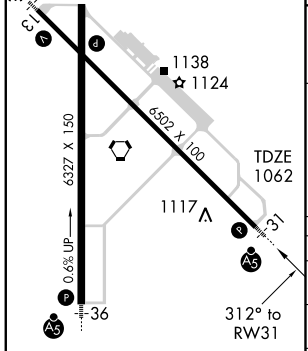
For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.
Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALSR

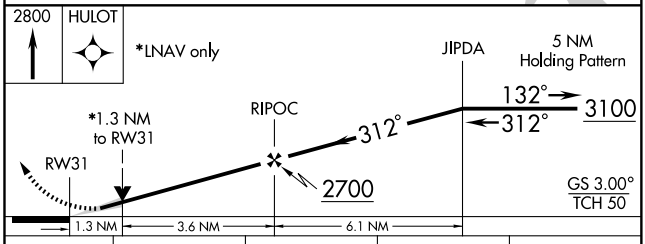
MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6327
CH 62807	357°	TDZE	1048
W36A		Apt Elev	1077

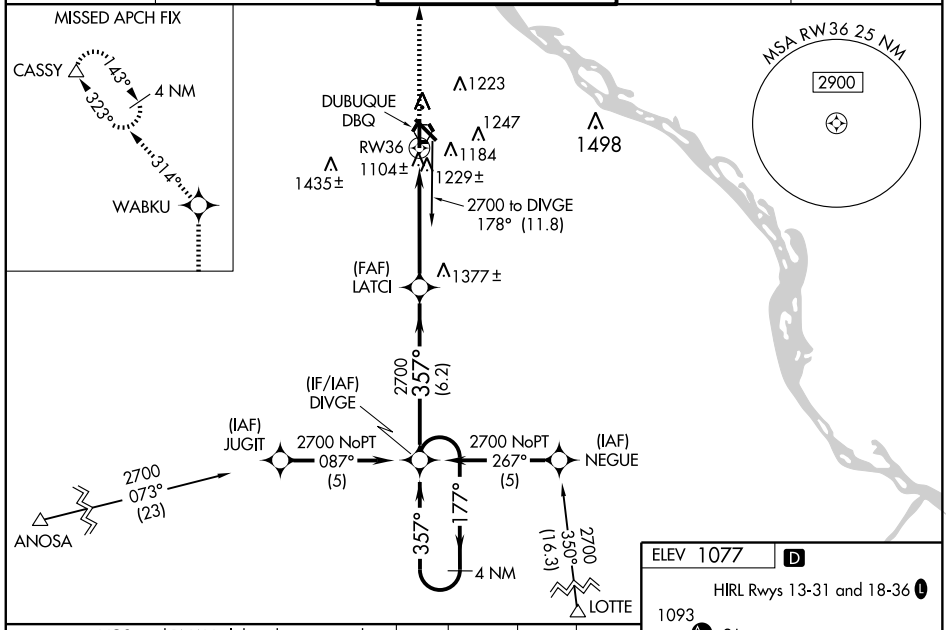
RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)

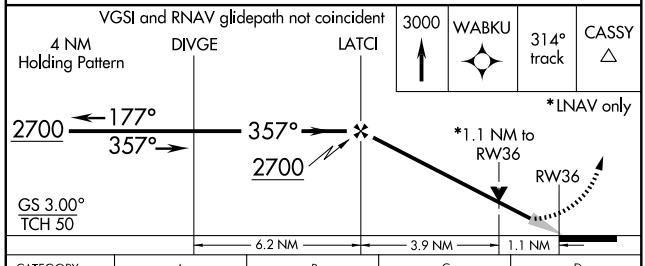
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile.
For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

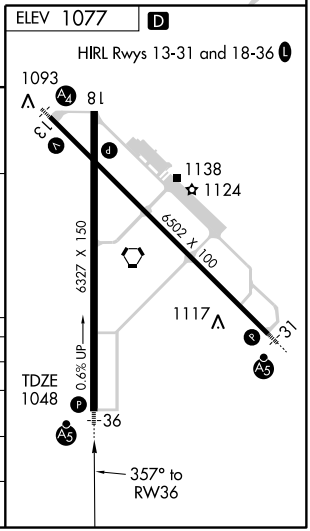
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER *	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24 432 (500-½)		1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

VOR RWY 13

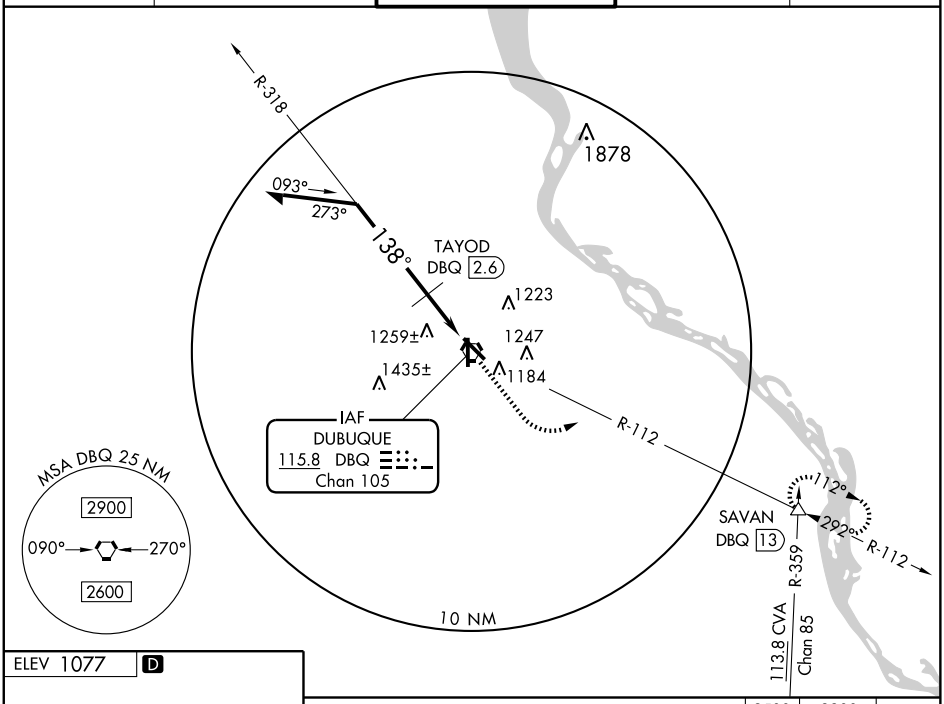
DUBUQUE RGNL (DBQ)

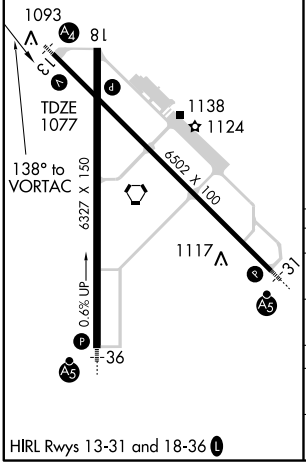
Inoperative table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.

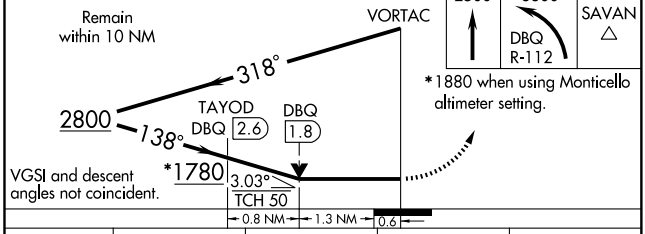
MALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-13	1780-¾	703 (800-¾)	1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
TAYOD FIX MINIMUMS				
S-13	1520-¾	443 (500-¾)	1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC DBQ	APP CRS	Rwy Idg	6302
115.8	304°	TDZE	1062
Chan 105		Apt Elev	1077

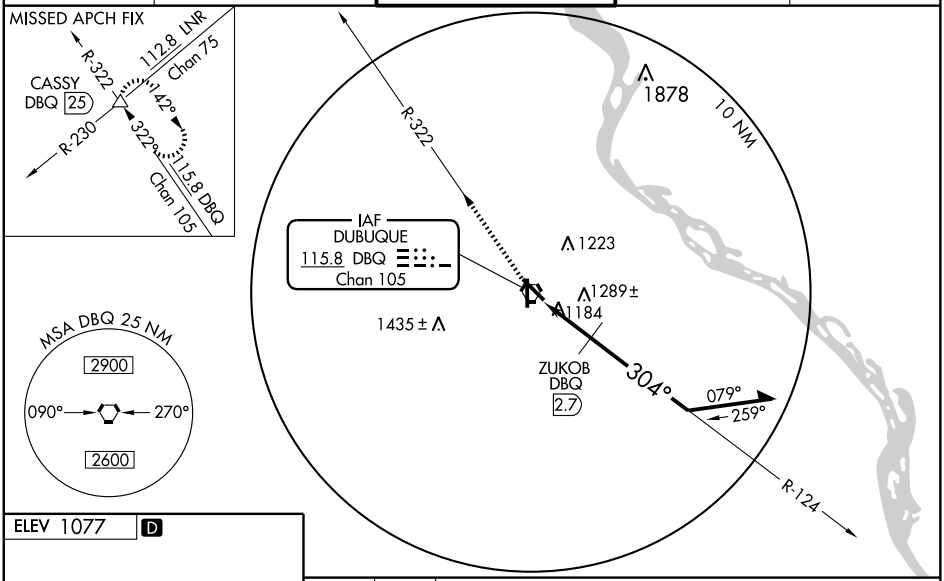
VOR RWY 31
DUBUQUE RGNL (DBQ)

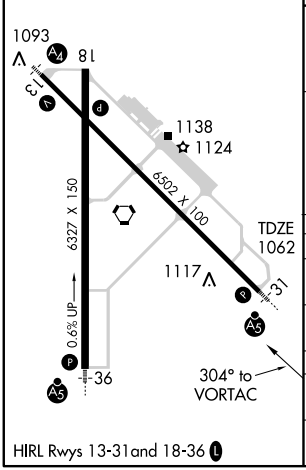
Visibility reduction by helicopters NA.
When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.
For inoperative MALSR, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.
For inoperative MALSR when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

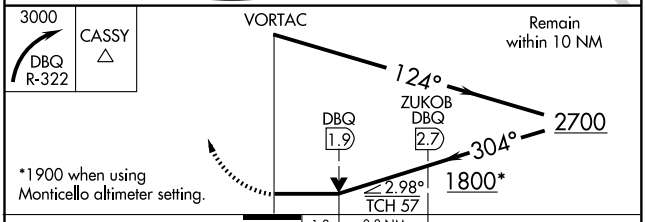
MALSR (A5)

MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) (L) 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

VOR RWY 36

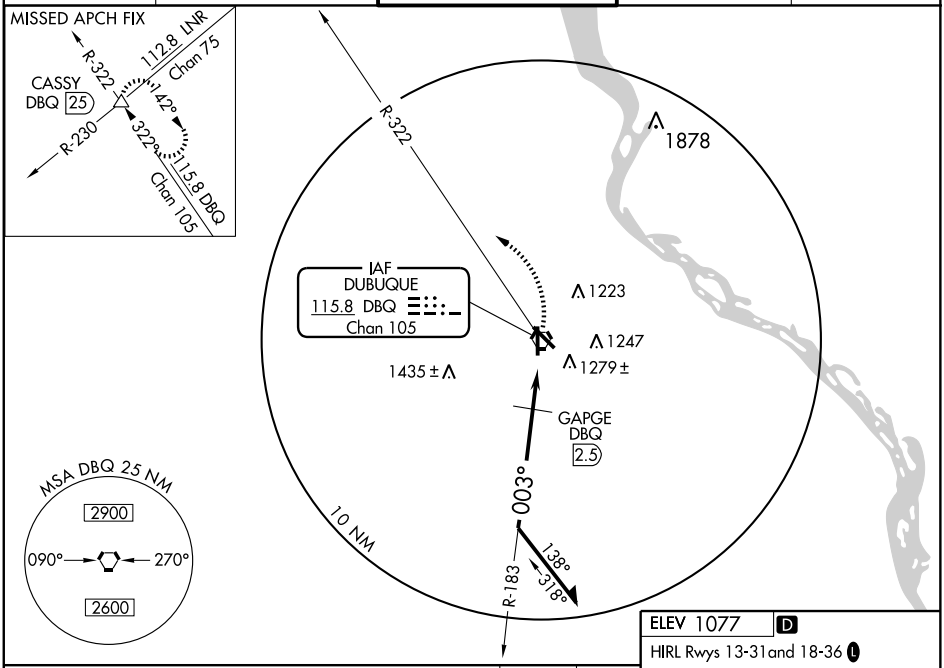
DUBUQUE RGNL (DBQ)

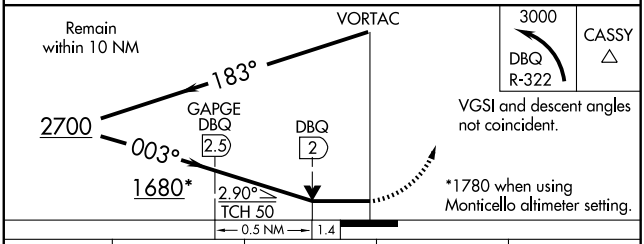
When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D 1¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.

MALSR

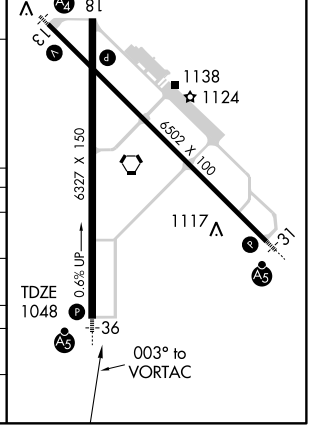
MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





CATEGORY	A	B	C	D
S-36	1680/24 632 (700-½)		1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1 603 (700-1)		1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24 492 (500-½)		1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)



NC-3, 08 APR 2010 to 06 MAY 2010

NDB EAG 302	APP CRS 120°	Rwy Idg 3371 TDZE 1133 Apt Elev 1133

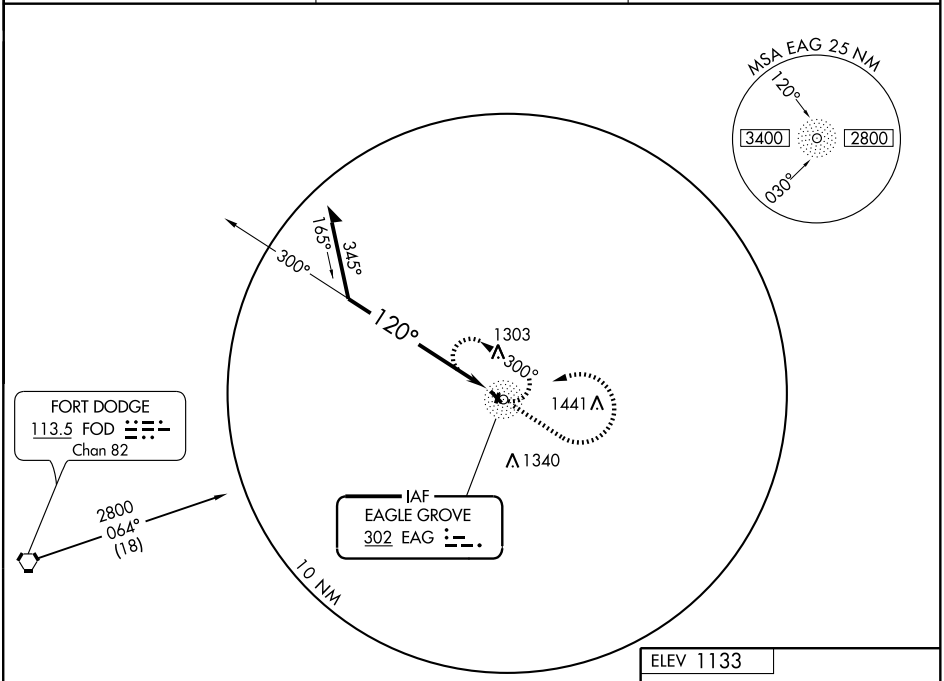
NDB RWY 13

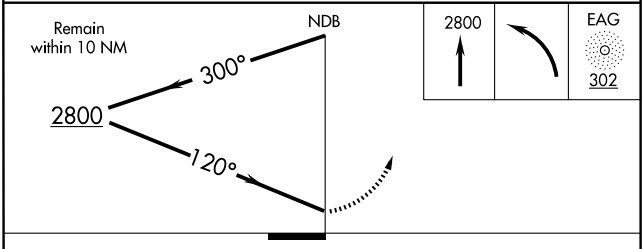
EAGLE GROVE MUNI (EAG)

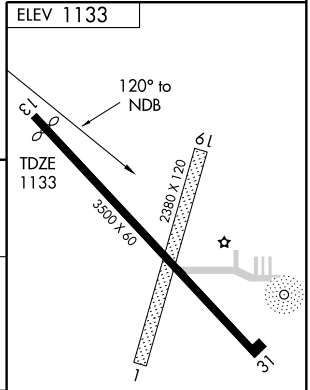
T NA — Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)	NA	
CIRCLING	1700-1	567 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
133°	Rwy Idg	3371
	TDZE	1133
	Apt Elev	1133

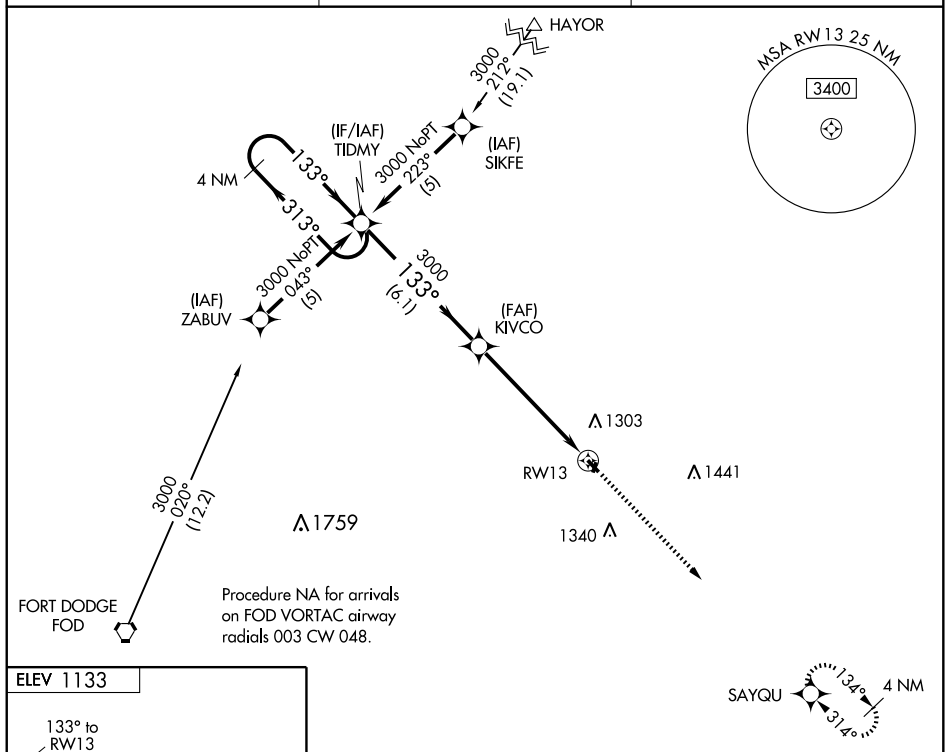
RNAV (GPS) RWY 13

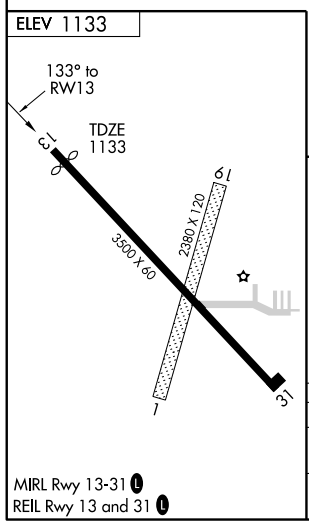
EAGLE GROVE MUNI (EAG)

DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

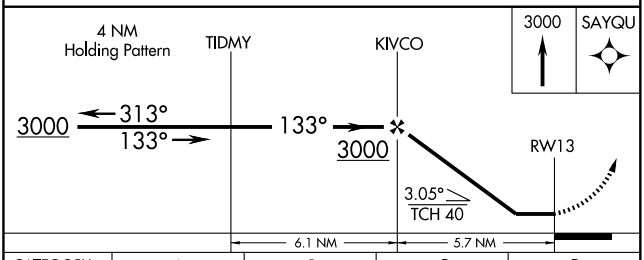
MISSED APPROACH: Climb to 3000 direct SAYQU and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L





MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	1660-1	527 (600-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

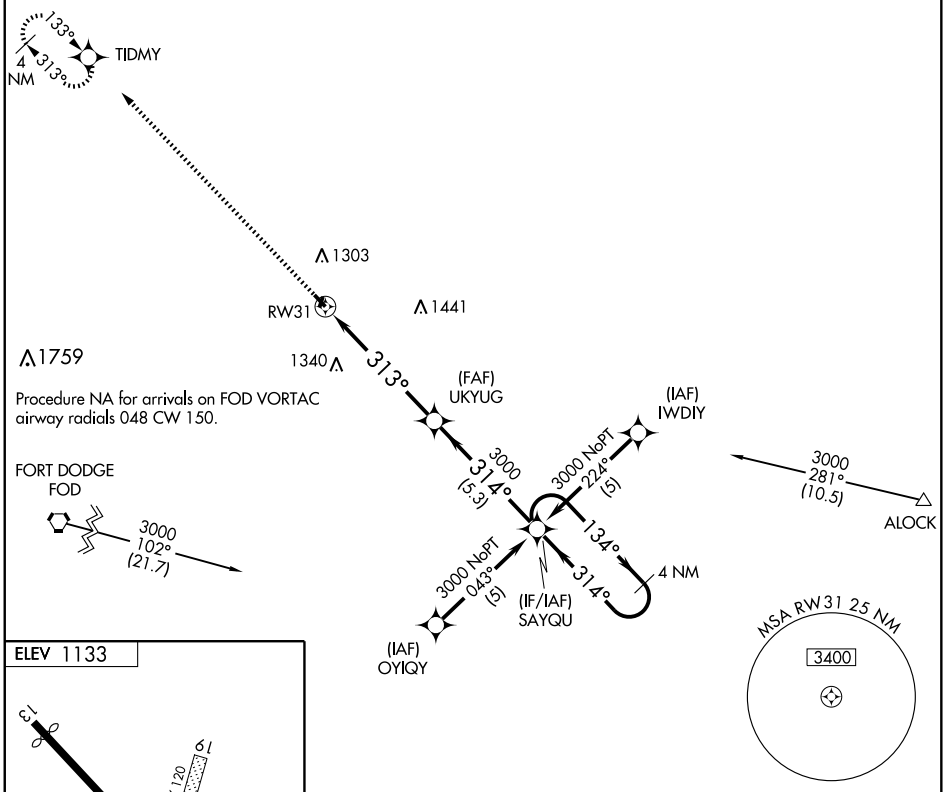
EAGLE GROVE MUNI (EAG)

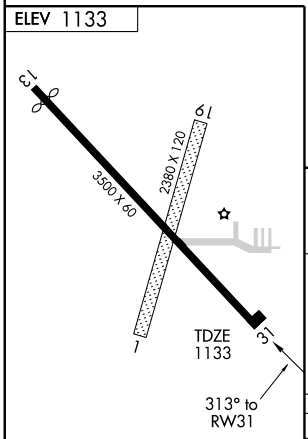
APP CRS	Rwy Idg	3500
313°	TDZE	1133
	Apt Elev	1133

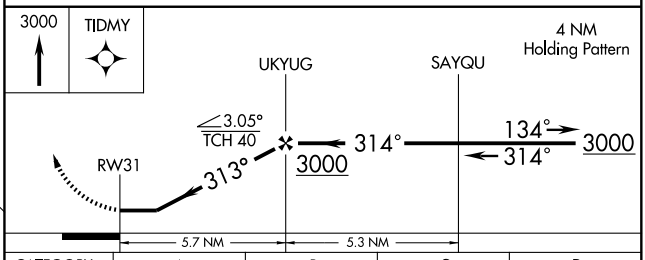
T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 507 (600-1)		NA	
CIRCLING	1660-1 527 (600-1)		NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg N/A TDZE N/A Apt Elev 1133

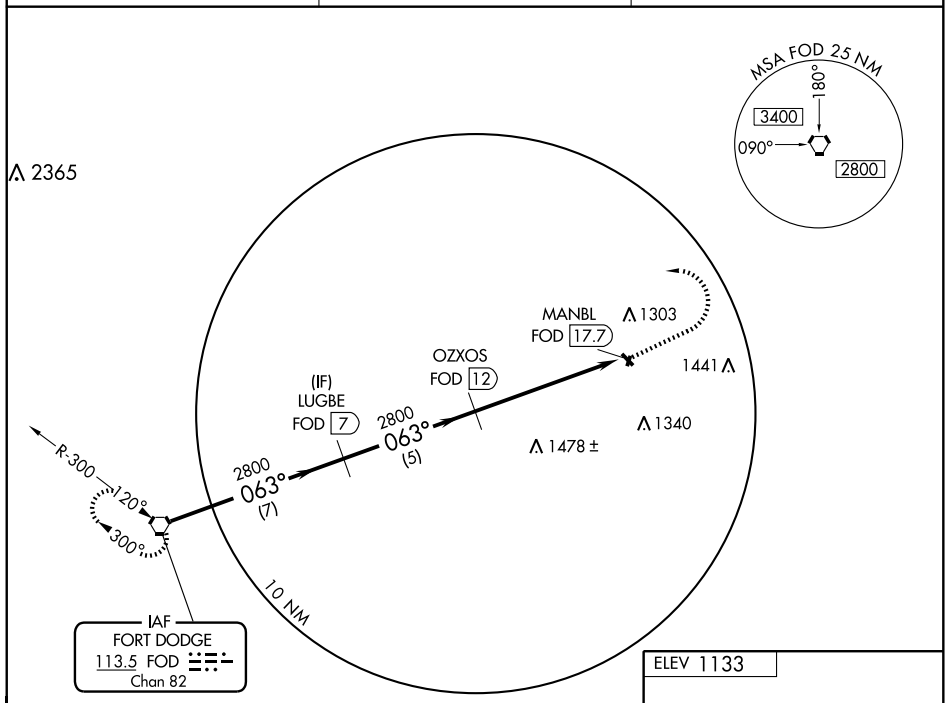
VOR/DME-A

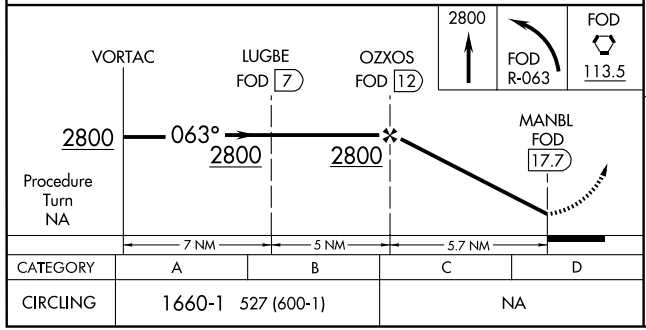
EAGLE GROVE MUNI (EAG)

T NA — Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting.

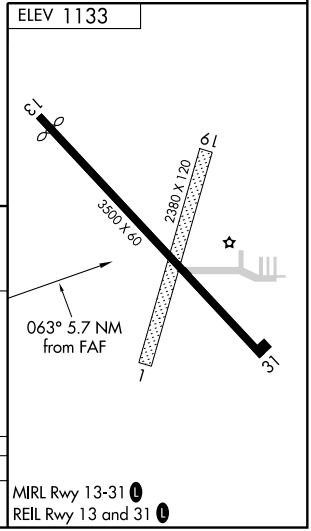
MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1660-1 527 (600-1)		NA	



MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NDB EGQ	APP CRS	Rwy Idg	3401
410	139°	TDZE	1205
		Apt Elev	1205

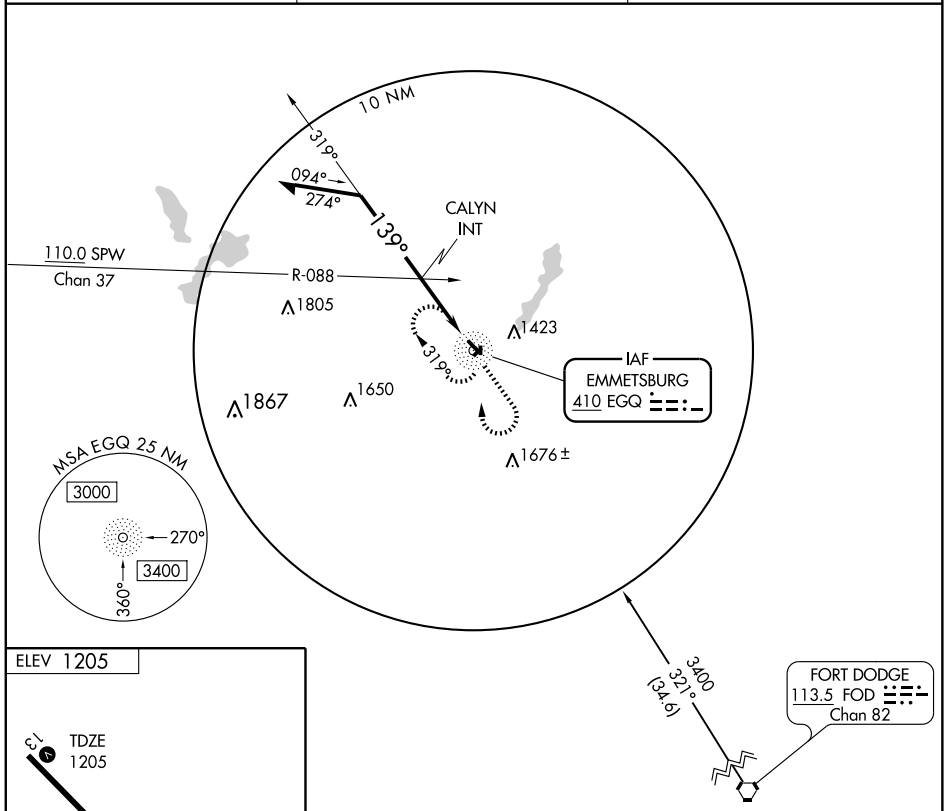
NDB RWY 13

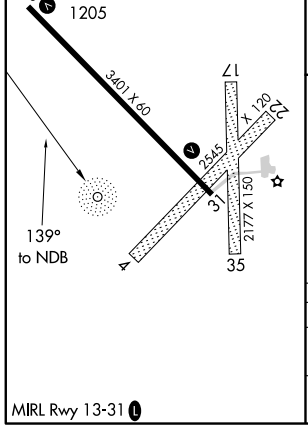
EMMETSBURG MUNI (EGQ)

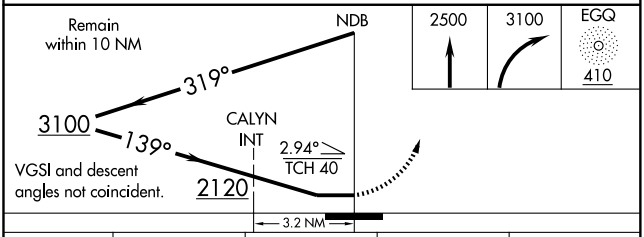
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1860-1	655 (700-1)	NA	
CIRCLING	1860-1	655 (700-1)	NA	

MIRL Rwy 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

NDB EGQ	APP CRS	Rwy Idg	3401
410	303°	TDZE	1205
		Apt Elev	1205

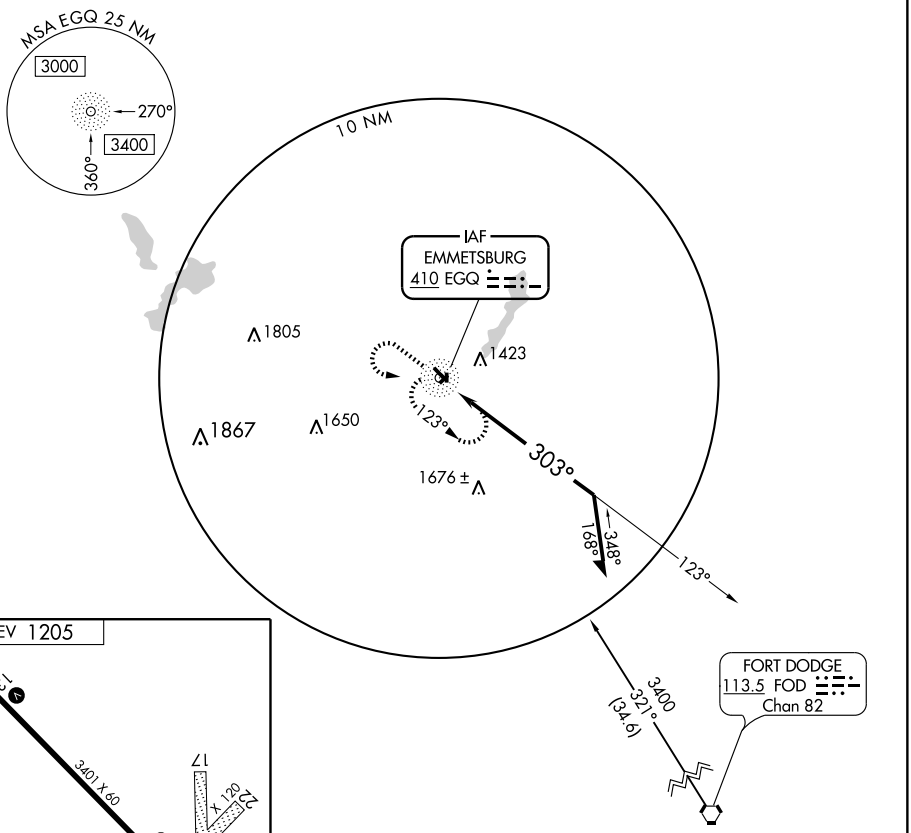
NDB RWY 31

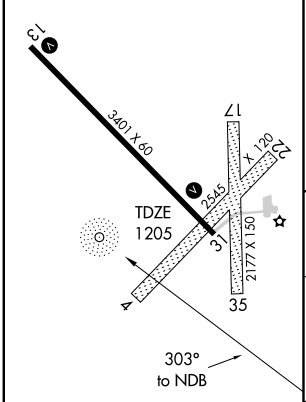
EMMETSBURG MUNI (EGQ)

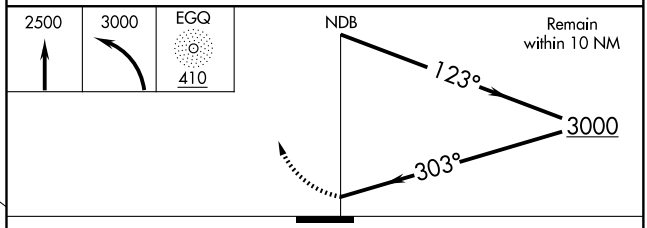
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1860-1 655 (700-1)		NA	
CIRCLING	1860-1 655 (700-1)		NA	

MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

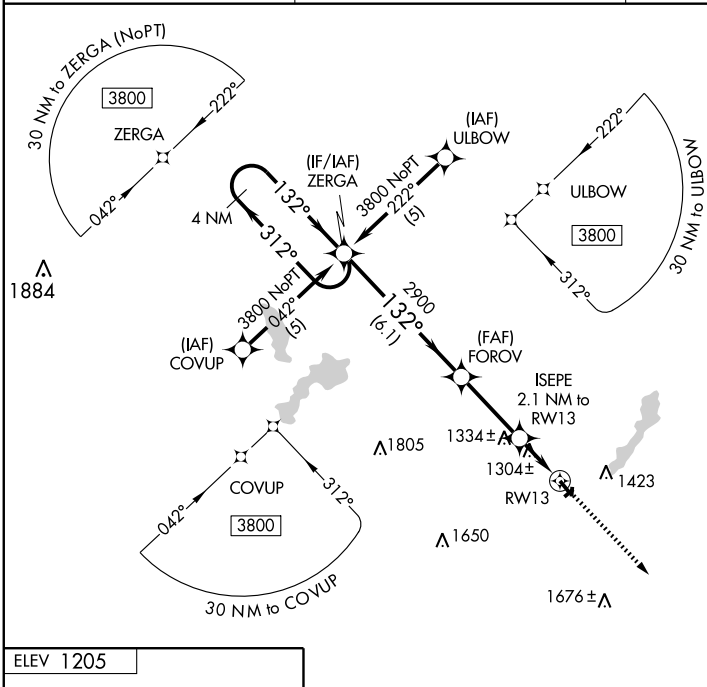
APP CRS	Rwy Idg	3401
132°	TDZE	1205
	Apt Elev	1205

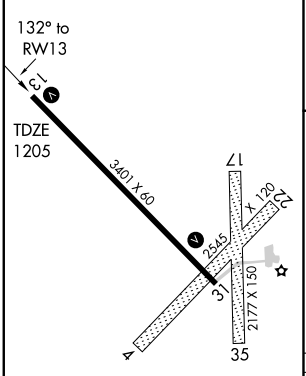
RNAV (GPS) RWY 13
EMMETSBURG MUNI (EGQ)

DME/DME RNP-0.3 NA.
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

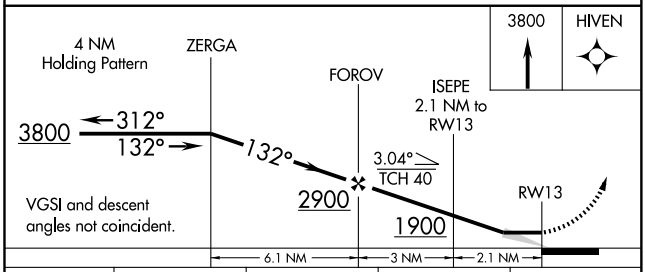
MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1620-1	415 (500-1)	NA	
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)	NA	

MIRL Rwy 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3401
313°	TDZE	1205
	Apt Elev	1205

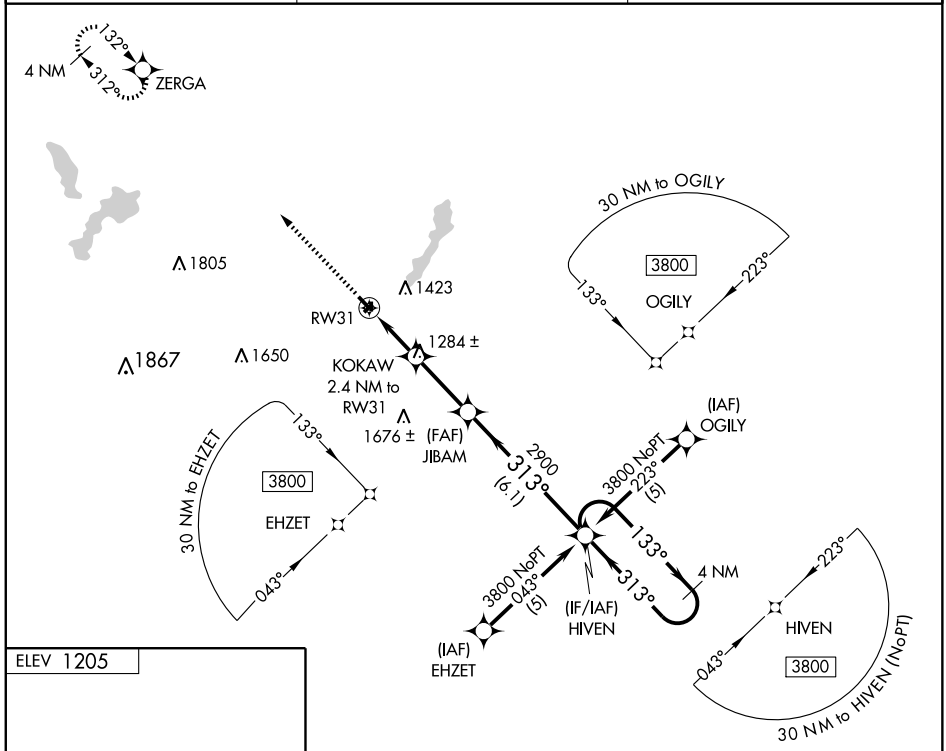
RNAV (GPS) RWY 31

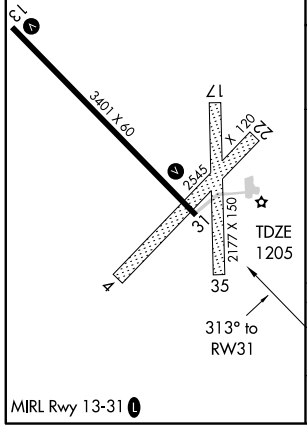
EMMETSBURG MUNI (EGQ)

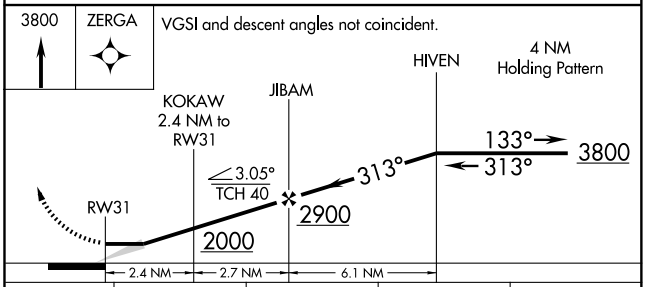
DME/DME RNP-0.3 NA.
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1600-1	395 (400-1)	NA	
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH **40104** **W16A**	APP CRS **164°**	Rwy Idg **4797** TDZE **1319** Apt Elev **1319**

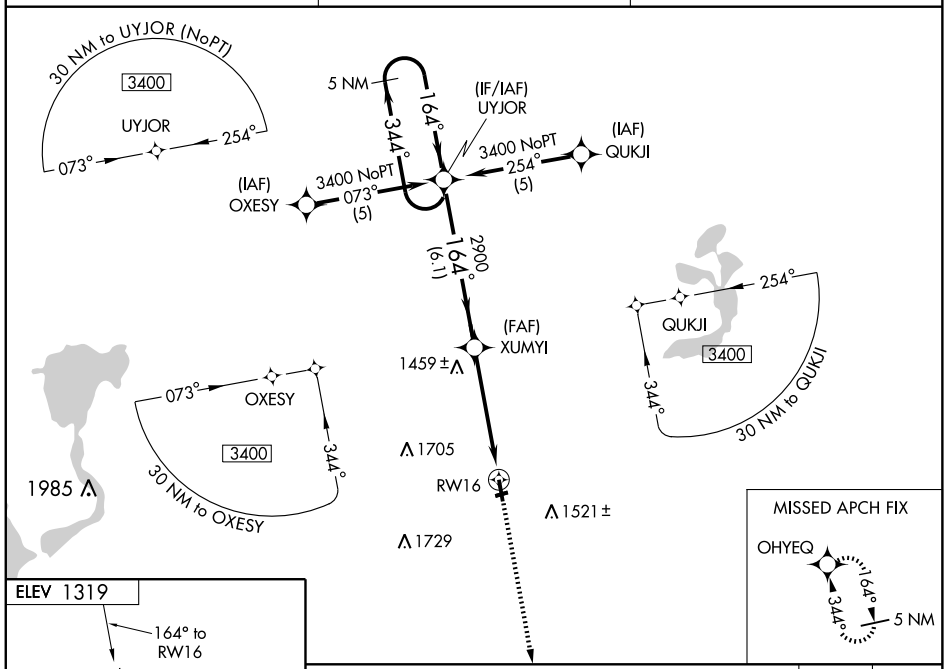
RNAV (GPS) RWY 16

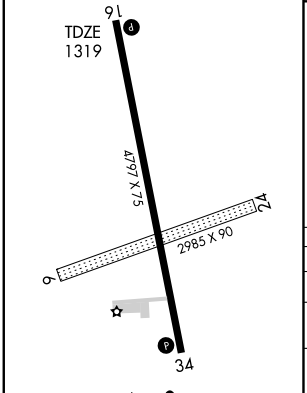
ESTHERVILLE MUNI (EST)

Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

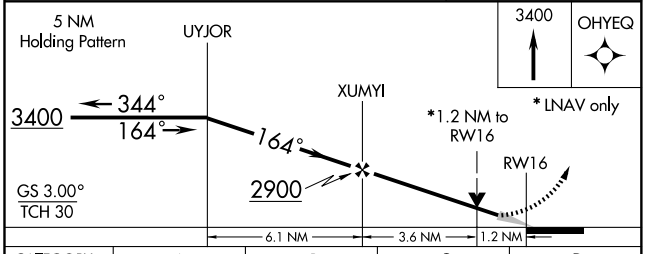
MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	**127.75 257.7**	**122.8** (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1608-1	289 (300-1)	NA	
LNAV MDA	1720-1	401 (500-1)	NA	
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

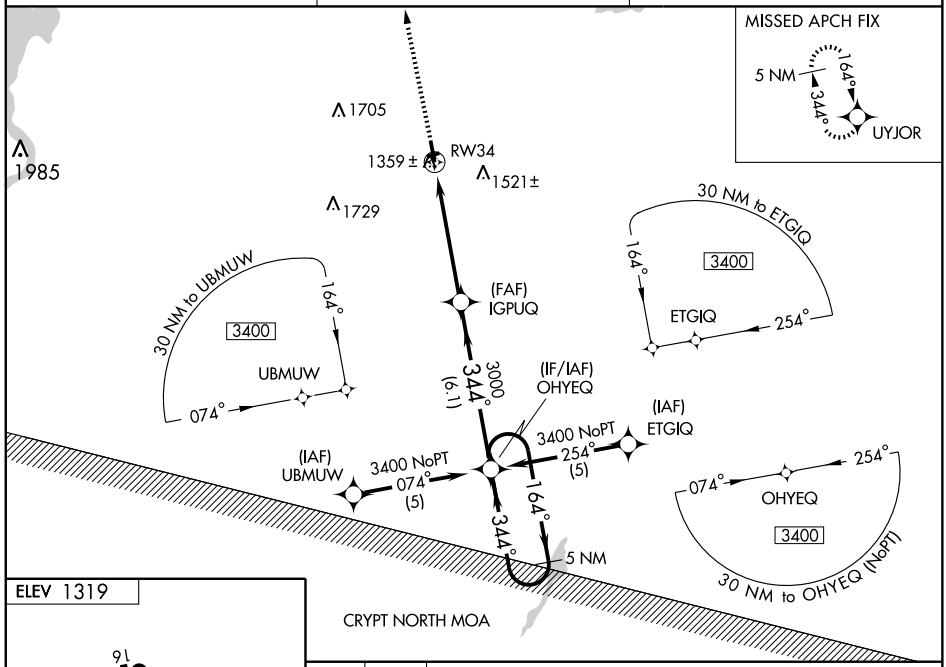
WAAS	APP CRS	Rwy Idg	4797
CH 82304	344°	TDZE	1319
W34A		Apt Elev	1319

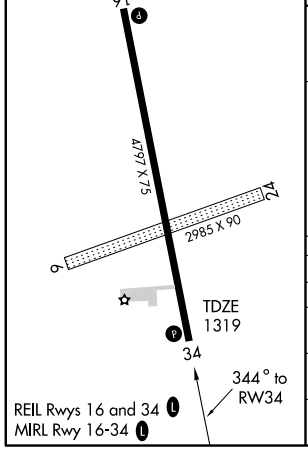
RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

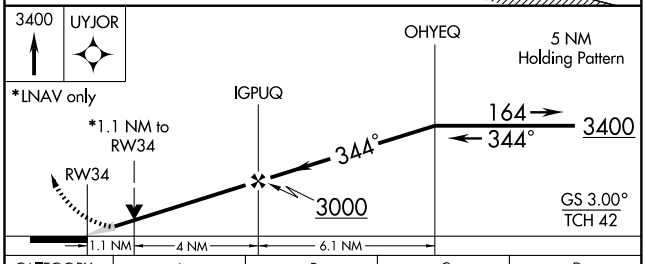
Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1629-1	310 (400-1)	NA	
LNAV MDA	1700-1	381 (400-1)	NA	
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA	

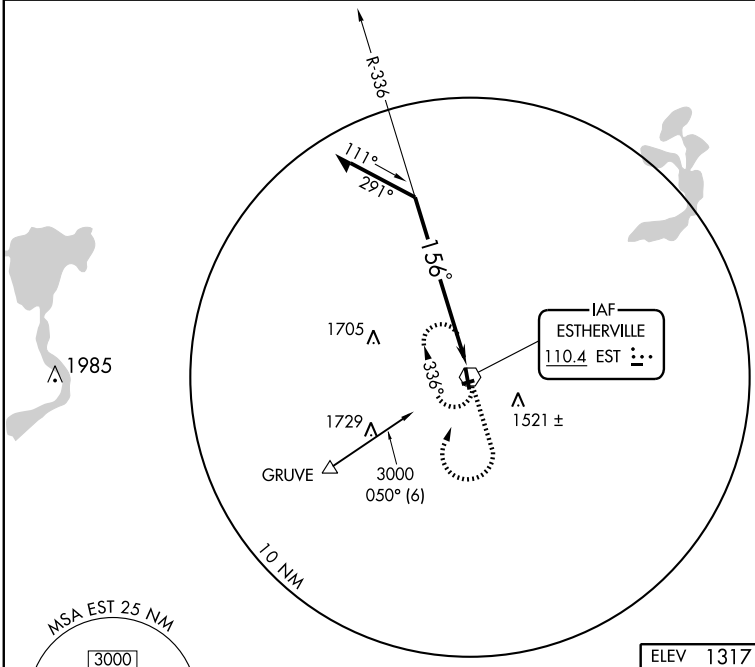
NC-3. 08 APR 2010 to 06 MAY 2010

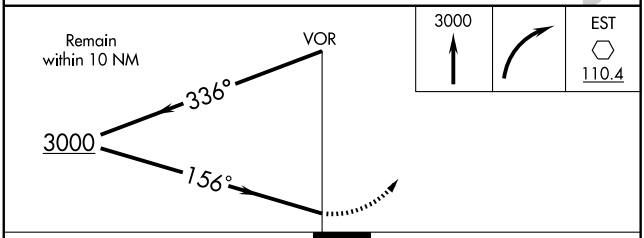
EST VOR	APP CRS	Rwy Idg	4797
110.4	156°	TDZE	1317
		Apt Elev	1317

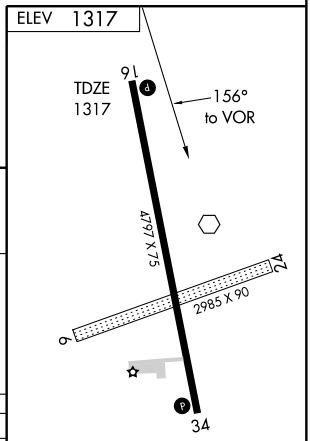
VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)	NA	
CIRCLING	1840-1	523 (600-1)	NA	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3. 08 APR 2010 to 06 MAY 2010

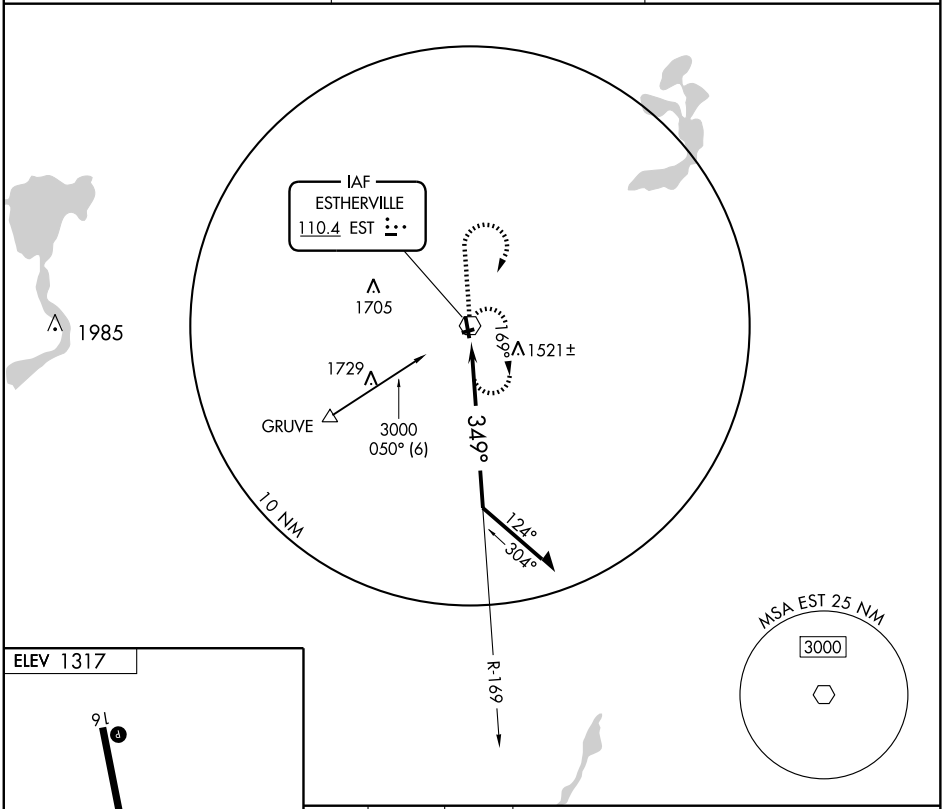
EST VOR	APP CRS	Rwy Idg	4797
110.4	349°	TDZE	1317
		Apt Elev	1317

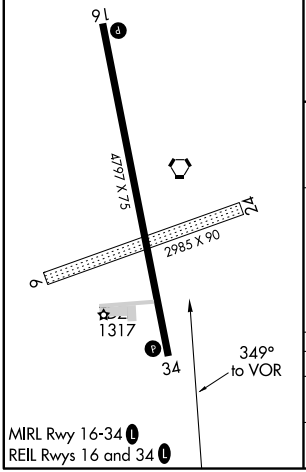
VOR RWY 34

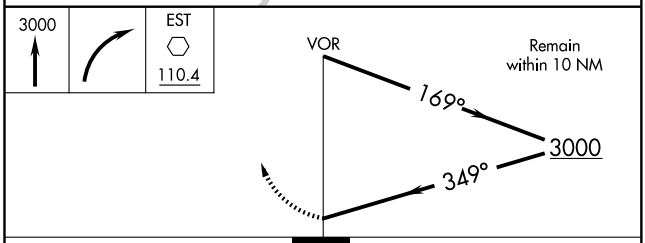
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1780-1	463 (500-1)	NA	
CIRCLING	1780-1	463 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

FAIRFIELD, IOWA

AL-5588 (FAA)

NDB FFL 332	APP CRS 009°	Rwy Idg 5500 TDZE 799 Apt Elev 801

NDB RWY 36

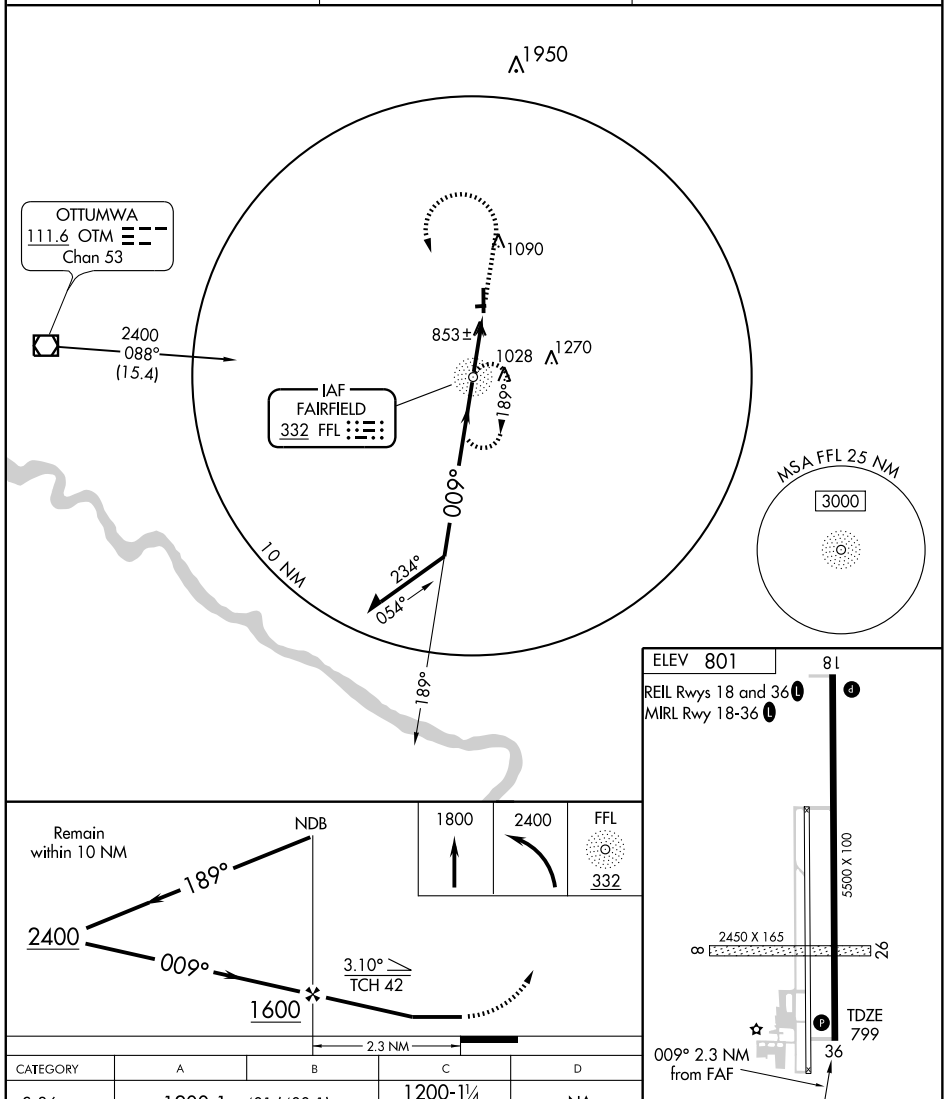
FAIRFIELD MUNI (FFL)

T
NA

If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-36	1200-1 401 (400-1)		1200-1¼ 401 (400-1¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

NC-3. 08 APR 2010 to 06 MAY 2010

FAIRFIELD, IOWA

AL-5588 (FAA)

RNAV (GPS) RWY 18

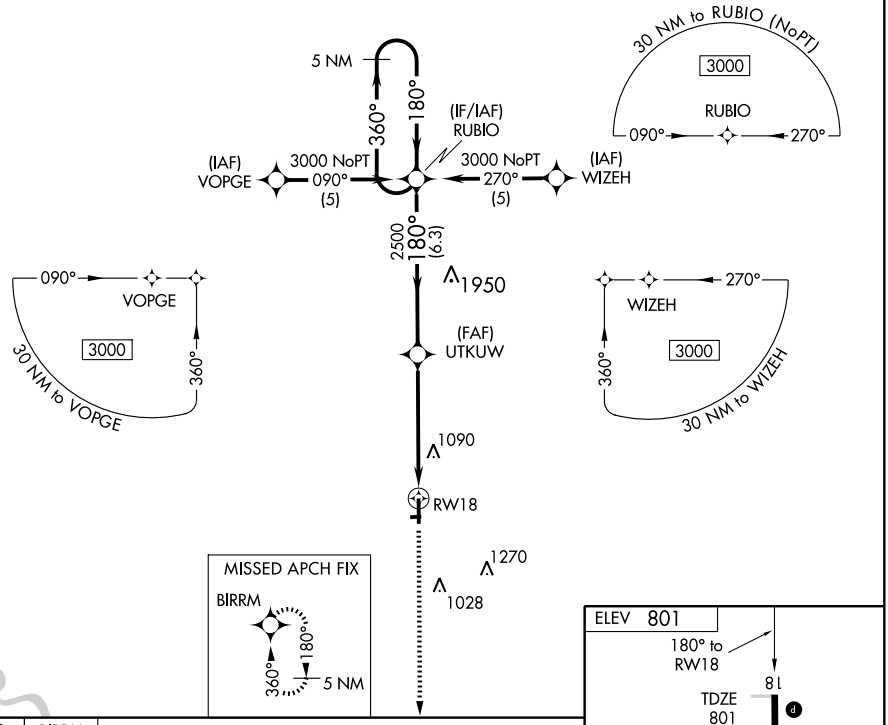
FAIRFIELD MUNI (FFL)

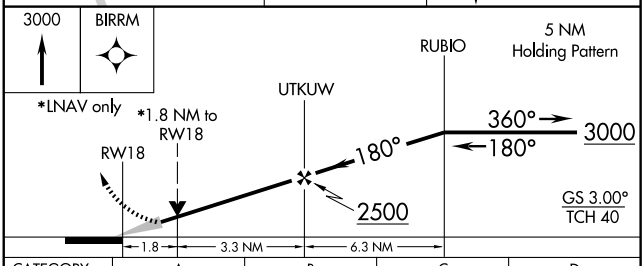
WAAS	APP CRS	Rwy Idg	5500
CH 82503	180°	TDZE	801
W18A		Apt Elev	801

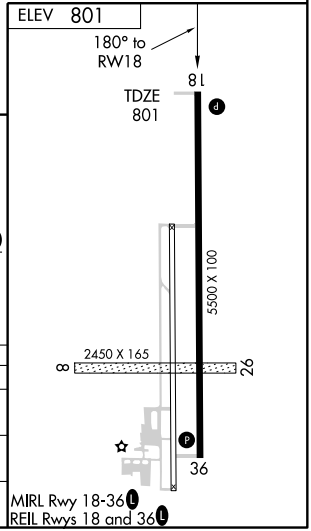
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1 599 (600-1)		1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1 599 (600-1)		1440-1¾ 639 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

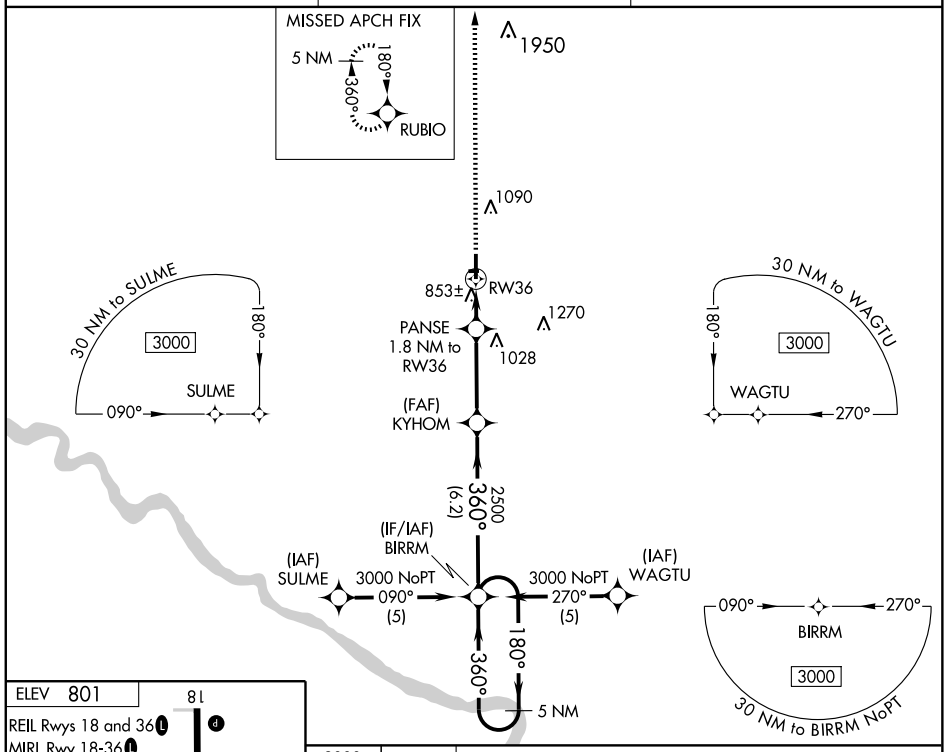
WAAS	APP CRS	Rwy Idg	5500
CH 72804	360°	TDZE	799
W36A		Apt Elev	801

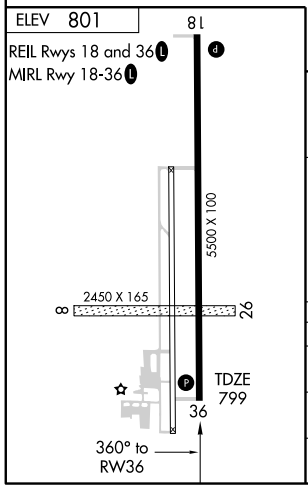
RNAV (GPS) RWY 36
FAIRFIELD MUNI (FFL)

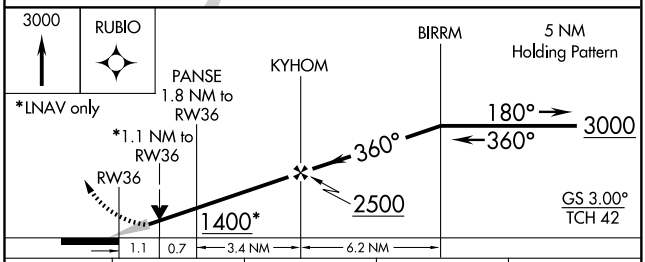
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1180-1 381 (400-1)			NA
CIRCLING	1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB FXY 359	APP CRS 335°	Rwy Idg 5796 TDZE 1206 Apt Elev 1230

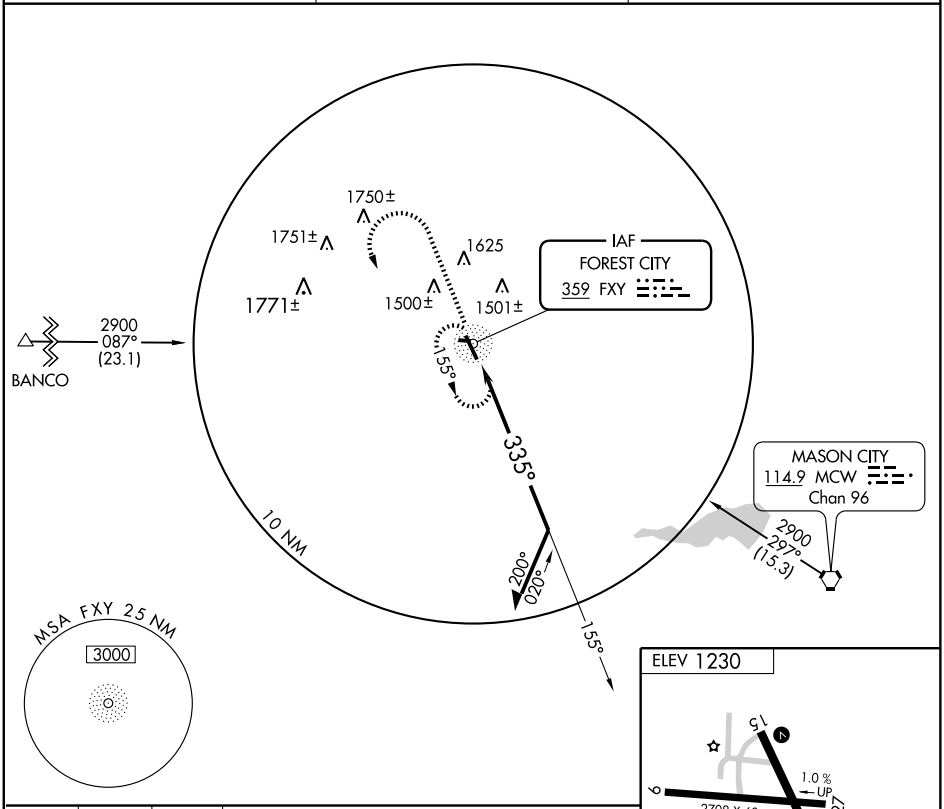
NDB RWY 33
FOREST CITY MUNI (FXY)

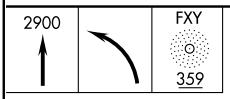
T
NA

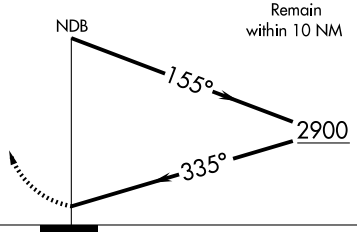
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

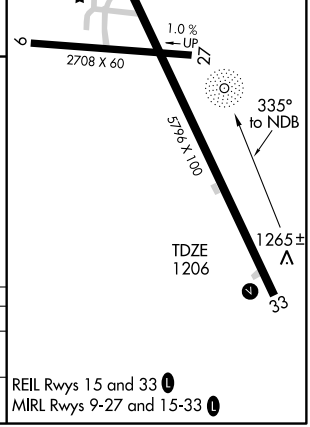
MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-33	1900-1	694 (700-1)	1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1	670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)

REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 33

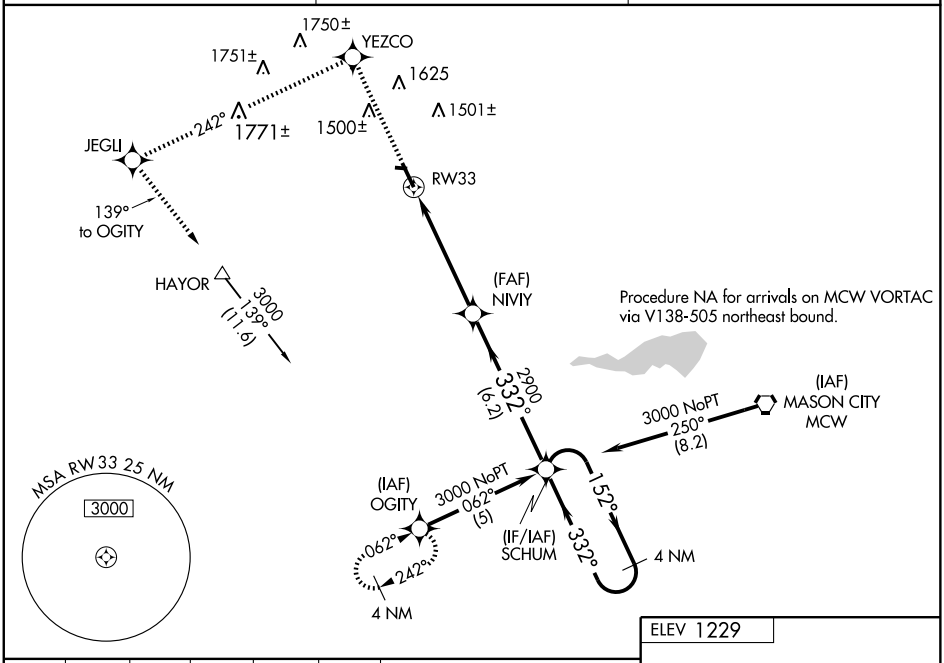
FOREST CITY MUNI (FXY)

WAAS	APP CRS	Rwy Idg	5796
CH 78016	332°	TDZE	1203
W33A		Apt Elev	1229

Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

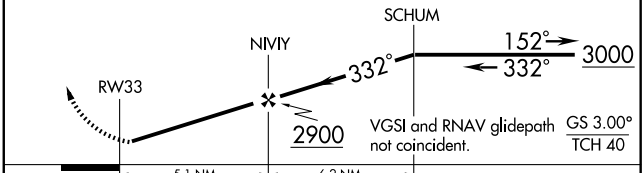
MISSED APPROACH: Climb to 3000 direct YEZCO and left turn via track 242° to JEGLI and left turn via track 139° to OGITY and hold.

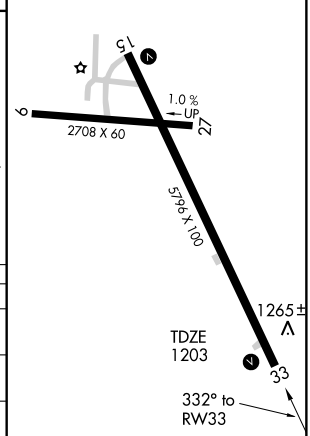
AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L



3000	YEZCO	242° trk	JEGLI	139° trk	OGITY

4 NM Holding Pattern





REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

CATEGORY	A	B	C	D
LPV DA	1453-1 250 (300-1)			
LNAV/VNAV DA	1535-1¼ 332 (400-1¼)			
LNAV MDA	1520-1 317 (300-1)			
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MCW	APP CRS	Rwy Idg	N/A
114.9	297°	TDZE	N/A
Chan 96		Apt Elev	1230

VOR/DME or GPS-A

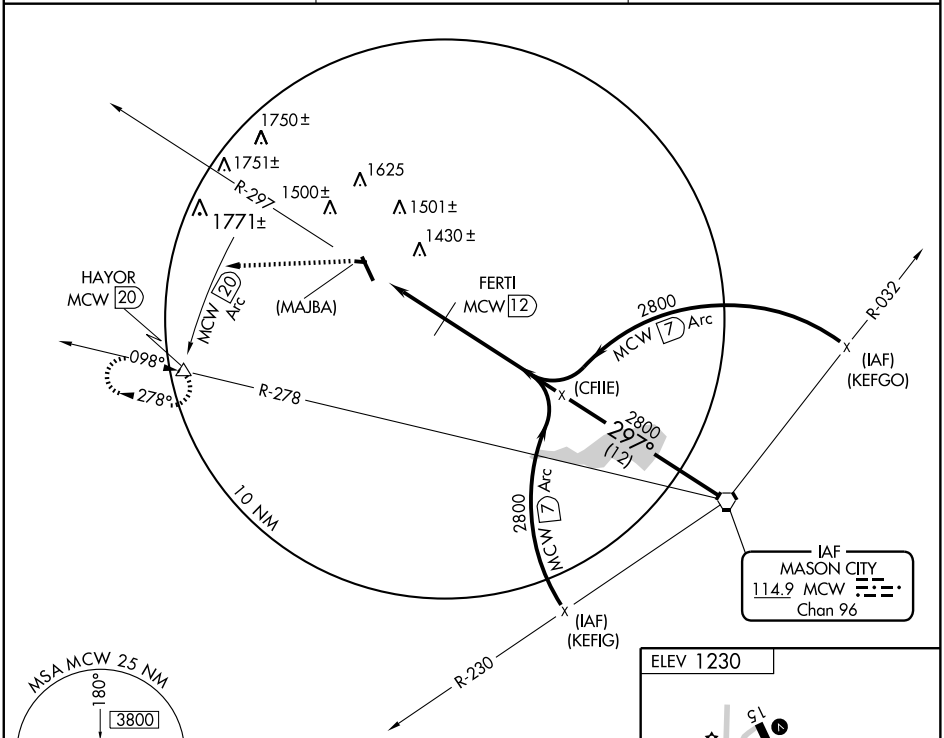
FOREST CITY MUNI (FXY)

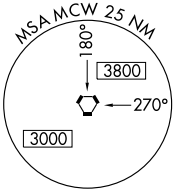
T
NA

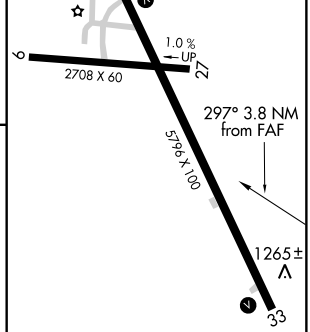
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

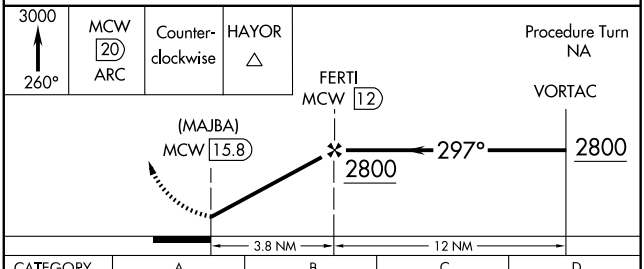
MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L





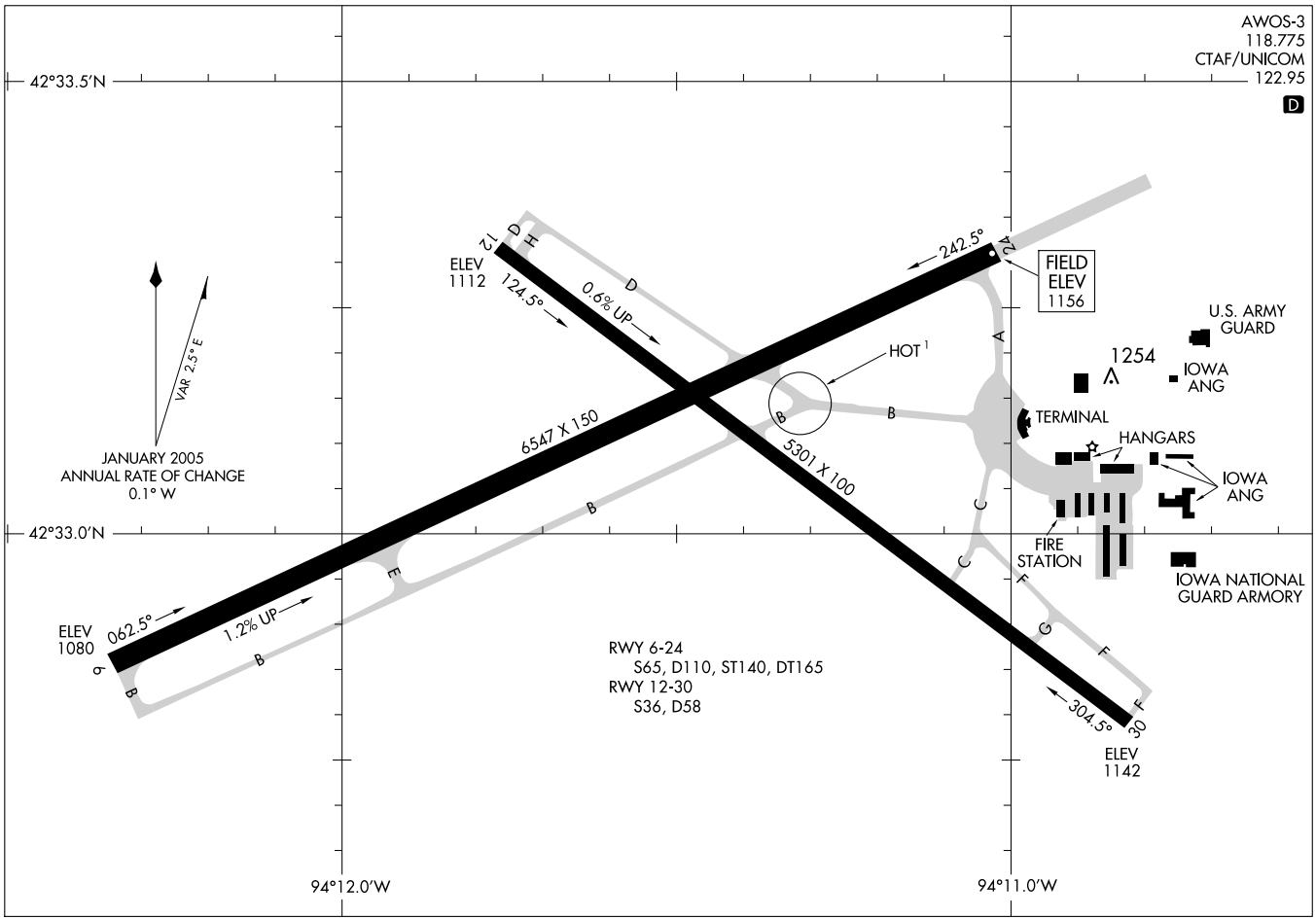




CATEGORY	A	B	C	D
CIRCLING	1780-1 550 (600-1)		1780-1½ 550 (600-1½)	2130-3 890 (900-3)

REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

NC-3. 08 APR 2010 to 06 MAY 2010



AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)

FORT DODGE, IOWA

NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-FOD	APP CRS	Rwy Idg	6547
109.1	063°	TDZE	1107
		Apt Elev	1156

ILS or LOC RWY 6

FORT DODGE RGNL (FOD)

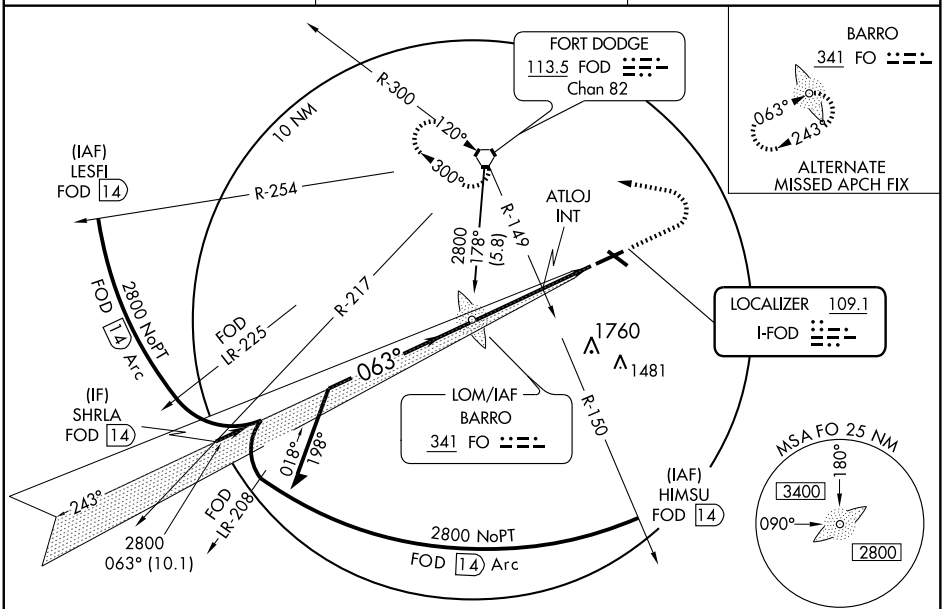
When VGSI inoperative, Circling Rwy 24 NA at night.When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

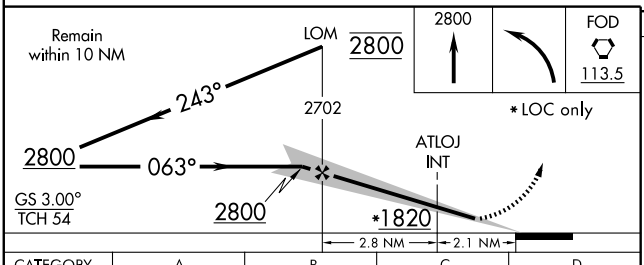
NA

MALSR

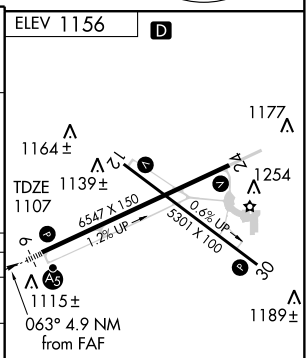
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			NA
S-LOC 6	1820-½ 713 (700-½)		1820-1 ½ 713 (700-1½)	NA
CIRCLING	1820-1 664 (700-1)		1820-2 664 (700-2)	NA
ATLOJ FIX MINIMUMS				
S-LOC 6	1400-½ 293 (300-½)			NA
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1620-1½ 464 (500-1½)	NA



MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6547
CH 61015	063°	TDZE	1107
W06A		Apt Elev	1157

RNAV (GPS) RWY 6

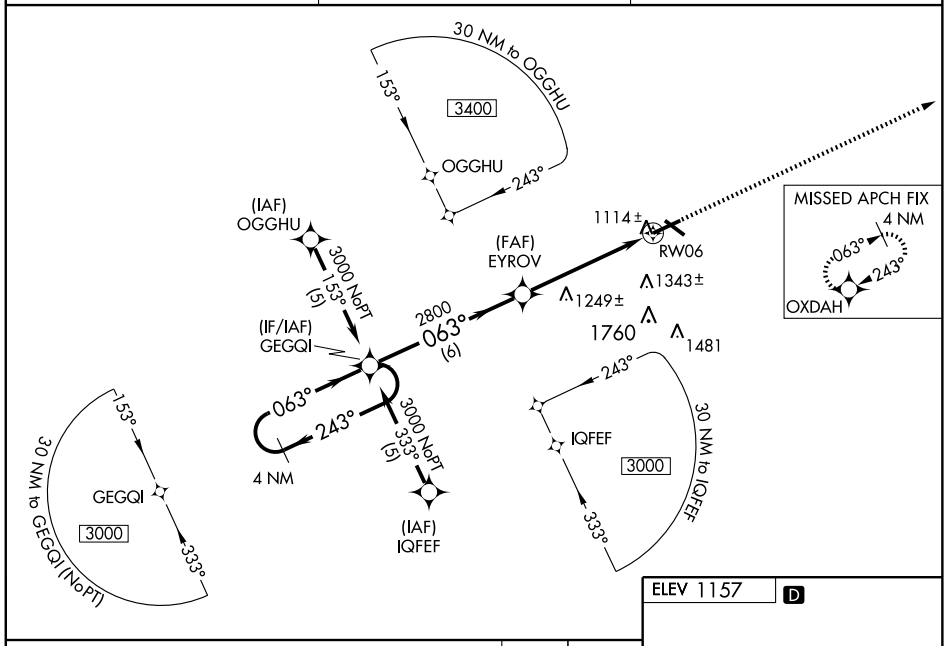
FORT DODGE RGNL (FOD)

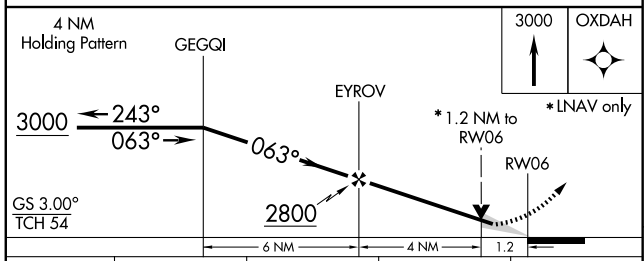
When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR

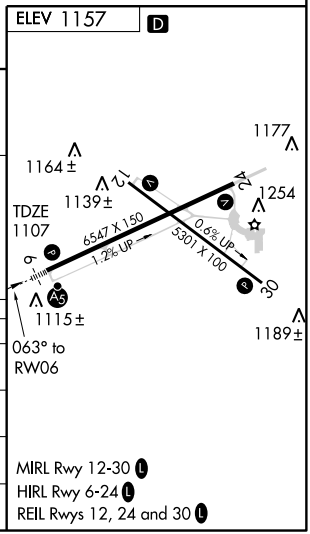
MISSED APPROACH: Climb to 3000 direct OXDAH and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-½ 200 (200-½)			
LNAV/VNAV DA	1525-1 418 (400-1)			
LNAV MDA	1500-½ 393 (400-½)			1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5301
CH 99615	125°	TDZE	1128
W12A		Apt Elev	1157

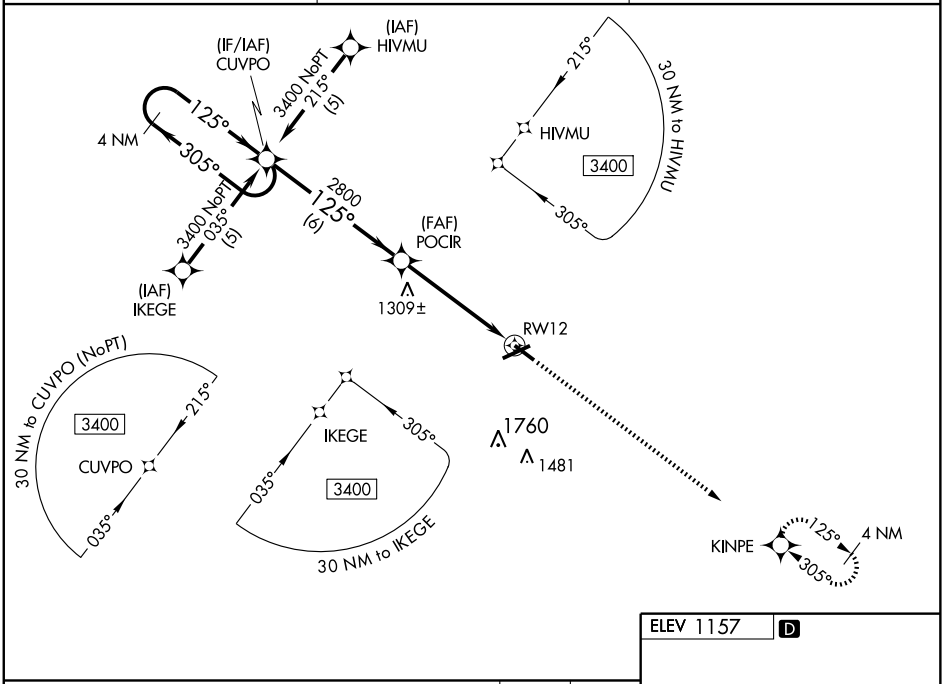
RNAV (GPS) RWY 12

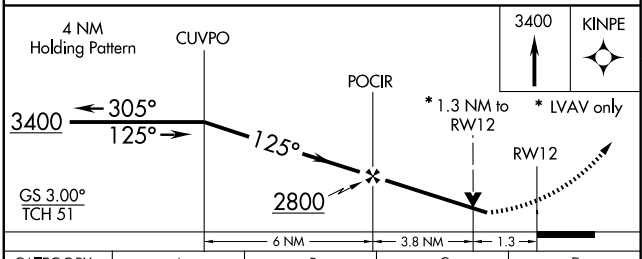
FORT DODGE RGNL (FOD)

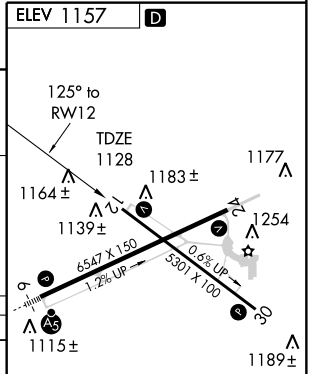
When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1405-1 277 (300-1)			
LNAV/VNAV DA	1453-1¼ 325 (300-1¼)			
LNAV MDA	1560-1 432 (500-1)		1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6547
CH 45815	243°	TDZE	1156
W24A		Apt Elev	1157

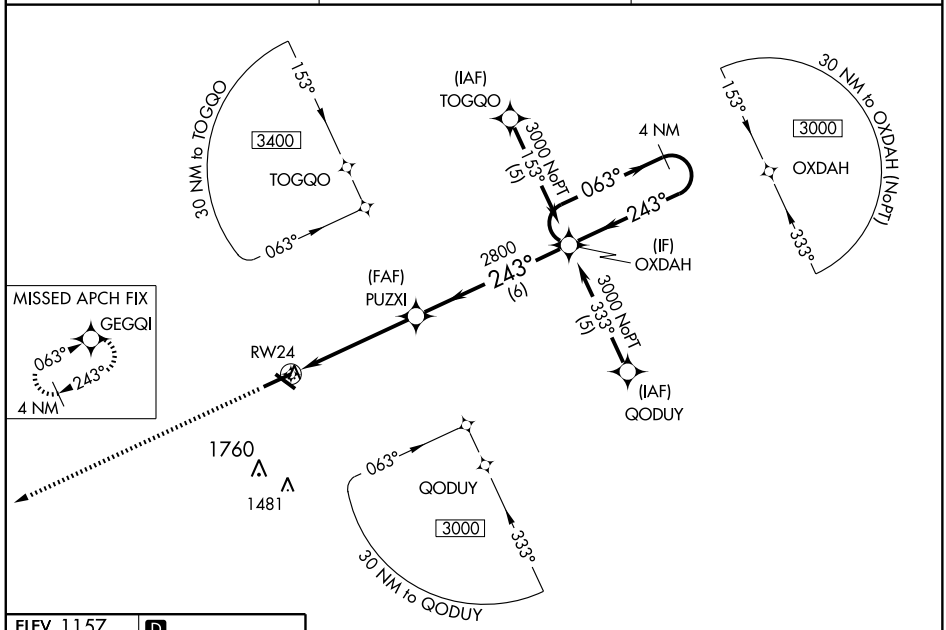
RNAV (GPS) RWY 24

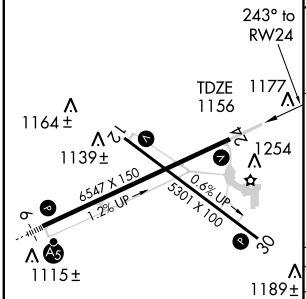
FORT DODGE RGNL (FOD)

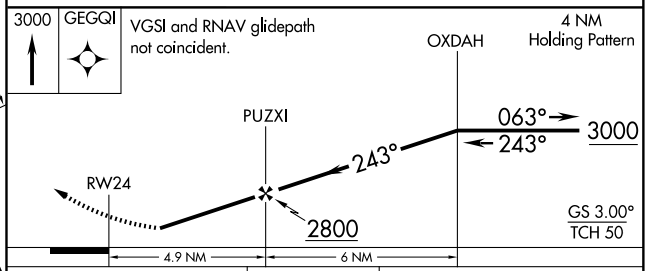
When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GEGQI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1406-1 250 (300-1)			
LNAV/VNAV DA	1504-1¼ 348 (400-1¼)			
LNAV MDA	1520-1 364 (400-1)			1520-1¼ 364 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5301
CH 82615	305°	TDZE	1142
W30A		Apt Elev	1157

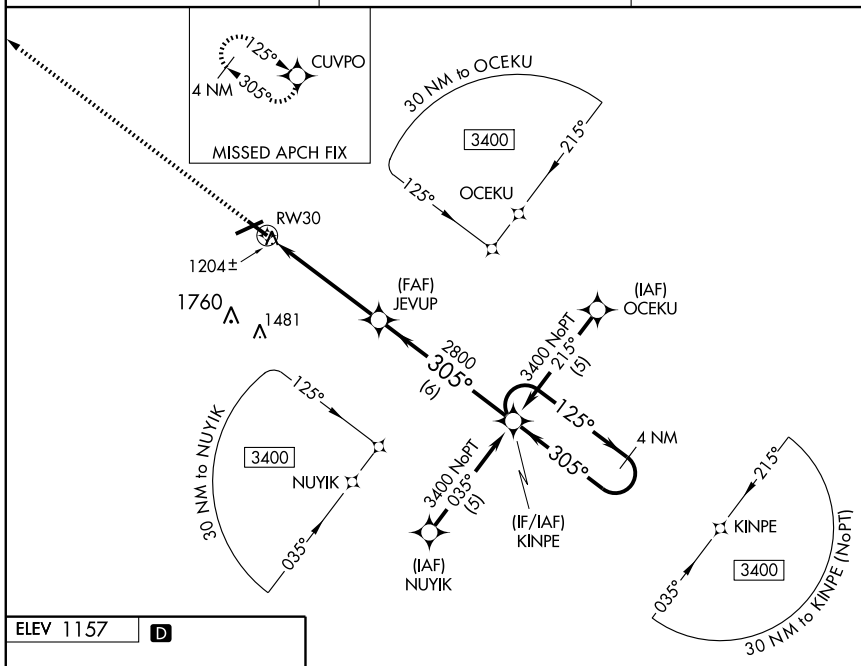
RNAV (GPS) RWY 30

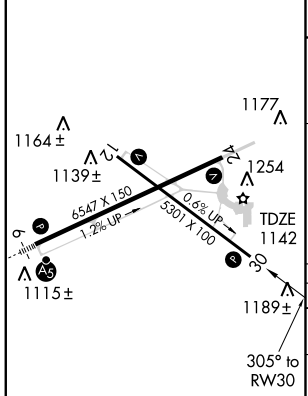
FORT DODGE RGNL (FOD)

When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

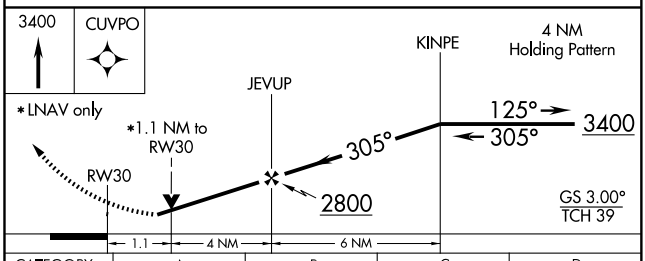
MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L





MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L



CATEGORY	A	B	C	D
LPV DA	1424-1 282 (300-1)			
LNAV/VNAV DA	1474-1¼ 332 (400-1¼)			
LNAV MDA	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

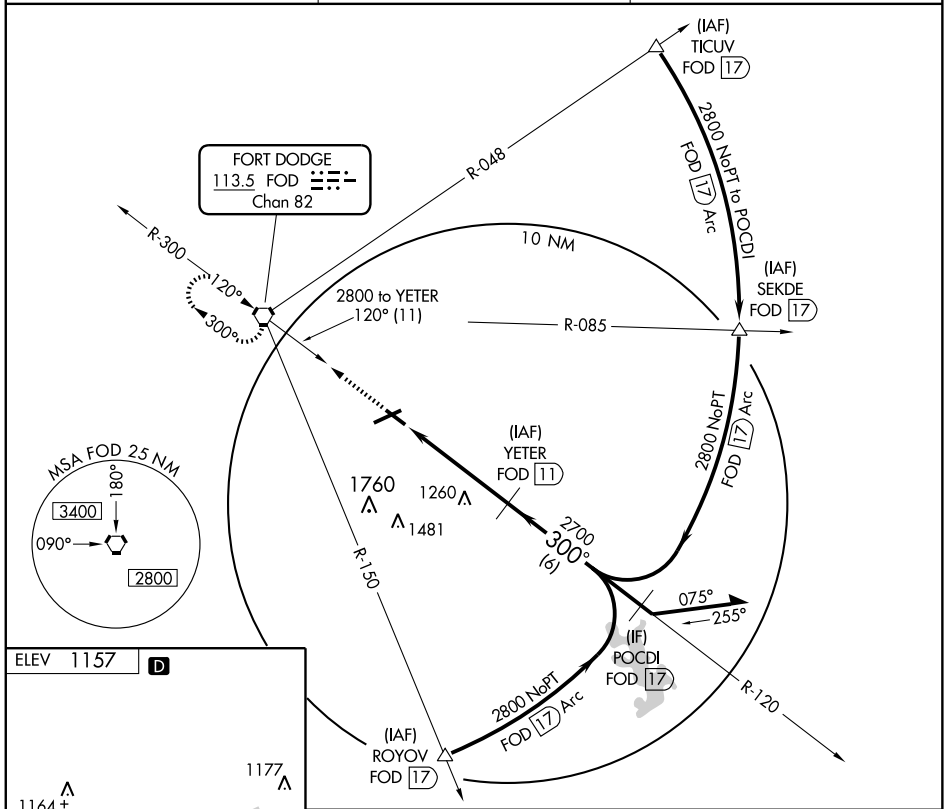
VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	300°	TDZE	1142
Chan 82		Apt Elev	1157

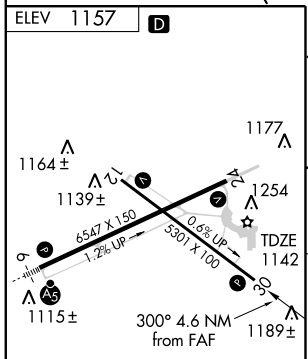
VOR/DME RWY 30
FORT DODGE RGNL (FOD)

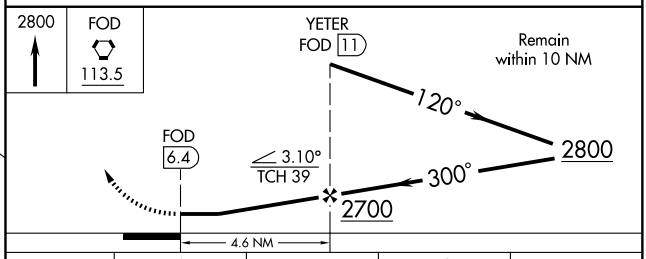
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

NC-3. 08 APR 2010 to 06 MAY 2010

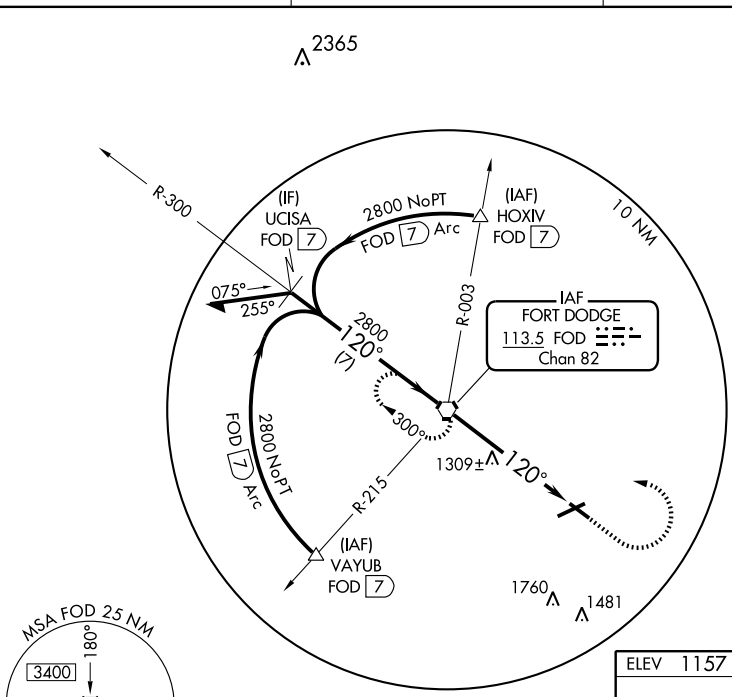
VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

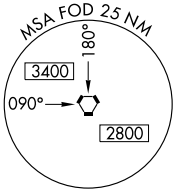
VOR RWY 12
FORT DODGE RGNL (FOD)

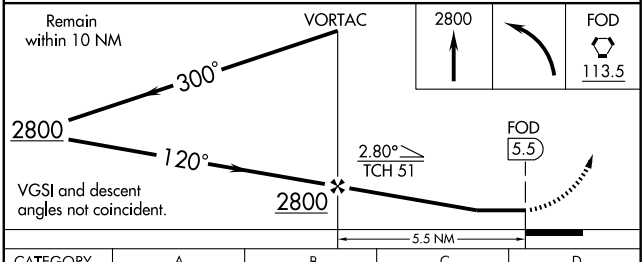
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

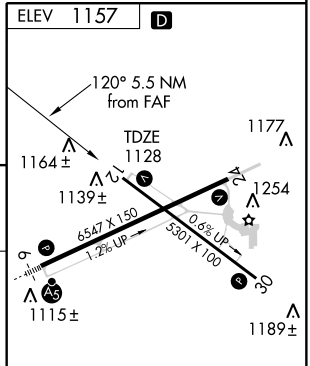
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	122.95 (CTAF) L









MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-12	1560-1 432 (500-1)		1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

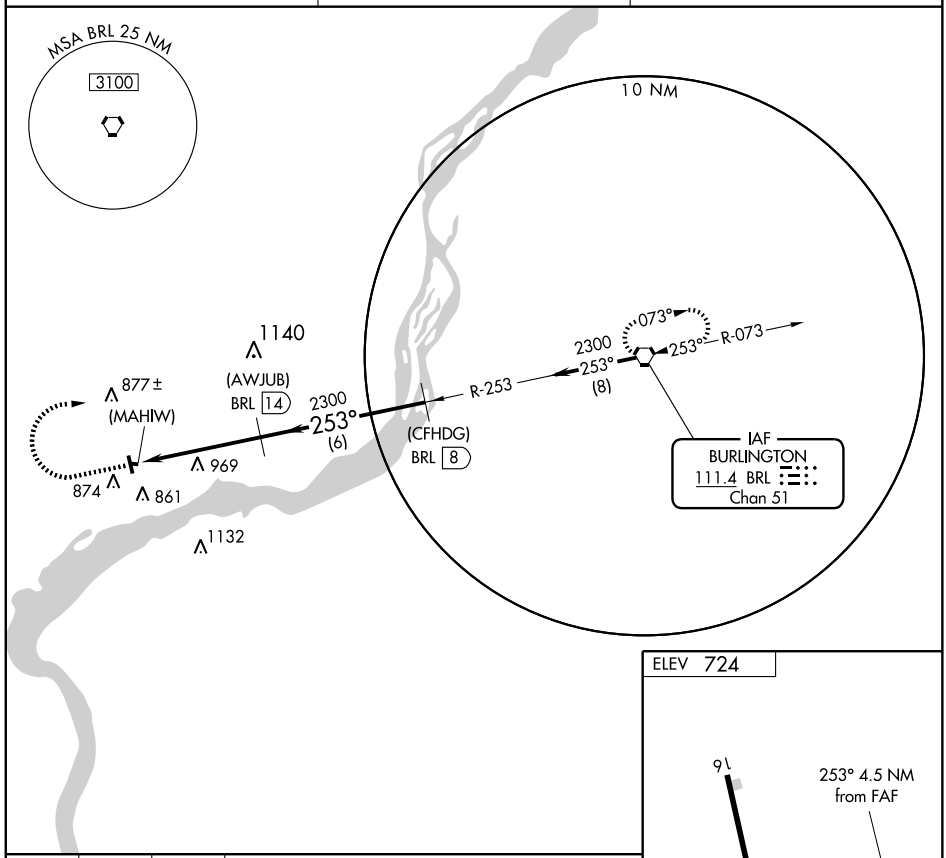
NC-3. 08 APR 2010 to 06 MAY 2010

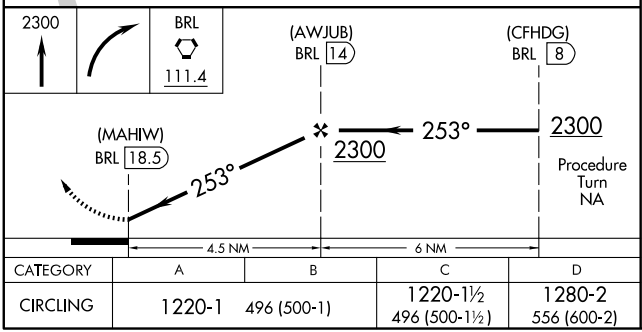
VORTAC BRL	APP CRS	Rwy Idg	N/A
111.4	253°	TDZE	N/A
Chan 51		Apt Elev	724

VOR/DME or GPS-A
FORT MADISON MUNI (FSW)

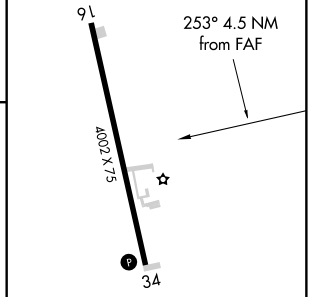
MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)



REIL Rwy 34 L
MIRL Rwy 16-34 L

NC-3. 08 APR 2010 to 06 MAY 2010

FORT MADISON, IOWA

AL-5625 (FAA)

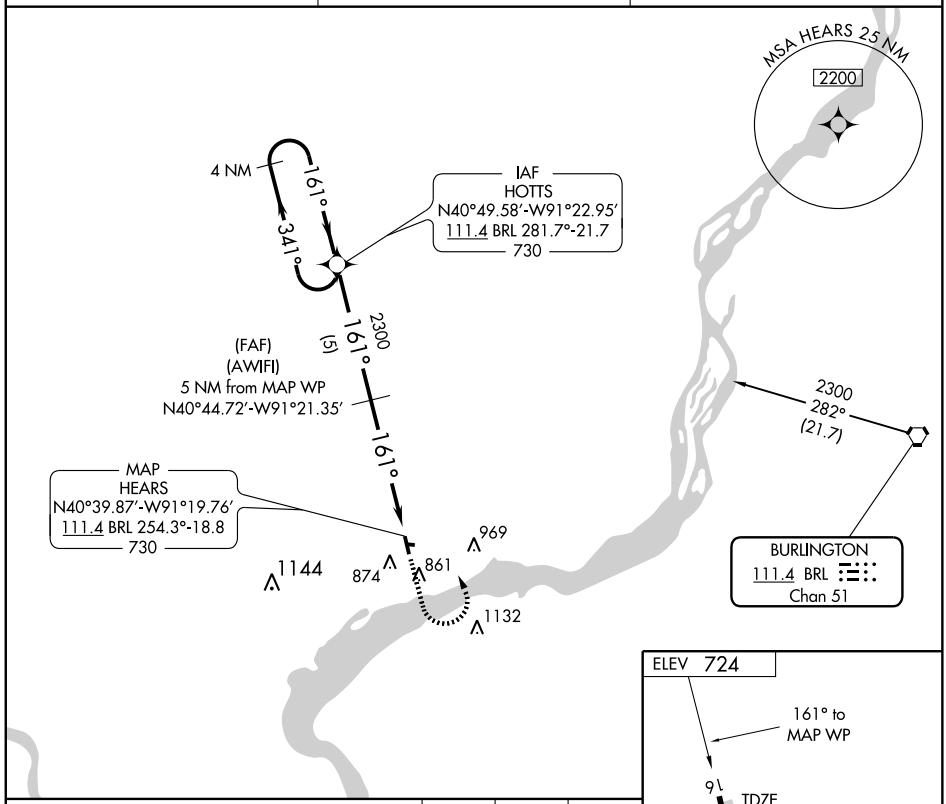
VORTAC BRL	APP CRS	Rwy Idg	4002
111.4	161°	TDZE	713
Chan 51		Apt Elev	724

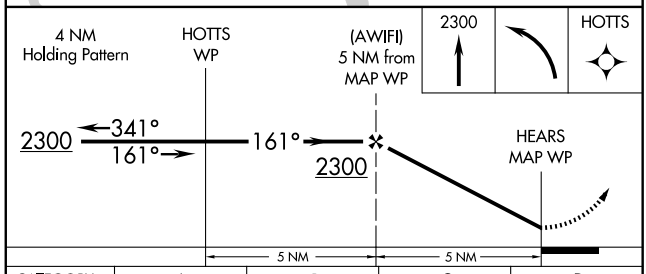
VOR/DME RNAV or GPS RWY 16

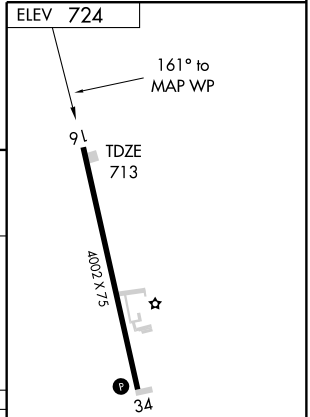
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then left turn direct HOTTS WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

FORT MADISON, IOWA

AL-5625 (FAA)

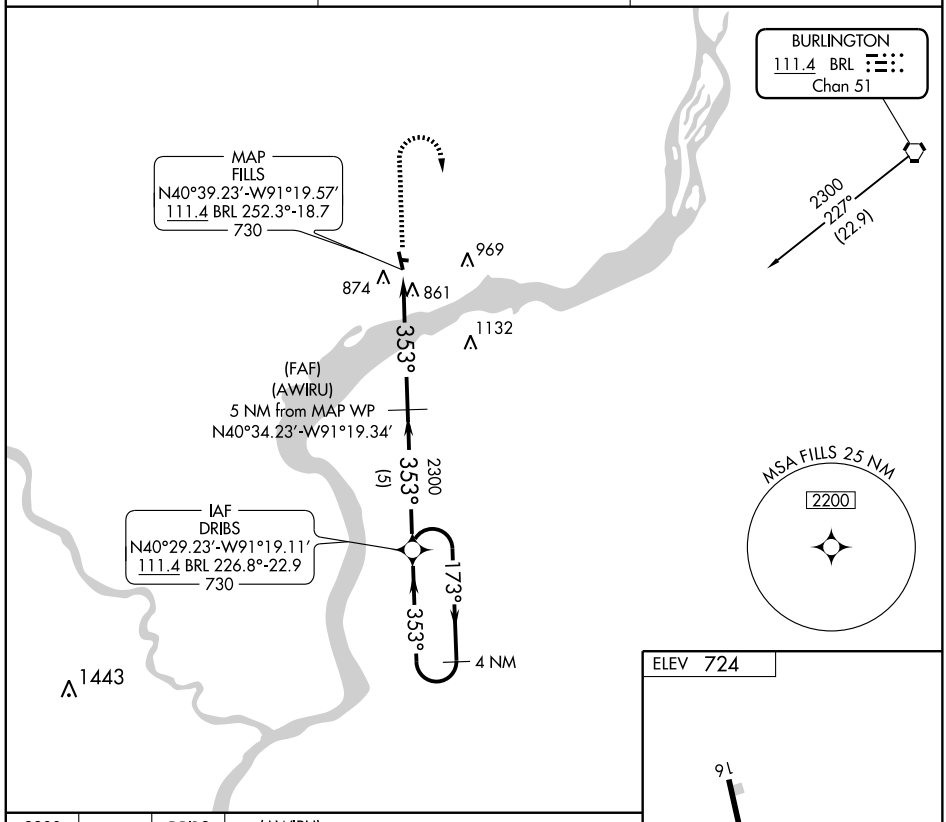
VOR/DME RNAV or GPS RWY 34

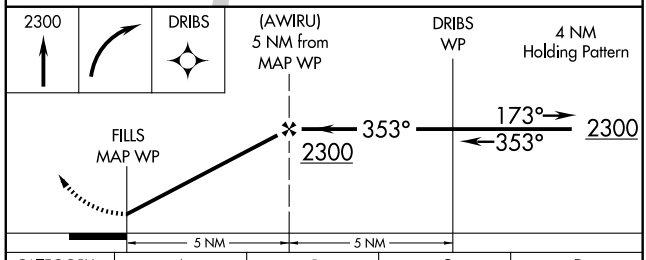
FORT MADISON MUNI (FSW)

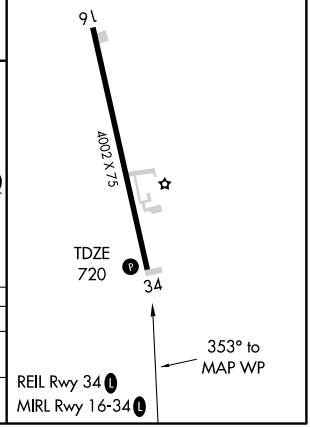
VORTAC BRL	APP CRS	Rwy Idg	4002
111.4	353°	TDZE	720
Chan 51		Apt Elev	724

MISSED APPROACH: Climb to 2300 then right turn direct DRIBS WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L







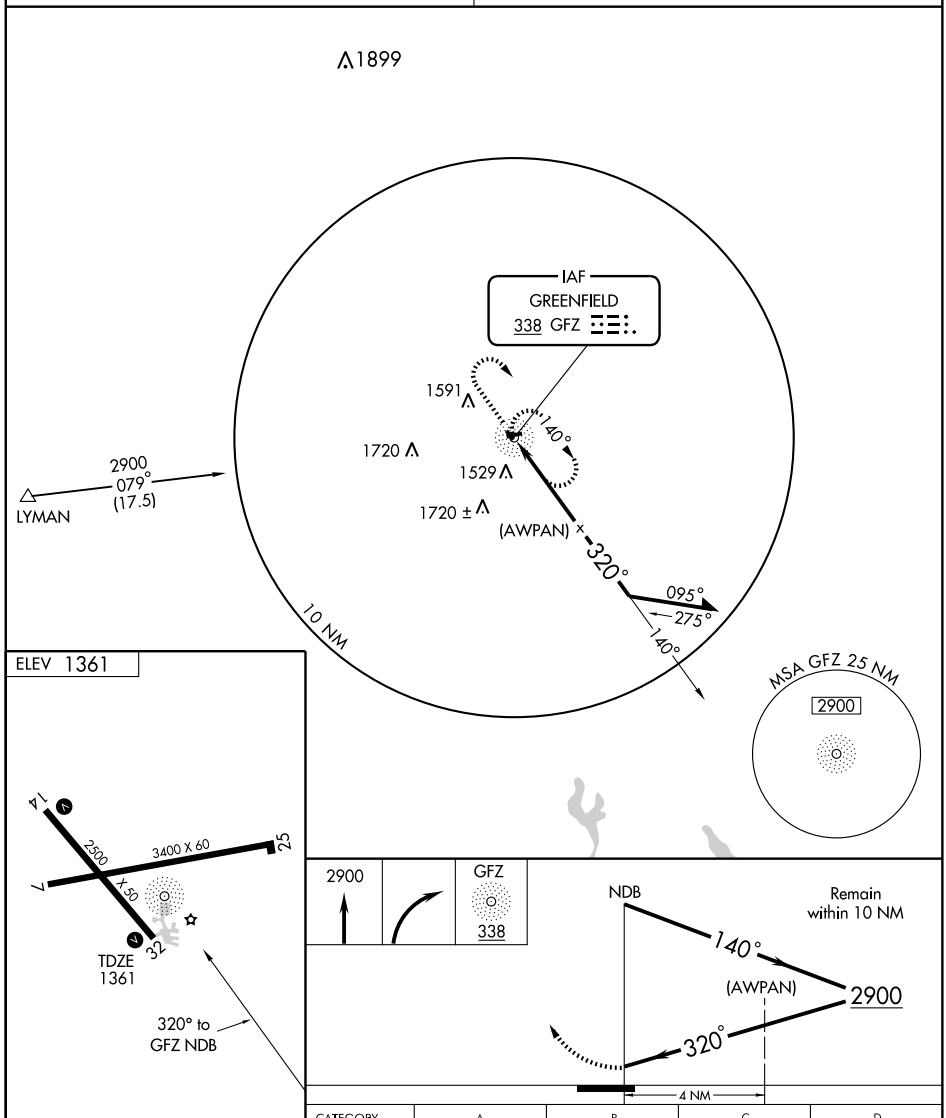
CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-1½)	1300-1¾ 580 (600-1¾)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-1½)	1300-2 576 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

NDB or GPS RWY 32
GREENFIELD MUNI (GFZ)

NA Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.	MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.
MINNEAPOLIS CENTER **125.65 306.950**	(CTAF) **122.9** L



CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)	NA	
CIRCLING	2000-1	639 (700-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwys 7-25 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

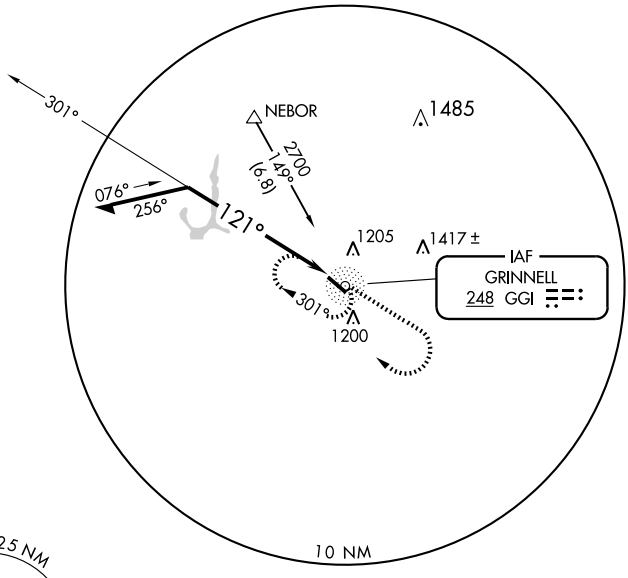
NDB GGI 248	APP CRS 121°	Rwy Idg 5000 TDZE 1005 Apt Elev 1008

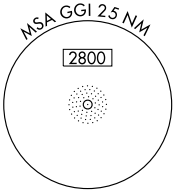
NDB RWY 13
GRINNELL RGNL (GGI)

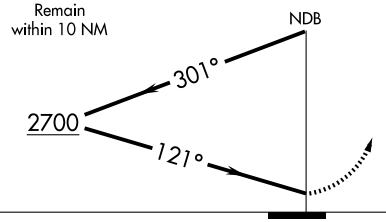
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

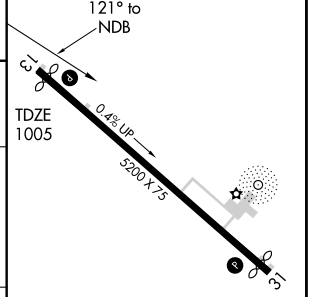
MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg 5000 TDZE 1005 Apt Elev 1008

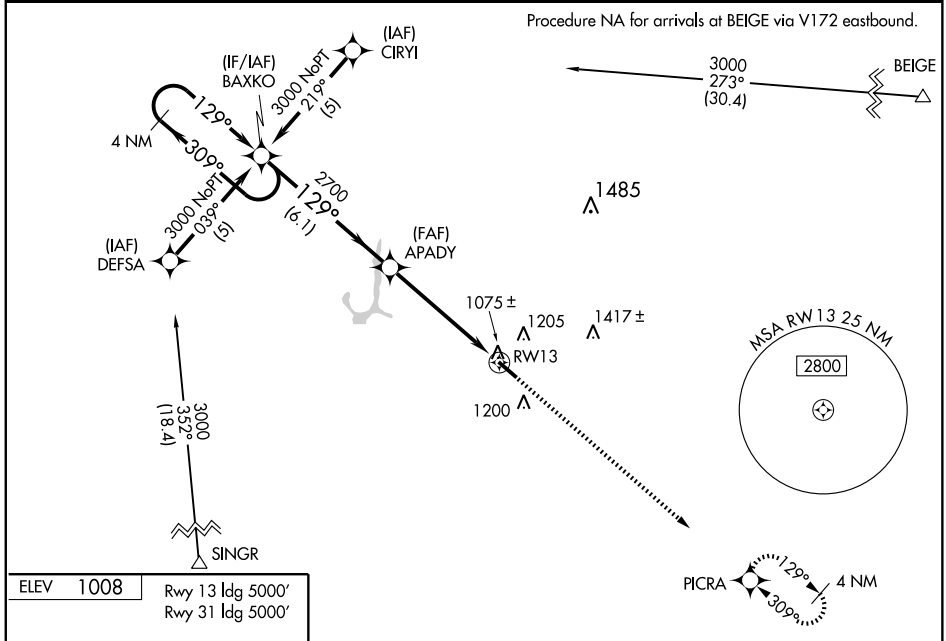
RNAV (GPS) RWY 13
GRINNELL RGNL (GGI)

When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile.
Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

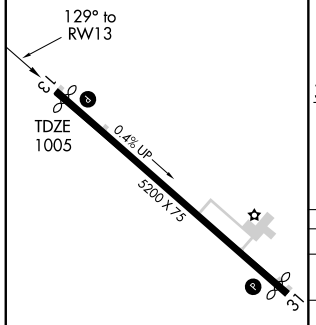
MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L

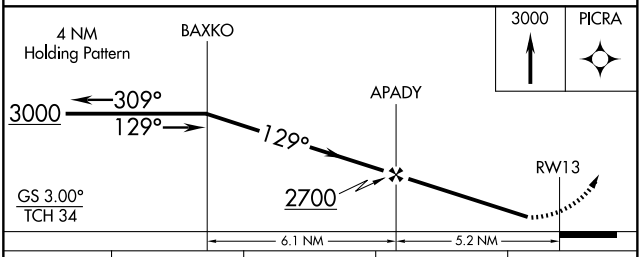
Procedure NA for arrivals at BEIGE via V172 eastbound.



ELEV 1008	Rwy 13 ldg 5000′ Rwy 31 ldg 5000′



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1 475 (500-1)		1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

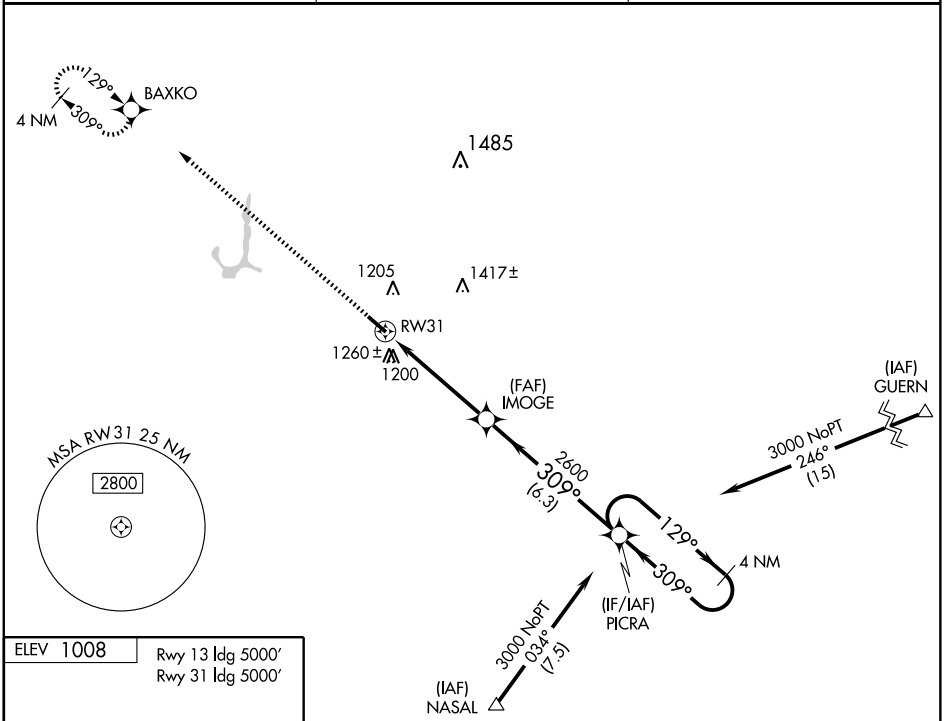
GRINNELL RGNL (GGI)

APP CRS		
309°	Rwy Idg	5000
	TDZE	1008
	Apt Elev	1008

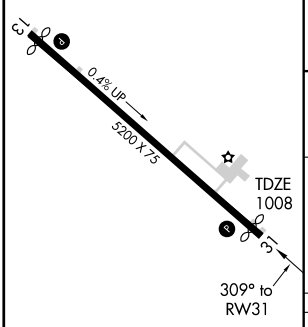
When local altimeter seting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

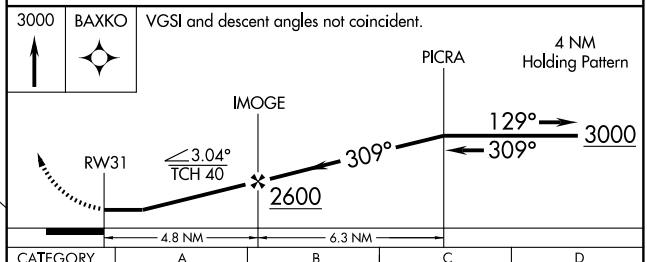
MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L



Procedure NA for arrivals at NASAL via V6-8 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg 5000 TDZE 1008 Apt Elev 1008

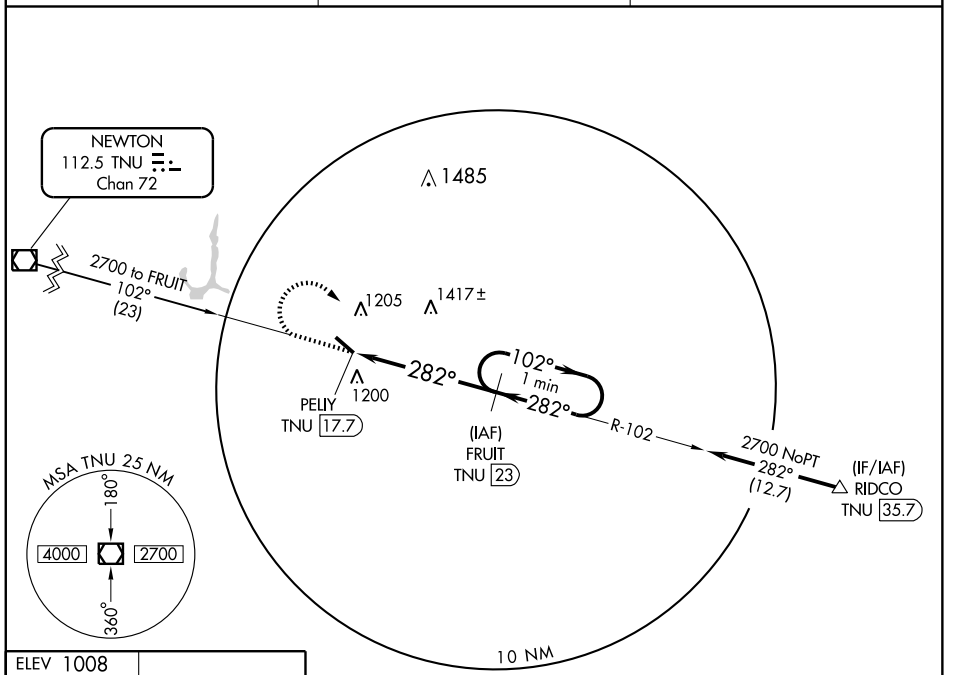
VOR/DME RWY 31

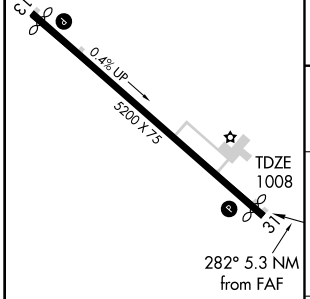
GRINNELL RGNL (GGI)

When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

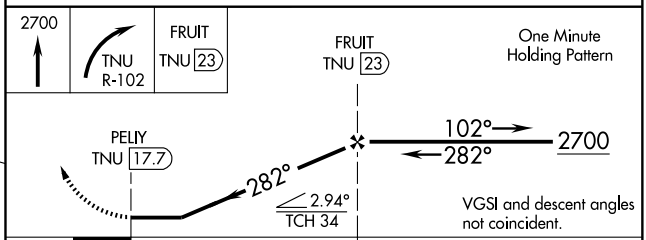
AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

Procedure NA for arrivals at RIDCO via V294 northeast bound.



CATEGORY	A	B	C	D
S-31	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1680-1 672 (700-1)		1680-2 672 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB GCT	APP CRS	Rwy Idg	3407
516	170°	TDZE	1221
		Apt Elev	1221

NDB RWY 18

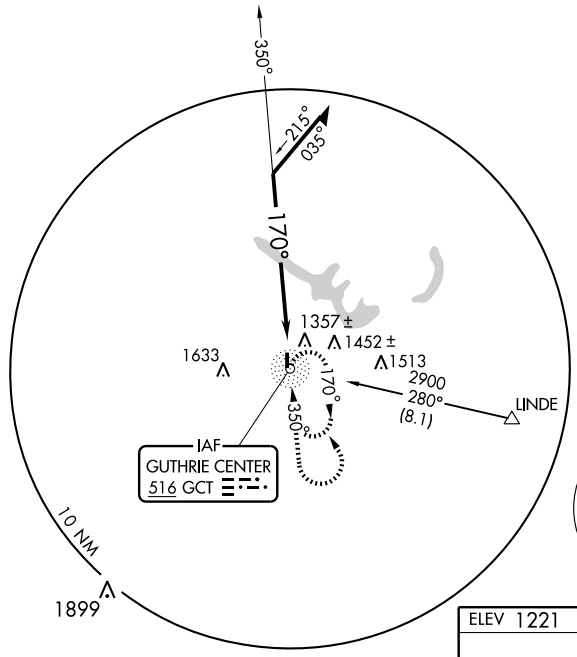
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

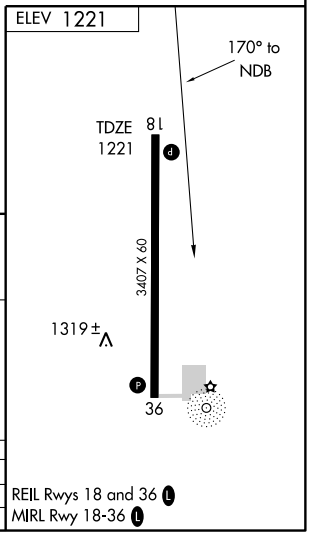
Use Audubon County altimeter setting.

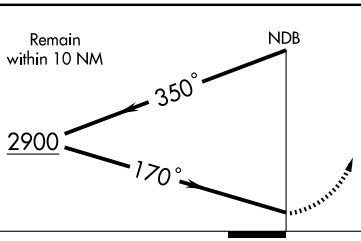
MISSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) L







2700	2900	GCT
		516

CATEGORY	A	B	C	D
S-18	1780-1	559 (600-1)	NA	
CIRCLING	1780-1	559 (600-1)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3407
177°	TDZE	1221
	Apt Elev	1221

RNAV (GPS) RWY 18

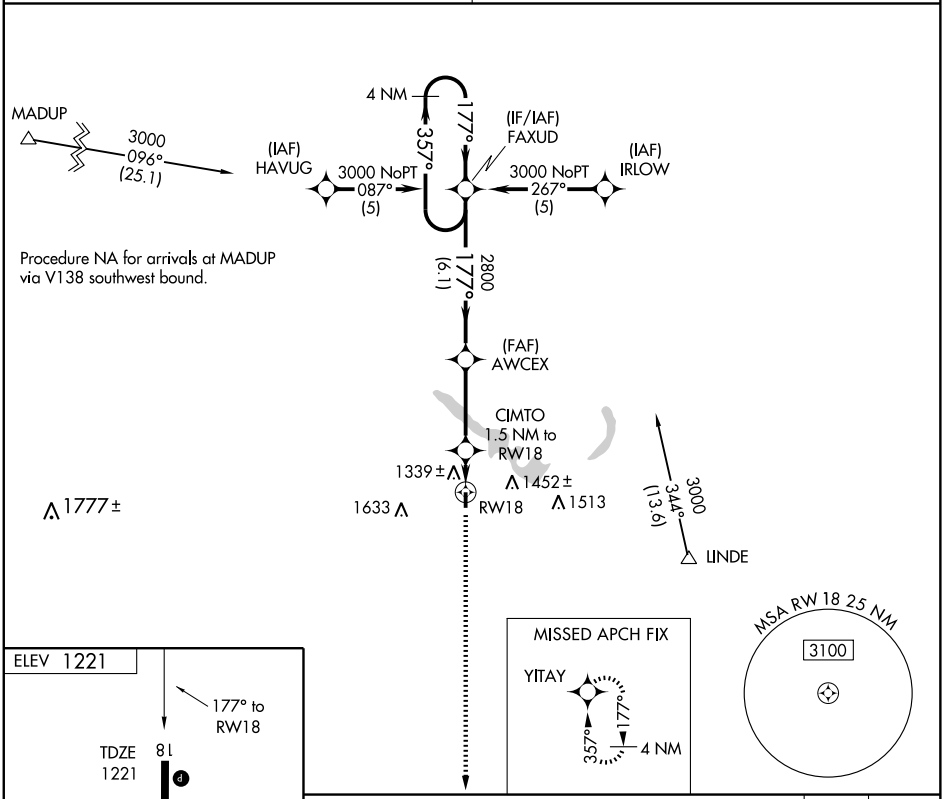
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

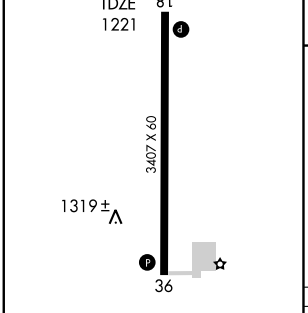
NA

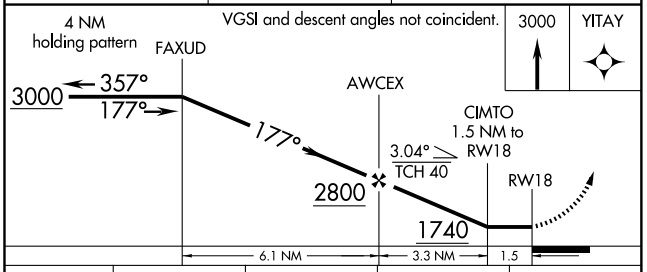
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

DES MOINES APP CON	UNICOM
135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 439 (500-1)		NA	
CIRCLING	1720-1 499 (500-1)		NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
357°	Rwy Idg	3407
	TDZE	1221
	Apt Elev	1221

RNAV (GPS) RWY 36

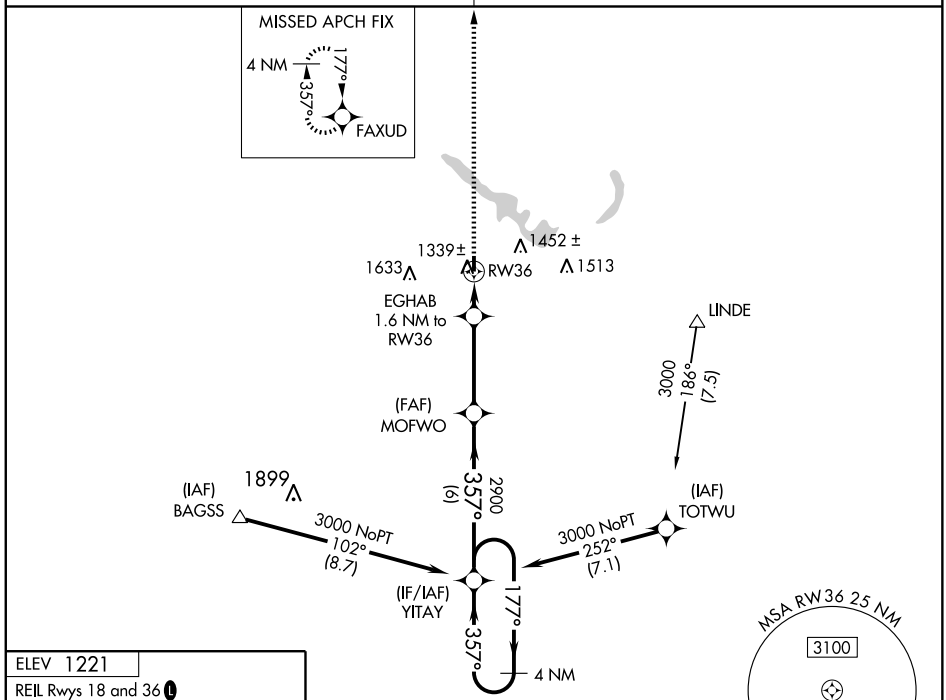
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

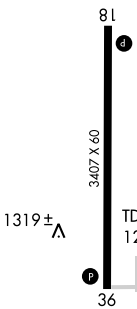
DES MOINES APP CON	UNICOM
135.2 360.7	122.8 (CTAF) L

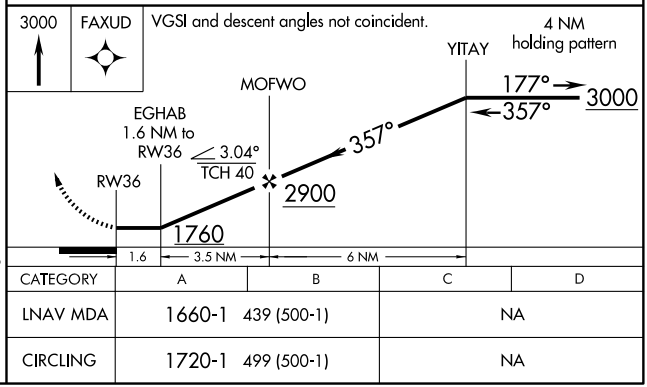


ELEV 1221

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1660-1 439 (500-1)		NA	
CIRCLING	1720-1 499 (500-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

HAMPTON, IOWA

AL-6197 (FAA)

NDB RWY 17

HAMPTON MUNI (HPT)

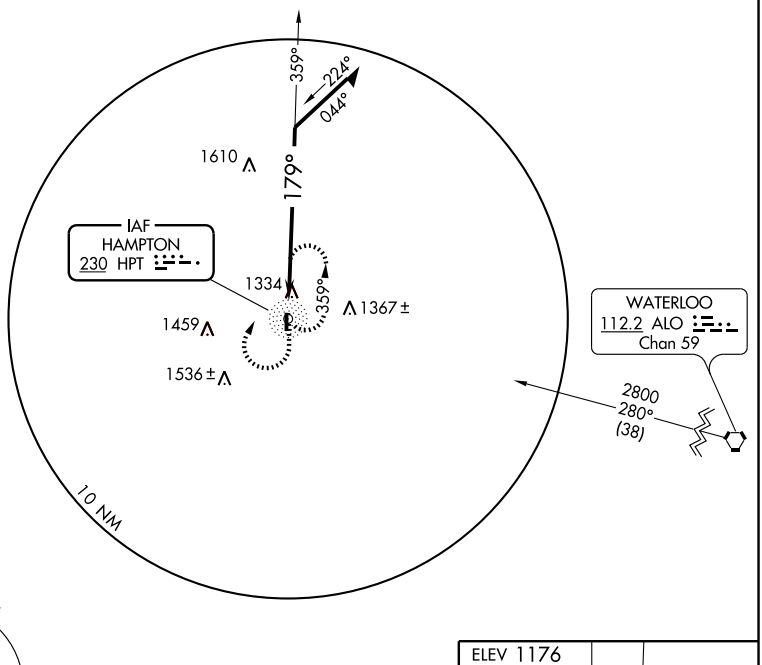
NDB HPT	APP CRS	Rwy ldg	4018
230	179°	TDZE	1176
		Apt Elev	1176

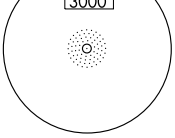
NA

Use Mason City altimeter setting.

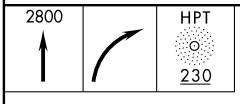
MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.

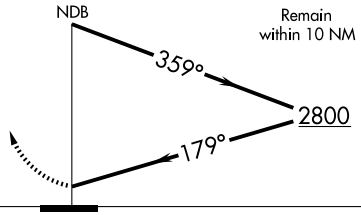
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L

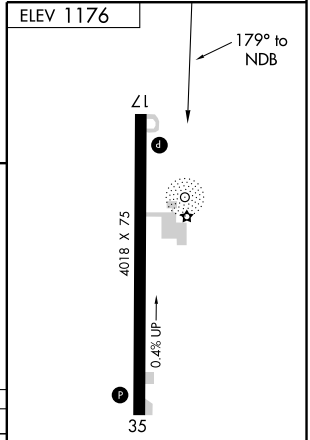




1637±







CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	

MIRL Rwy 17-35 L

REIL Rwys 17 and 35

NC-3, 08 APR 2010 to 06 MAY 2010

HAMPTON, IOWA

AL-6197 (FAA)

RNAV (GPS) RWY 17

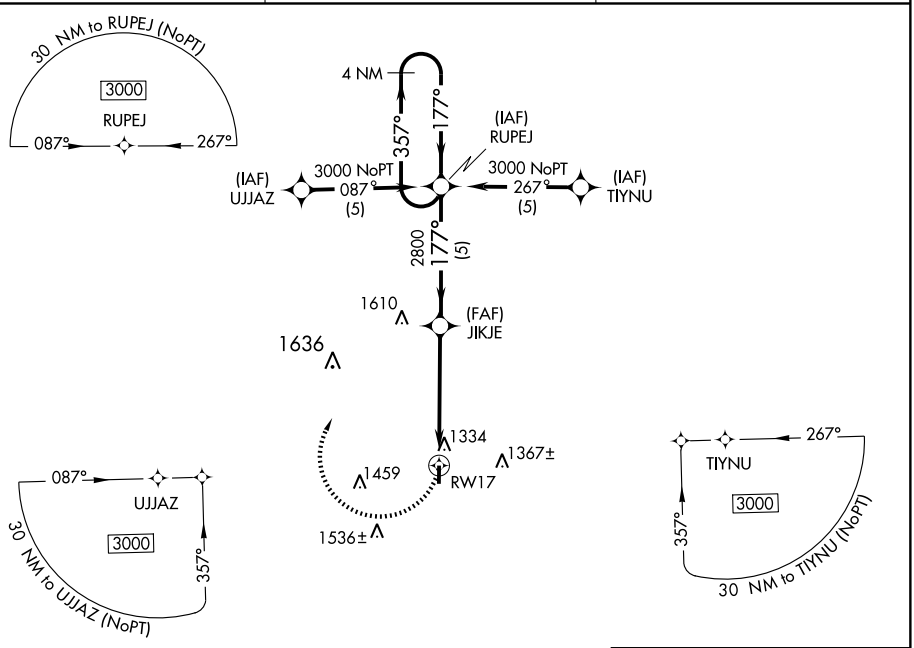
HAMPTON MUNI (HPT)

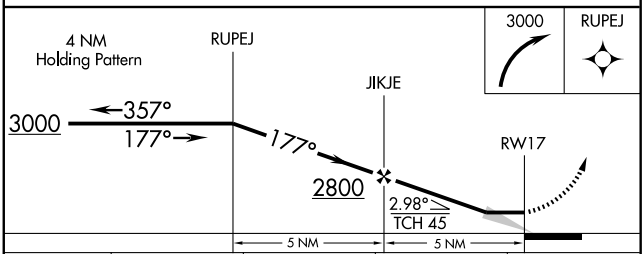
APP CRS	Rwy Idg	4018
177°	TDZE	1176
	Apt Elev	1176

Use Mason City altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

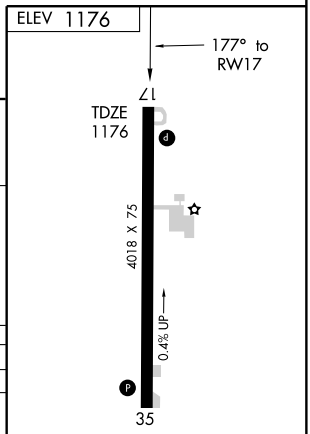
MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1660-1 484 (500-1)		NA	
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

NC-3. 08 APR 2010 to 06 MAY 2010

HAMPTON, IOWA

AL-6197 (FAA)

RNAV (GPS) RWY 35

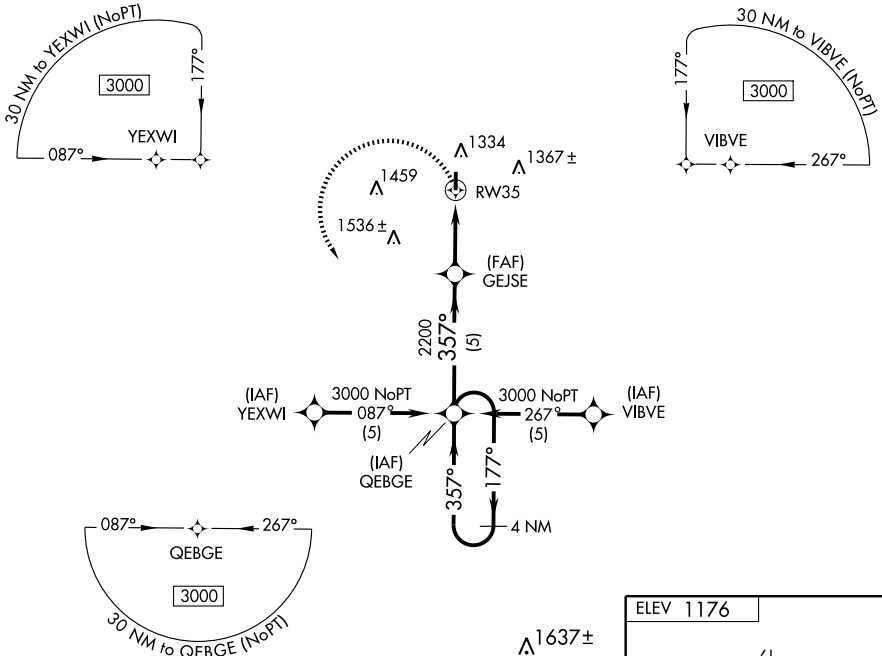
HAMPTON MUNI (HPT)

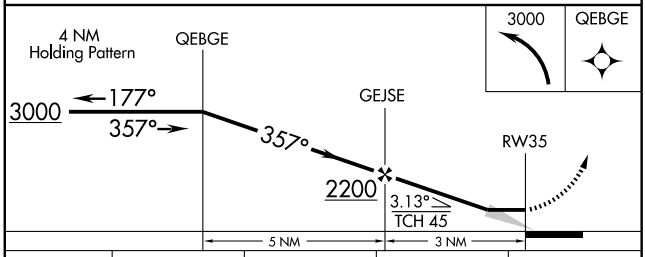
APP CRS	Rwy Idg	4018
357°	TDZE	1175
	Apt Elev	1176

Use Mason City altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

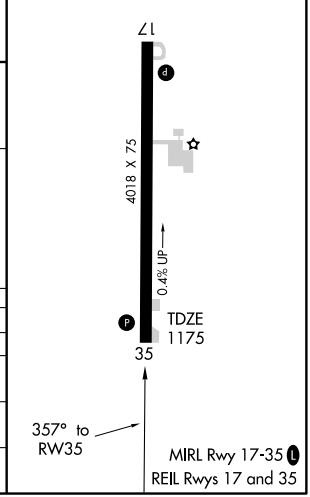
MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 705 (800-1)		NA	
CIRCLING	1880-1 704 (800-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

HAMPTON, IOWA

AL-6197 (FAA)

VORTAC MCW	APP CRS	Rwy ldg 4018
114.9	343°	TDZE 1175
Chan 96		Apt Elev 1176

VOR/DME RWY 35

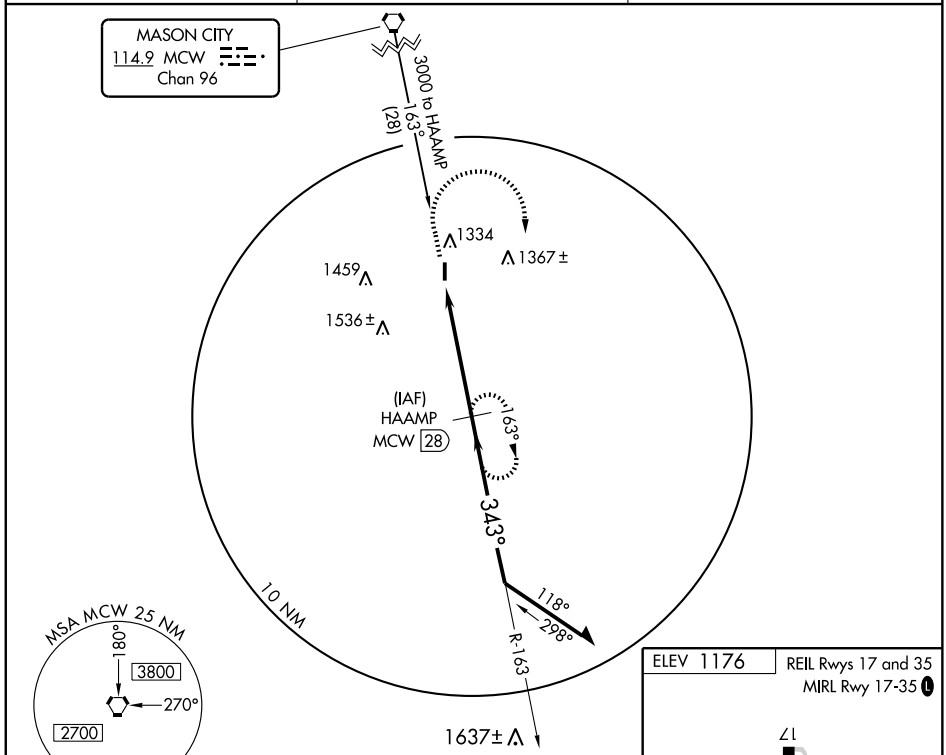
HAMPTON MUNI (HPT)

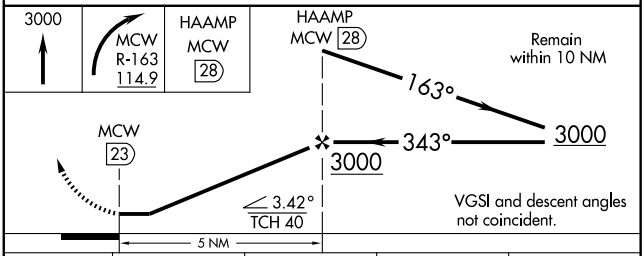
NA

Use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L



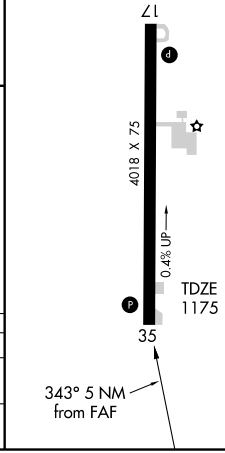


CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176

REIL Rwys 17 and 35

MIRL Rwy 17-35 L



NC-3, 08 APR 2010 to 06 MAY 2010

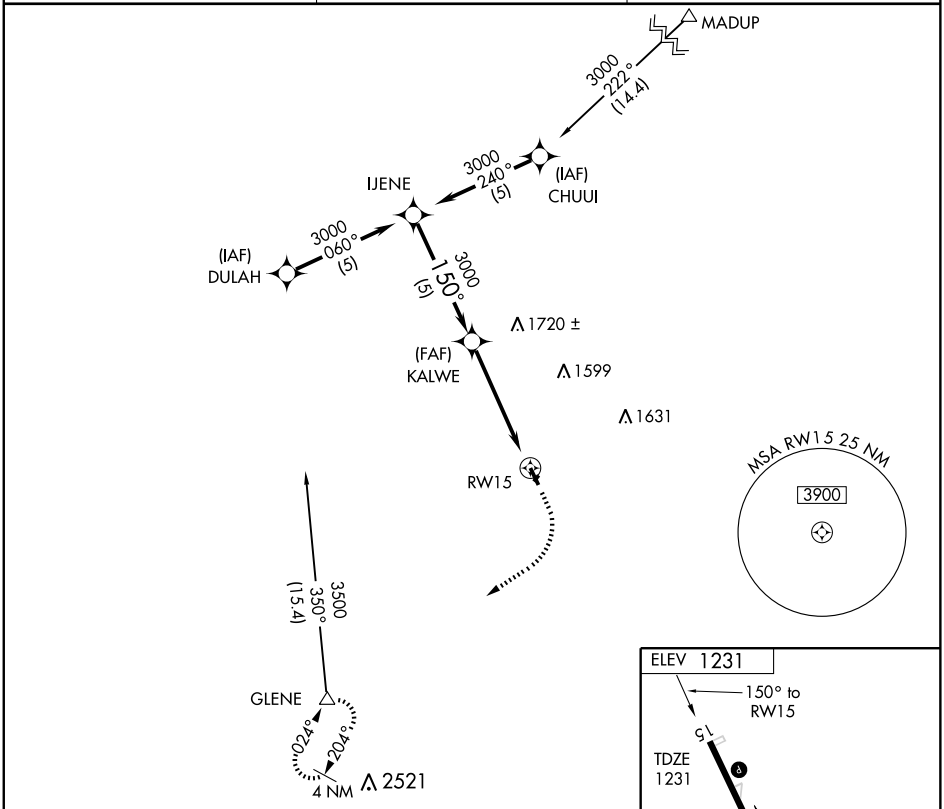
APP CRS	Rwy Idg	4100
150°	TDZE	1231
	Apt Elev	1231

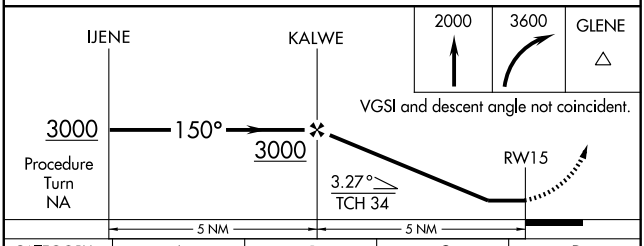
GPS RWY 15
HARLAN MUNI (HNR)

NA

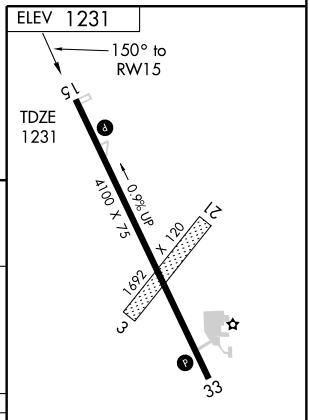
MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1780-1	549 (600-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	



MIRL Rwy 15-33 L

NC-3, 08 APR 2010 to 06 MAY 2010

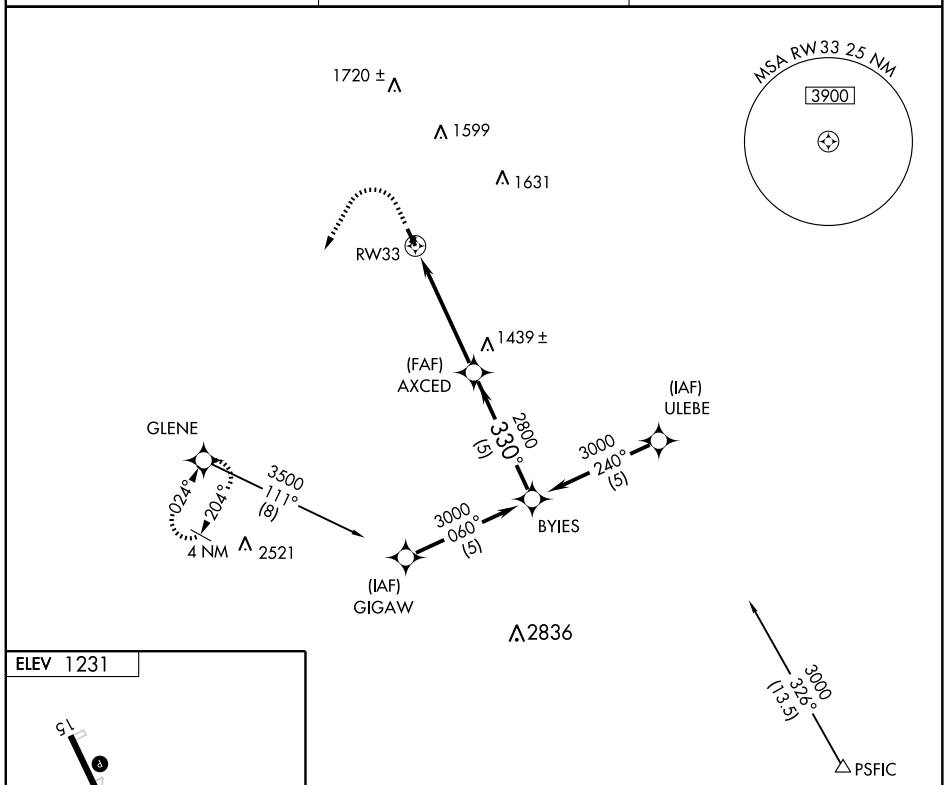
APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231

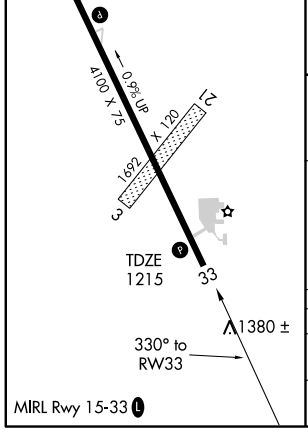
GPS RWY 33
HARLAN MUNI (HNR)

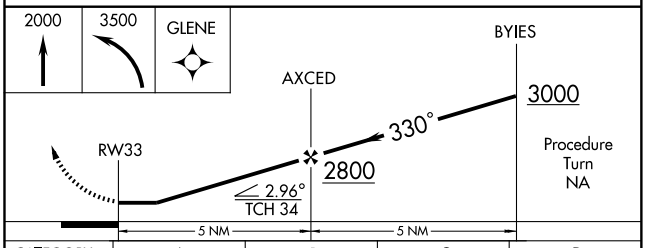
T
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB IIB	APP CRS	Rwy Idg	5500
206	186°	TDZE	977
		Apt Elev	978

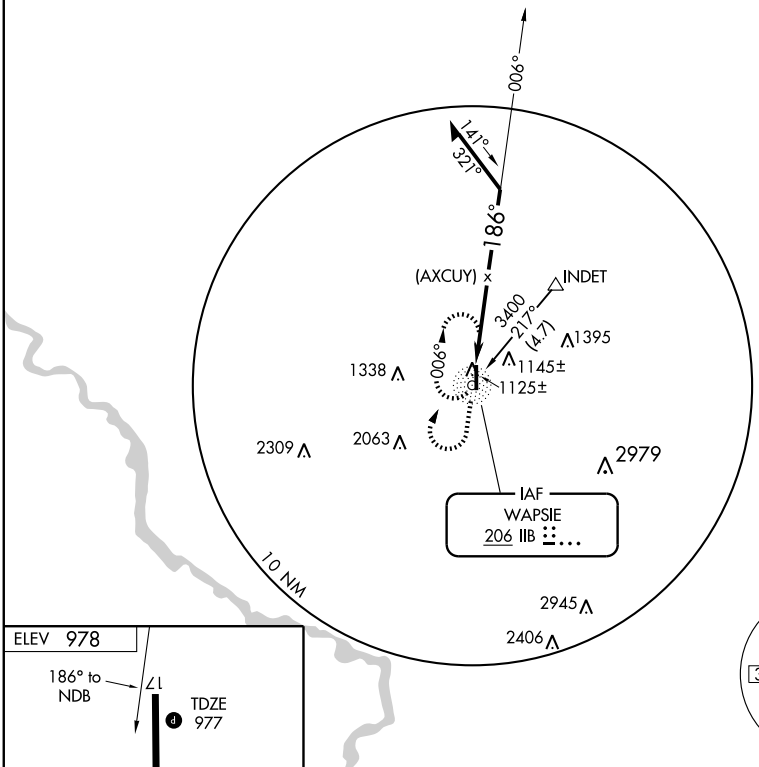
NDB or GPS RWY 17
INDEPENDENCE MUNI (IIB)

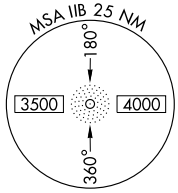
T
NA

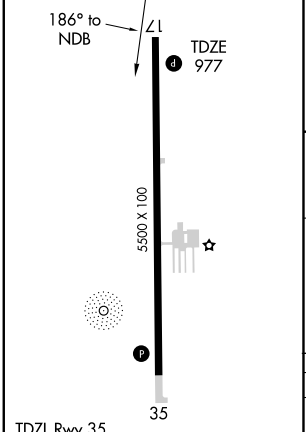
Use Waterloo altimeter setting.

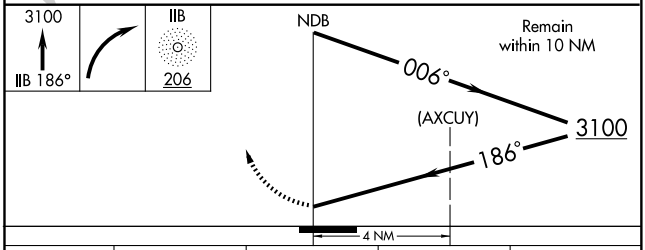
MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
120.825	118.9 251.15	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA
CIRCLING	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

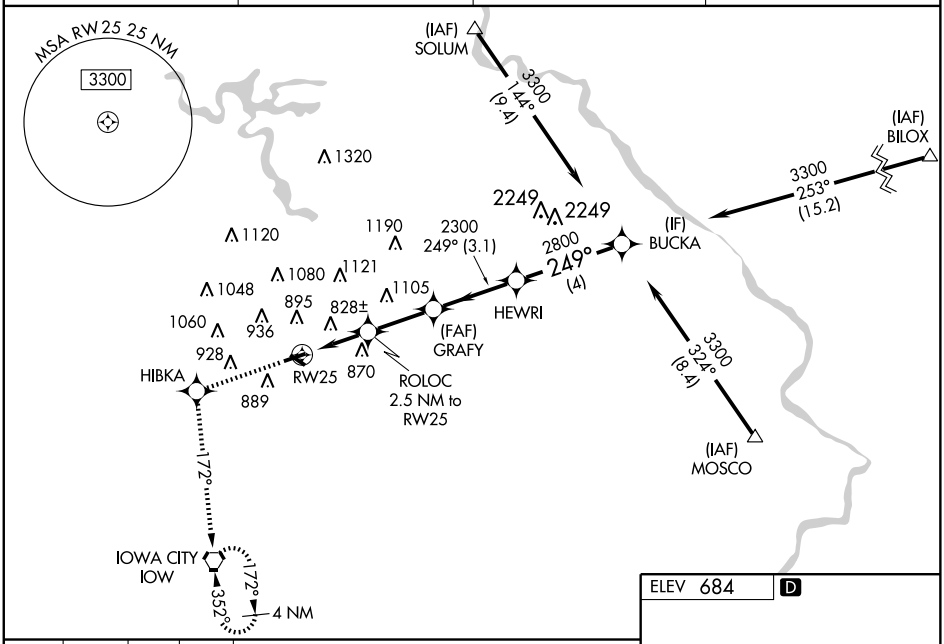
WAAS	APP CRS	Rwy Idg	4196
CH 58207	249°	TDZE	657
W25A		Apt Elev	684

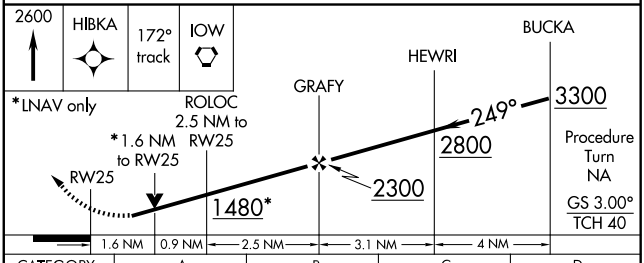
RNAV (GPS) RWY 25
IOWA CITY MUNI (IOW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

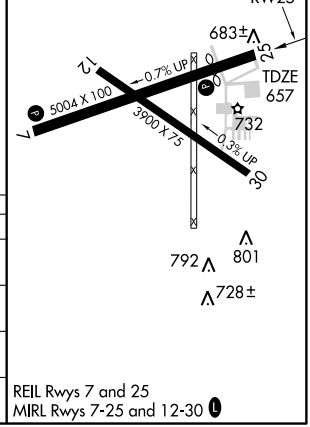
MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON*	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1051-1½ 394 (400-1½)		NA	
LNAV/VNAV DA	1161-1¾ 504 (500-1¾)		NA	
LNAV MDA	1200-1 543 (600-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

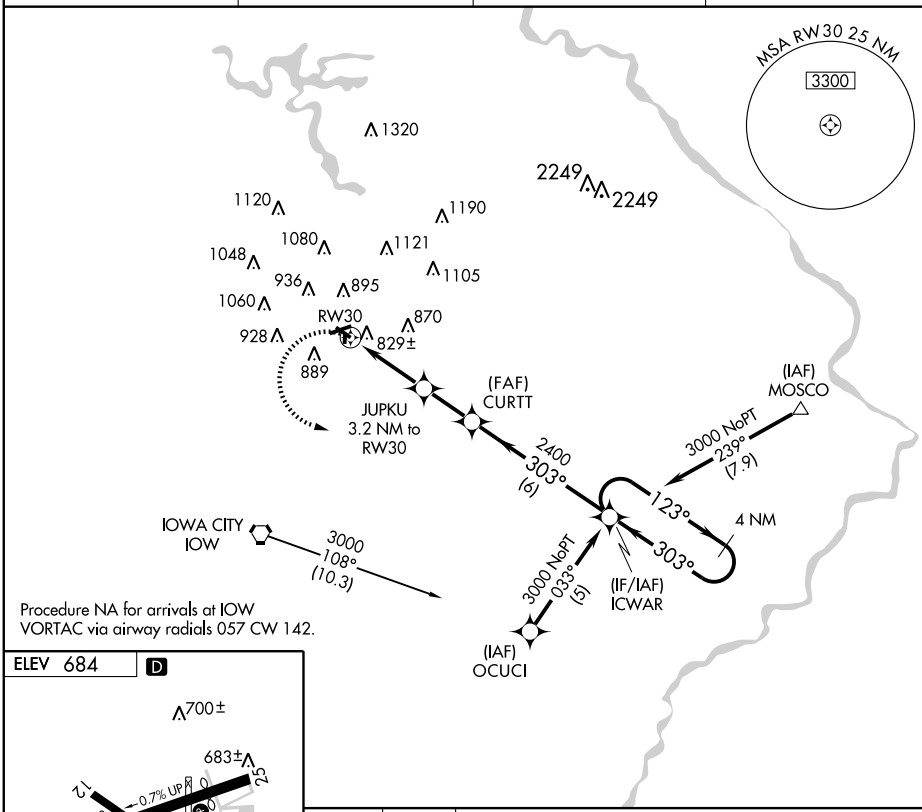
APP CRS		
303°	Rwy Idg	3900
	TDZE	656
	Apt Elev	684

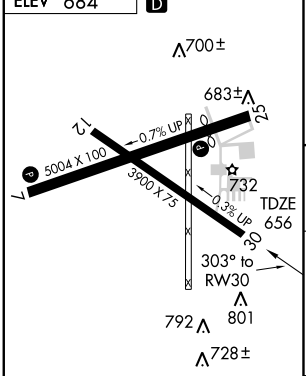
RNAV (GPS) RWY 30
IOWA CITY MUNI (IOW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

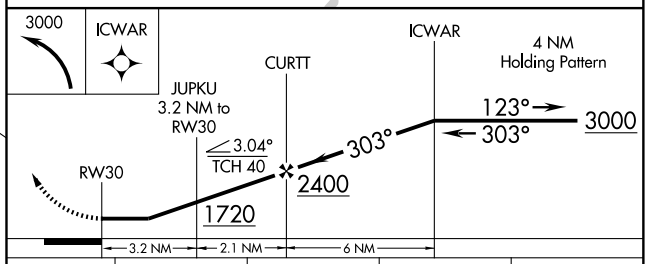
MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS	CEDAR RAPIDS APP CON ★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L





REIL Rwys 7 and 25
MIRL Rwys 7-25 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1100-1 444 (500-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg N/A TDZE N/A Apt Elev 668

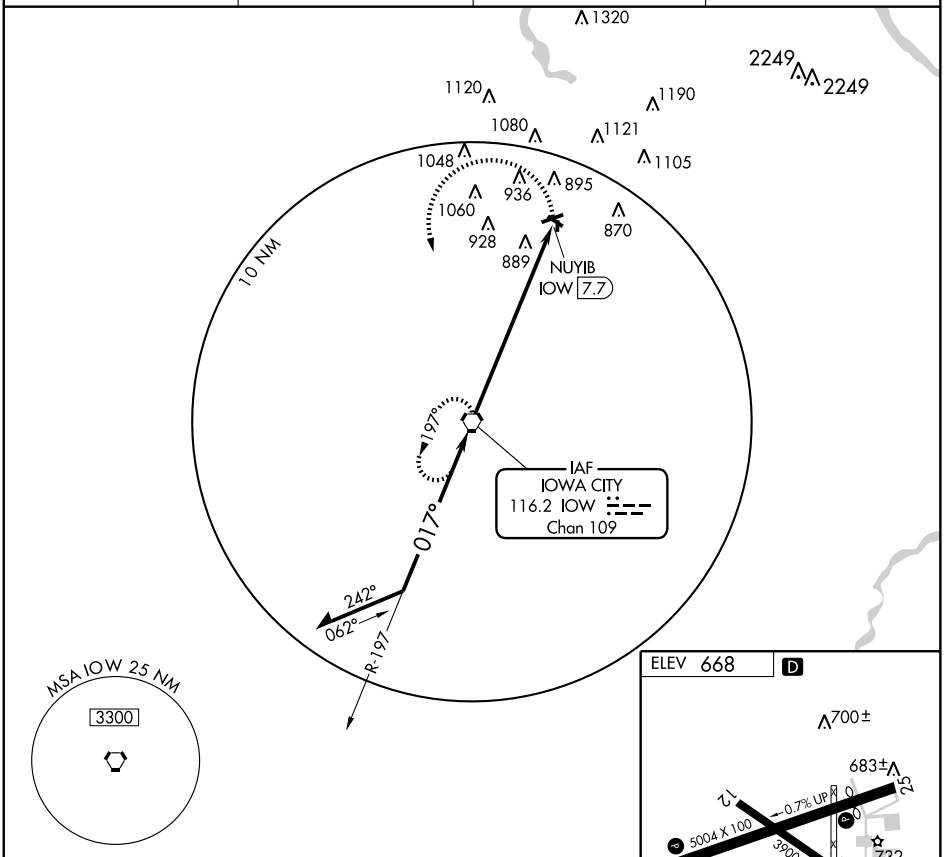
VOR-A

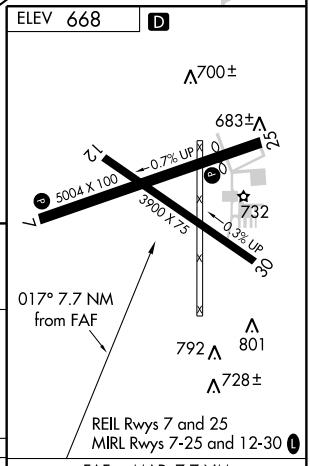
IOWA CITY MUNI (IOW)

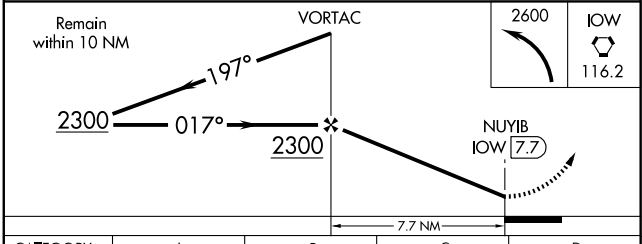
If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON ★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1280-1 612 (700-1)		NA	

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

NC-3. 08 APR 2010 to 06 MAY 2010

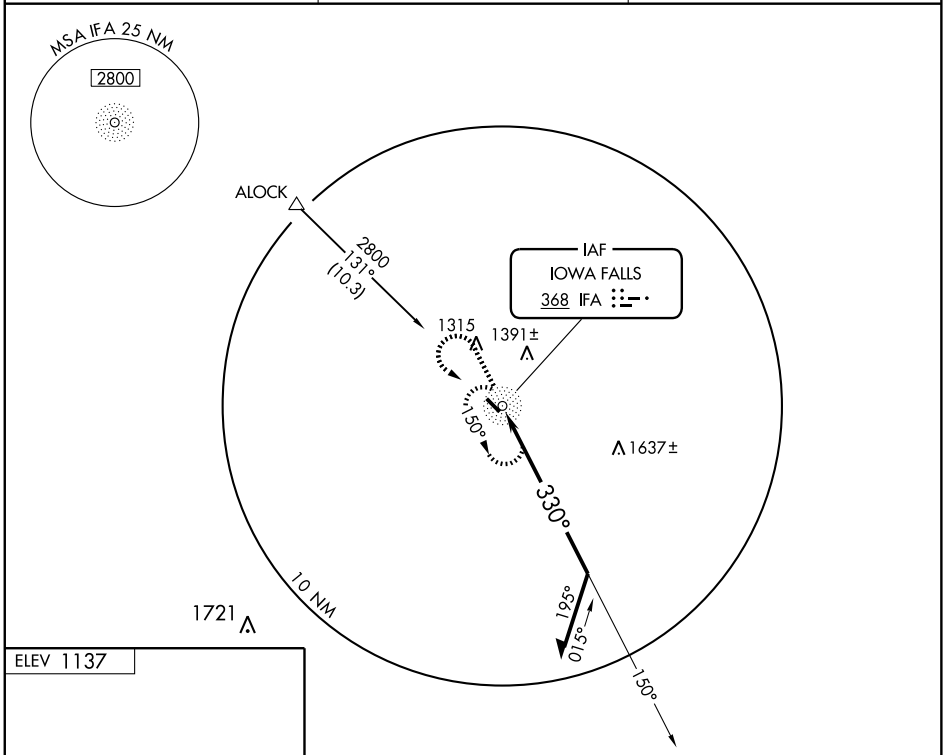
NDB IFA	APP CRS		
368	330°	Rwy Idg	4001
		TDZE	1137
		Apt Elev	1137

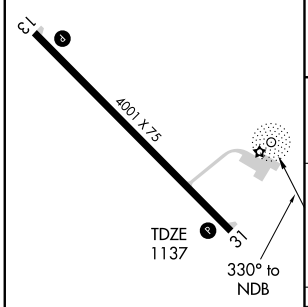
NDB RWY 31
IOWA FALLS MUNI (IFA)

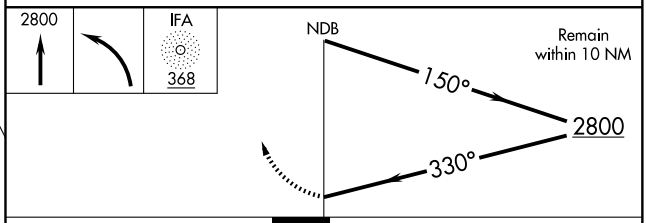
T
NA When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS	WATERLOO APP CON ★	UNICOM
120.425	118.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

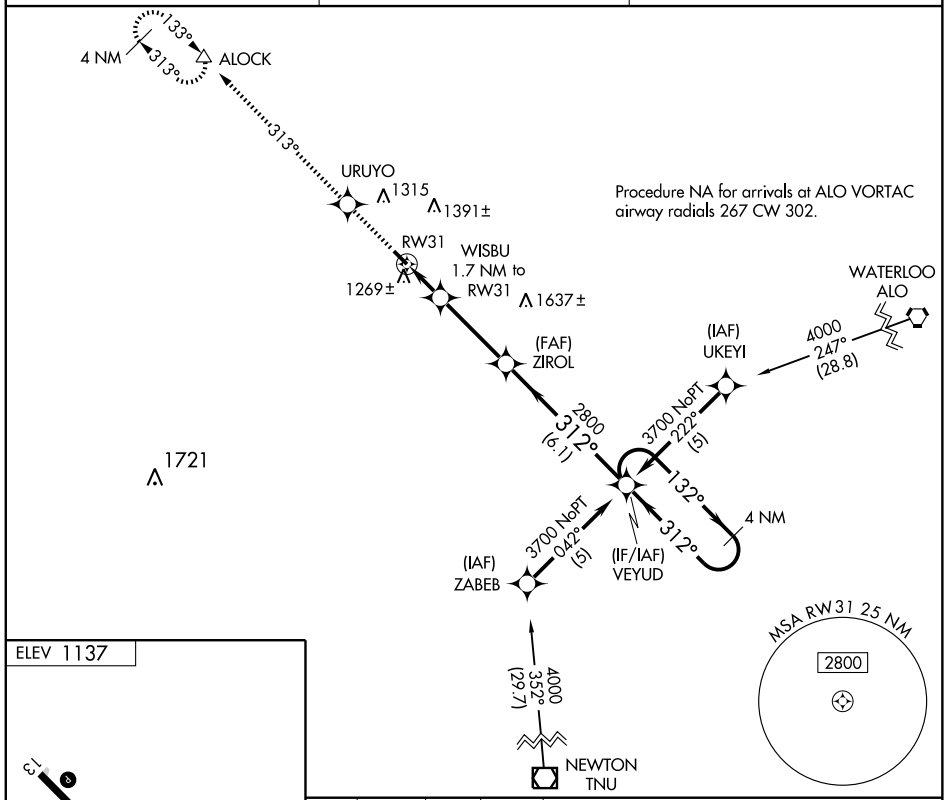
APP CRS	Rwy Idg	4001
312°	TDZE	1137
	Apt Elev	1137

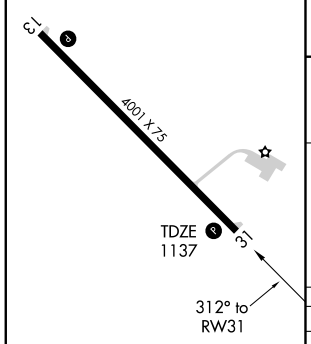
RNAV (GPS) RWY 31
IOWA FALLS MUNI (IFA)

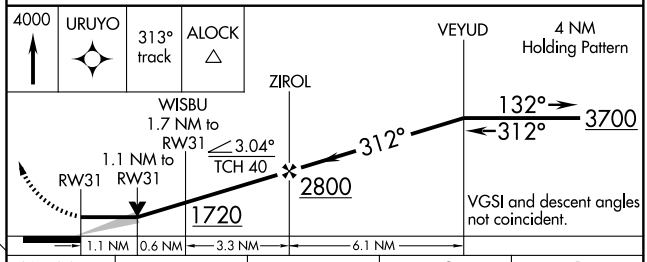
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.
VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

AWOS	WATERLOO APP CON ★	UNICOM
120.425	118.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 383 (400-1)		NA	
CIRCLING	1600-1 463 (500-1)		NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3198
140°	TDZE	1042
	Apt Elev	1048

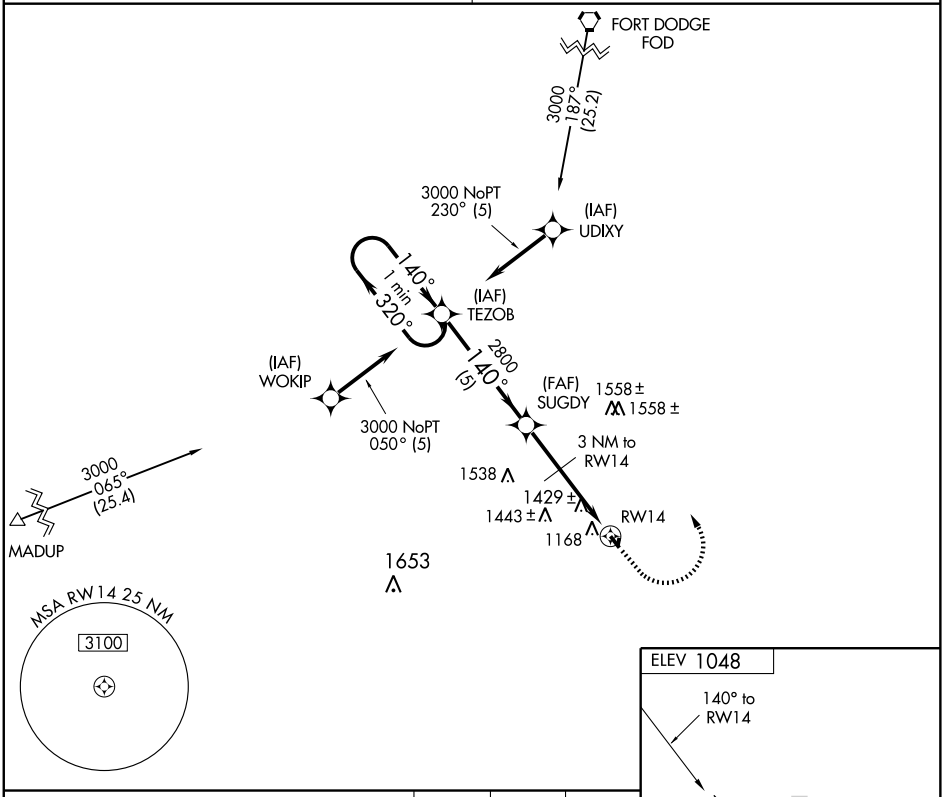
GPS RWY 14
JEFFERSON MUNI (EFW)

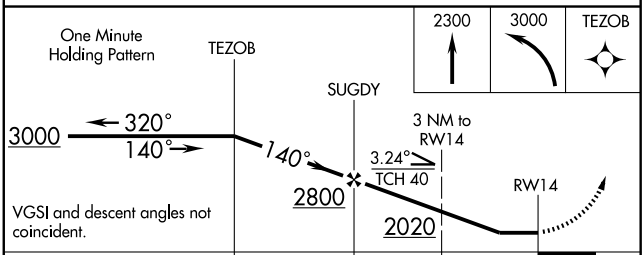
NA

Use Arthur N. Neu altimeter setting.

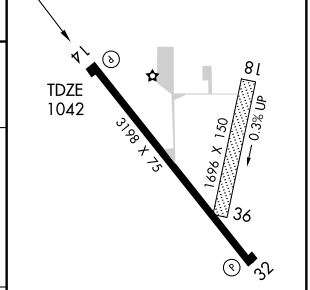
MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)	NA	
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3198
320°	TDZE	1048
	Apt Elev	1048

GPS RWY 32

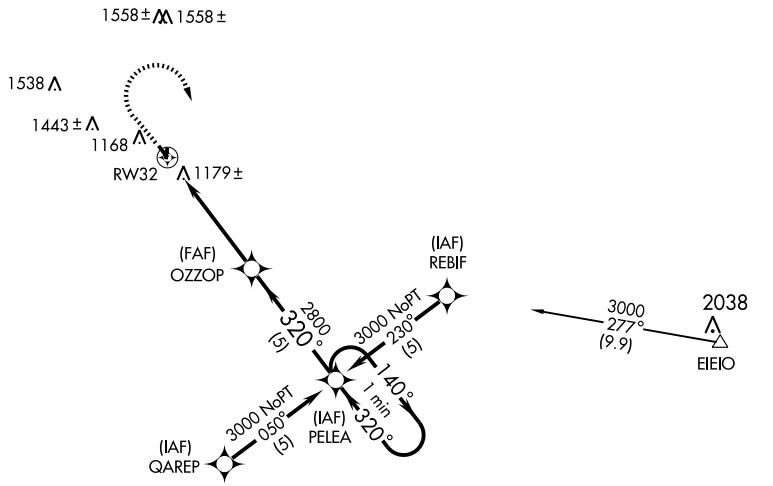
JEFFERSON MUNI (EFW)

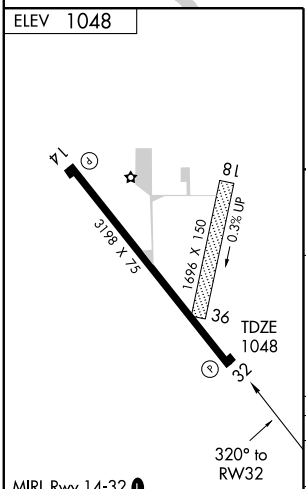
T
NA

Use Arthur N. Neu altimeter setting.

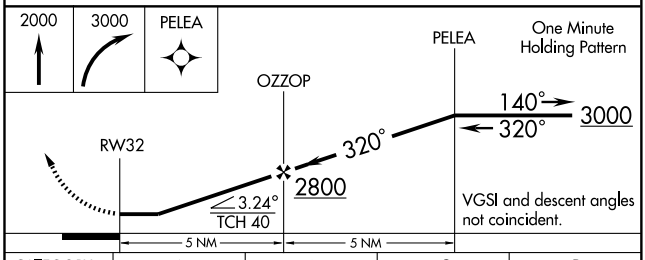
MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-32	1560-1	512 (600-1)	NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EFW 391	APP CRS 329°	Rwy Idg 3198 TDZE 1048 Apt Elev 1048

NDB RWY 32

JEFFERSON MUNI (EFW)

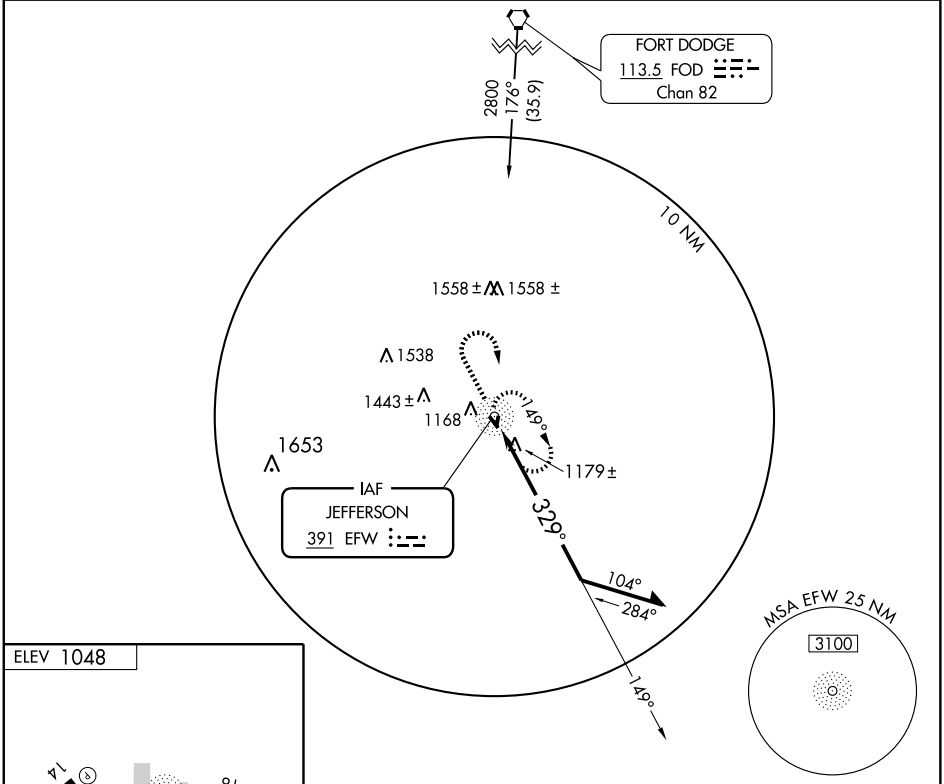
NA

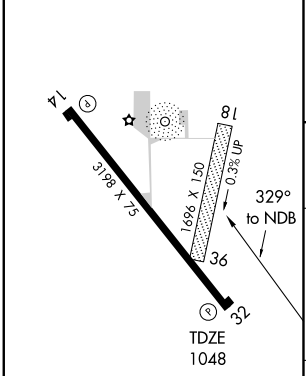
Use Arthur N. Neu altimeter setting.

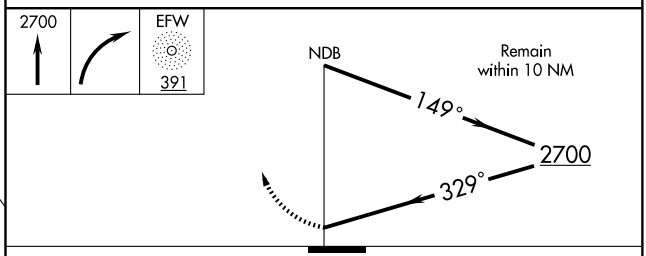
MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1640-1 592 (600-1)		NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BBJ	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

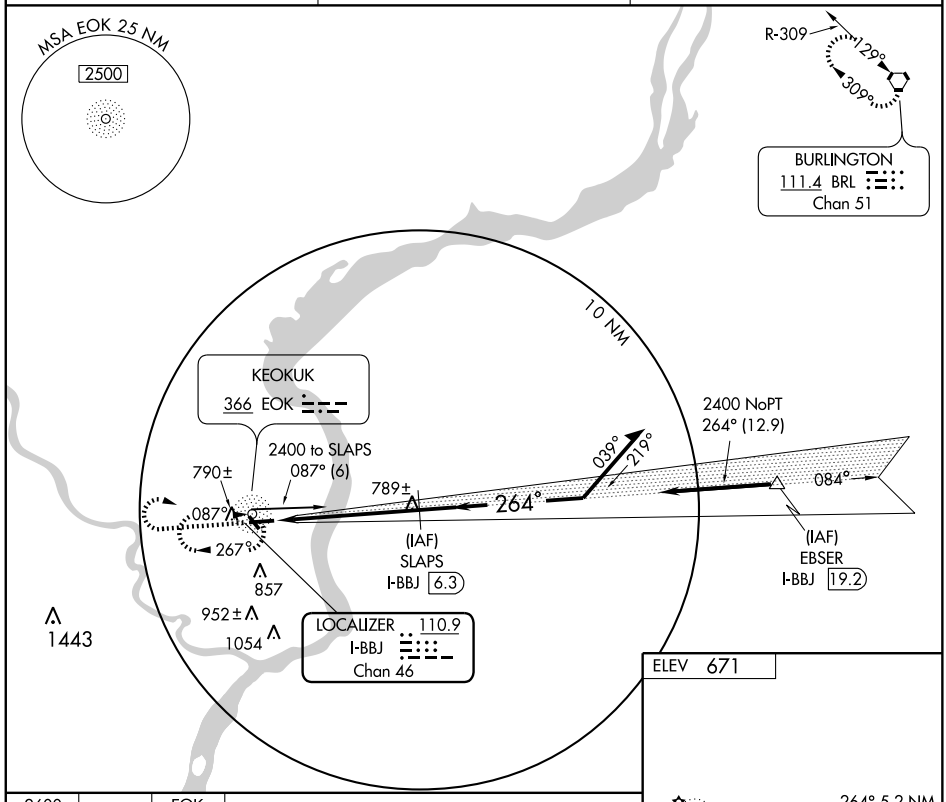
T
NA

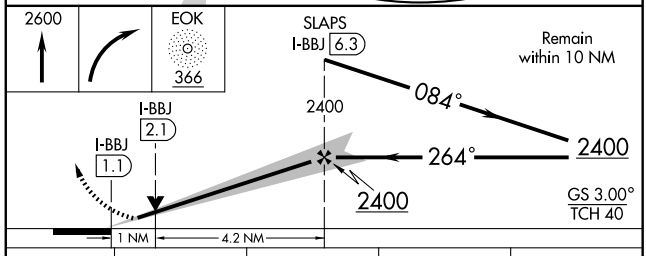
If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA. VDP NA when using Burlington altimeter setting. ADF required.

MALSR

MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

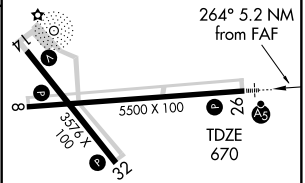
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 26	870-½ 200 (200-½)			NA
S-LOC 26	1040-½ 370 (400-½)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

ELEV 671



REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EOK	APP CRS	Rwy Idg	3576
366	128°	TDZE	671
		Apt Elev	671

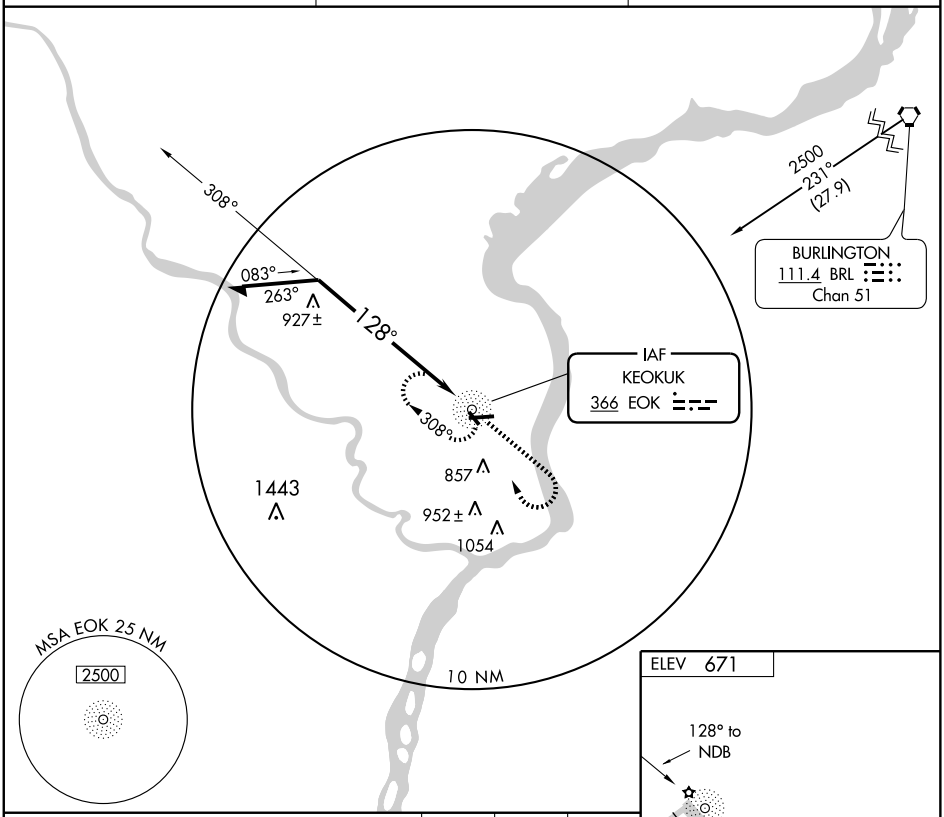
NDB RWY 14

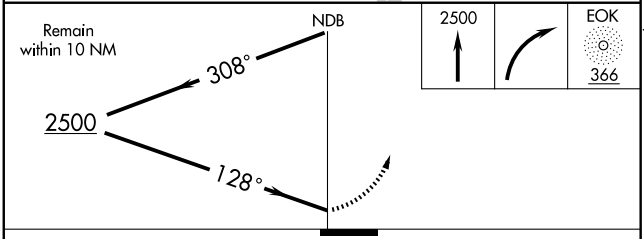
KEOKUK MUNI (EOK)

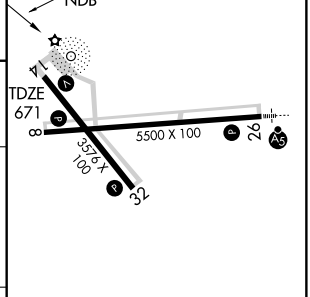
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA
CIRCLING	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EOK	APP CRS	Rwy Idg	5500
366	277°	TDZE	670
		Apt Elev	671

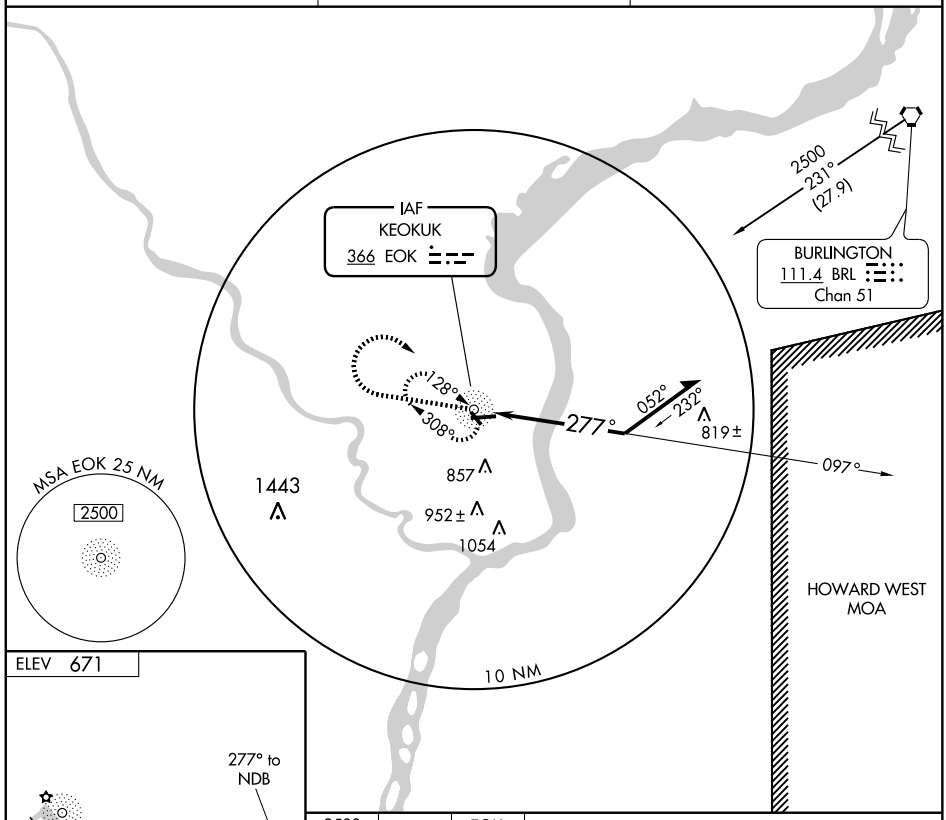
NDB RWY 26
KEOKUK MUNI (EOK)

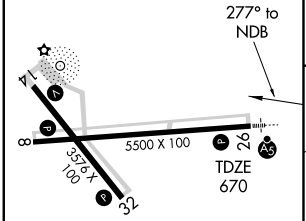
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

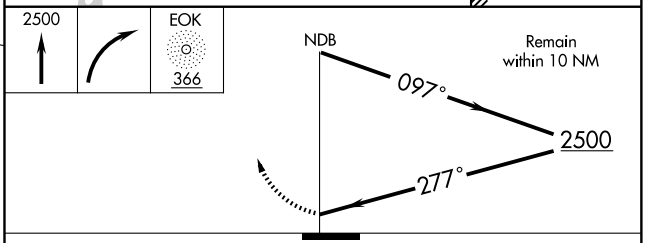
MALSR

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1180-¾ 510 (600-¾)		1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 97304	084°	TDZE	671
W08A		Apt Elev	671

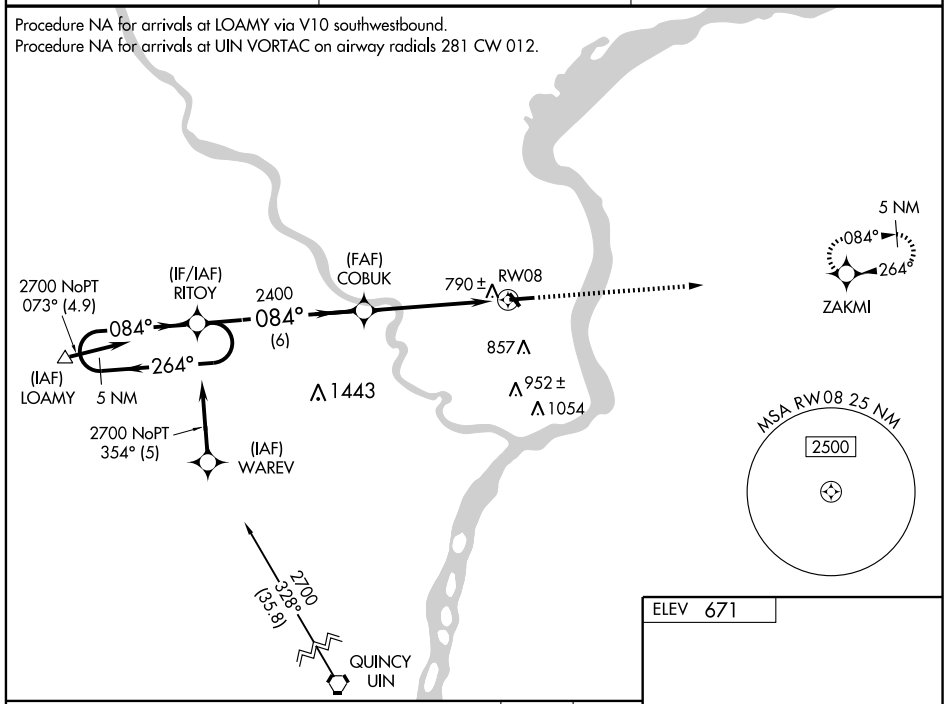
RNAV (GPS) RWY 8
KEOKUK MUNI (EOK)

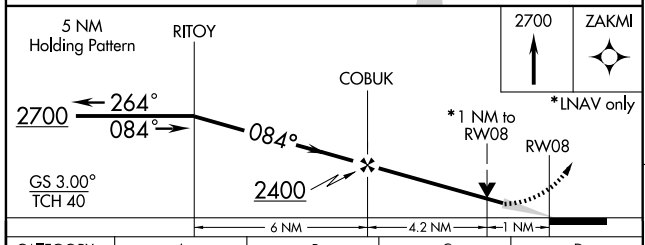
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

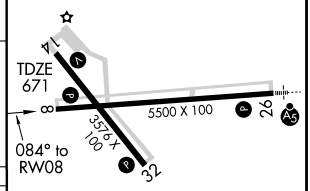
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.







CATEGORY	A	B	C	D
LPV DA	921-1 250 (300-1)			NA
LNAV/ VNAV DA	1059-1½ 388 (400-1½)			NA
LNAV MDA	1040-1 369 (400-1)			NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3576
CH 90104	140°	TDZE	671
W14A		Apt Elev	671

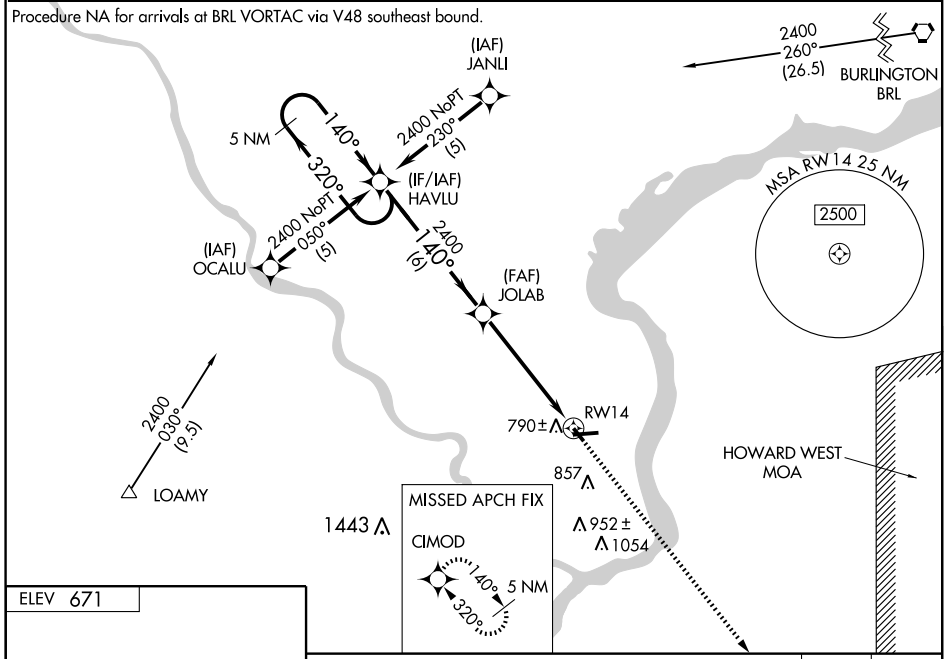
RNAV (GPS) RWY 14
KEOKUK MUNI (EOK)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Burlington Rgnl altimeter setting.

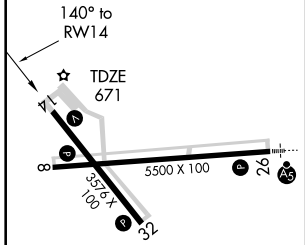
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671

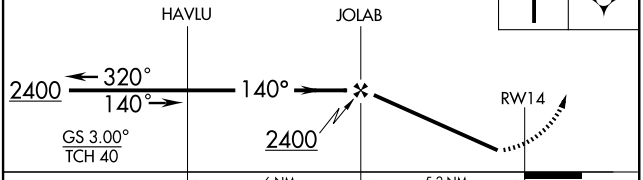


REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

2700 CIMOD



CATEGORY	A	B	C	D
LPV DA	949-1 278 (300-1)			NA
LNAV/VNAV DA	1040-1¼ 369 (400-1¼)			NA
LNAV MDA	1040-1 369 (400-1)			NA
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 45505	264°	TDZE	670
W26A		Apt Elev	671

RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

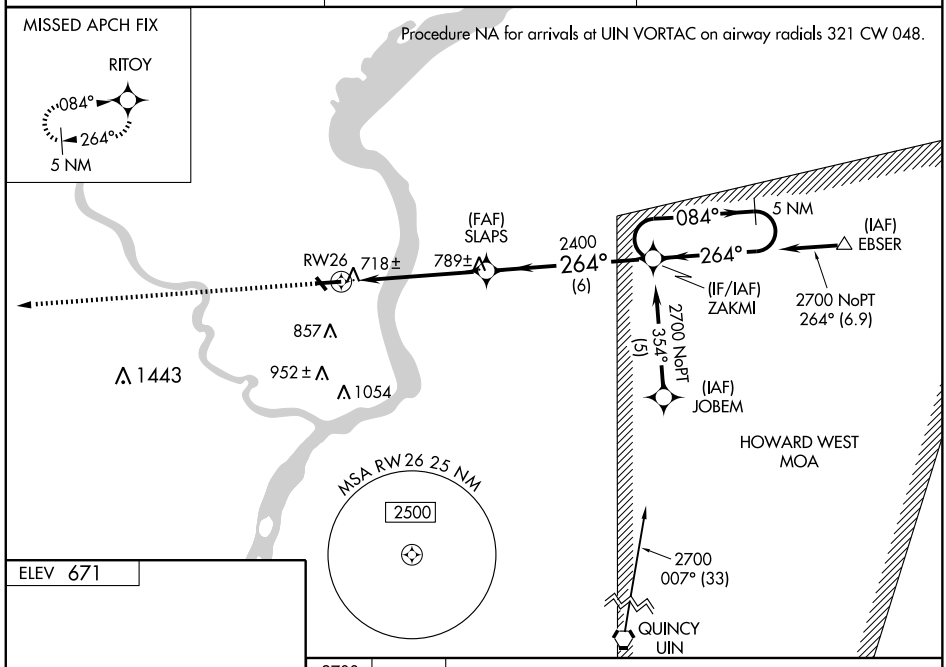
MALSR

MISSED APPROACH: Climb to 2700 direct RITOY and hold.

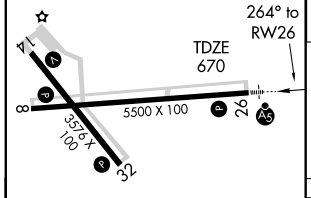
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

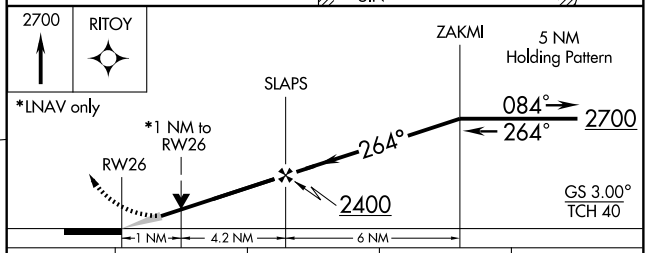
MISSED APCH FIX
RITOY
084°
264°
5 NM

Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.



ELEV 671





CATEGORY	A	B	C	D
LPV DA	924-¾ 254 (300-¾)			NA
LNAV/VNAV DA	978-¾ 308 (400-¾)			NA
LNAV MDA	1040-¾ 370 (400-¾)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

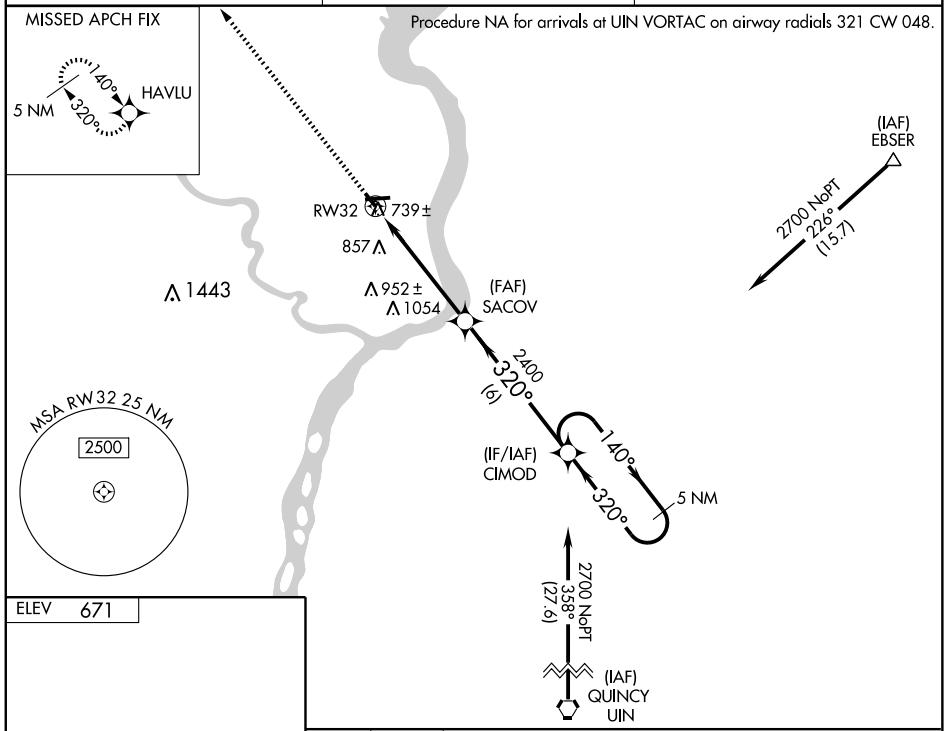
WAAS	APP CRS	Rwy Idg	3576
CH 40005	320°	TDZE	671
W32A		Apt Elev	671

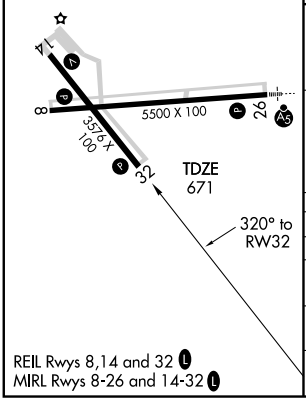
RNAV (GPS) RWY 32
KEOKUK MUNI (EOK)

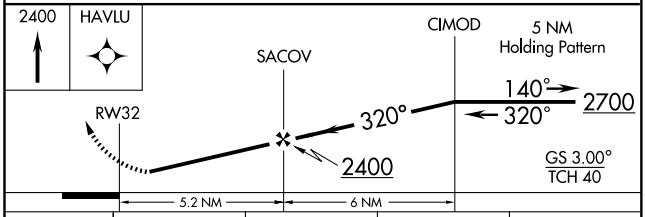
DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

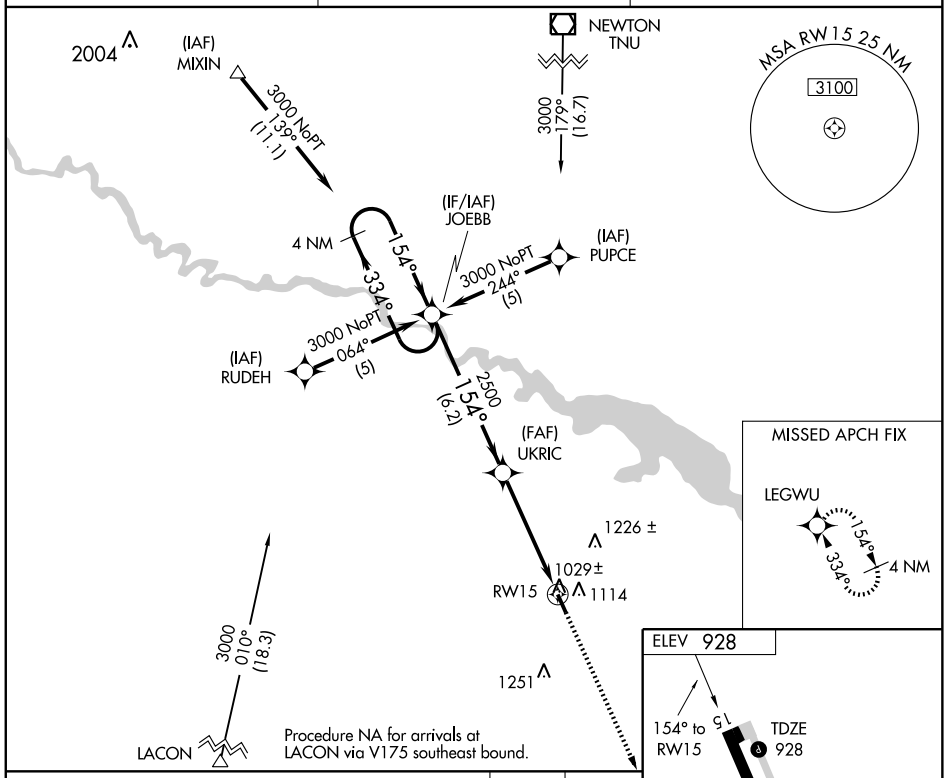
KNOXVILLE MUNI (OXV)

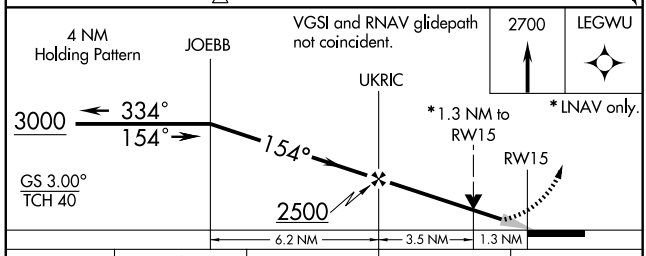
WAAS	APP CRS	Rwy Idg	4000
CH 40116	154°	TDZE	928
W15A		Apt Elev	928

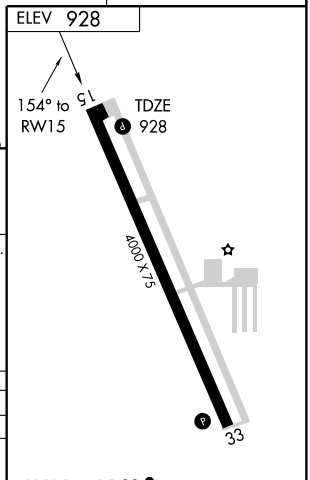
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1242-1¼	314 (400-1¼)	NA	
LNAV/VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1360-1	432 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

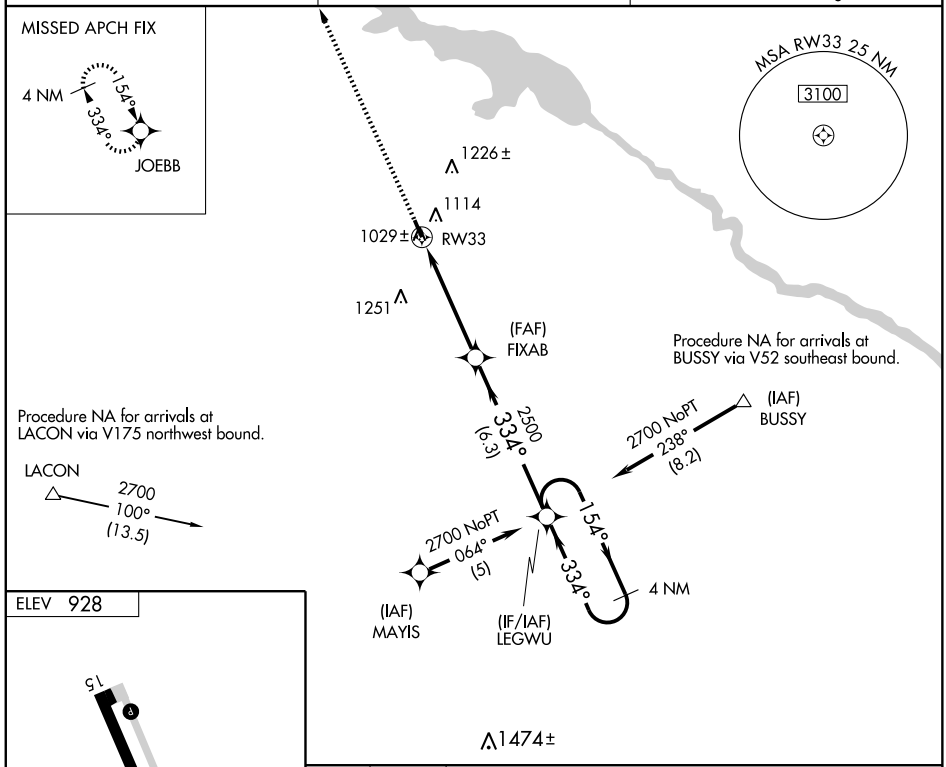
APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928

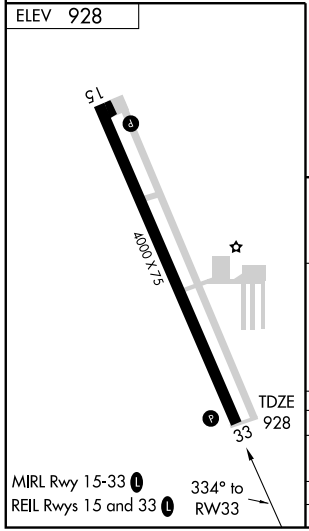
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Pella altimeter setting.

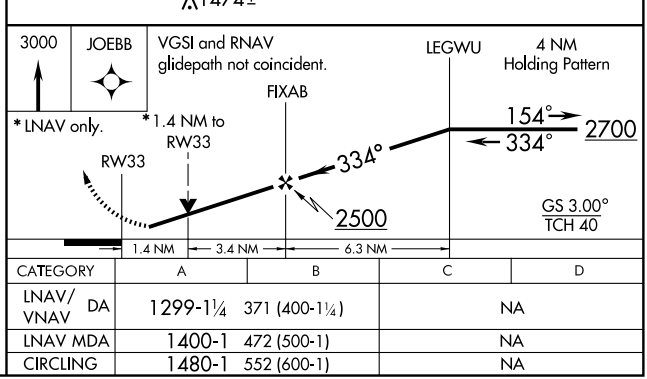
▲ When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

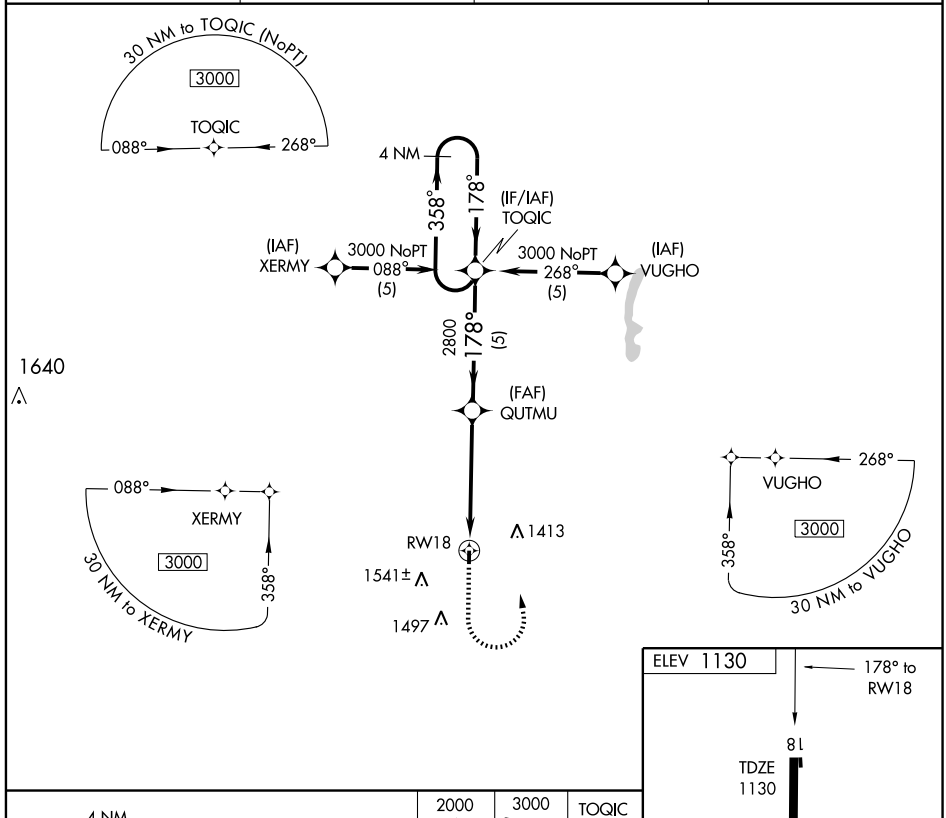
APP CRS	Rwy Idg	TDZE	Apt Elev
178°	2900	1130	1130

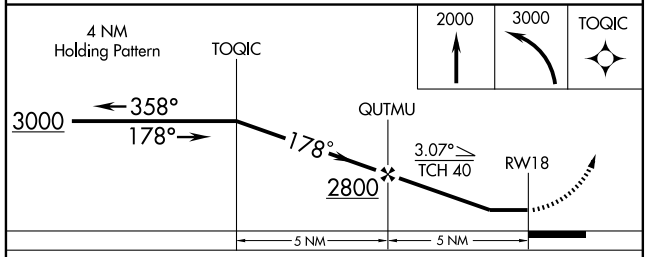
NA

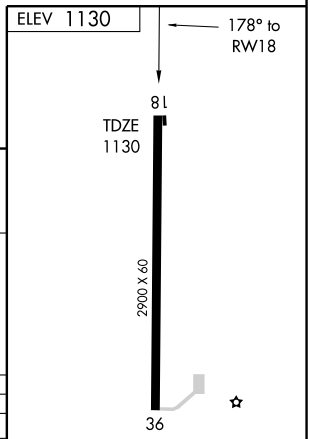
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	
120.0	125.65 288.1	122.9	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

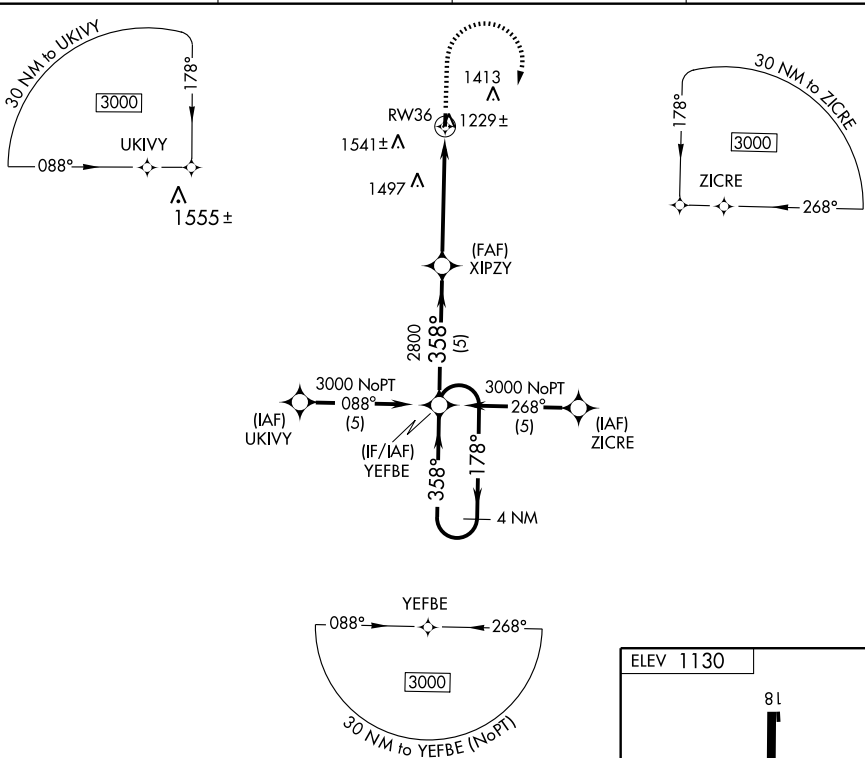
APP CRS	Rwy ldg	2900
358°	TDZE	1130
	Apt Elev	1130

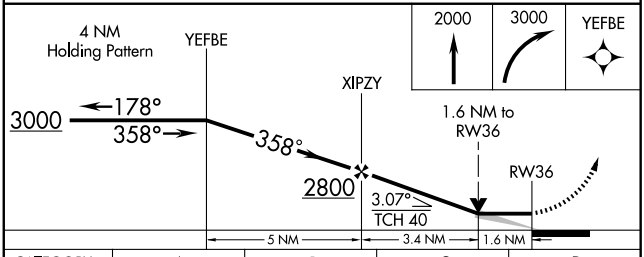
RNAV (GPS) RWY 36
LAMONI MUNI (LWD)

NA
DME/DME RNP- 0.3 NA.

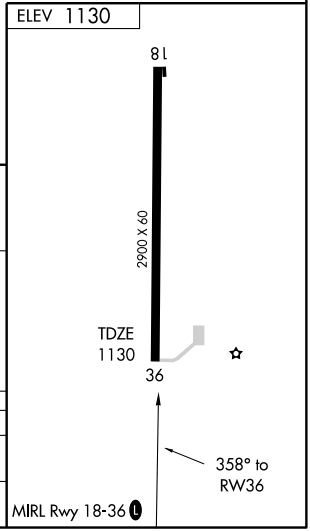
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	
120.0	125.65 288.1	122.9	122.8 L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	570 (600-1)	NA	
CIRCLING	1700-1	570 (600-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4305
CH 78415	183°	TDZE	1197
W18A		Apt Elev	1197

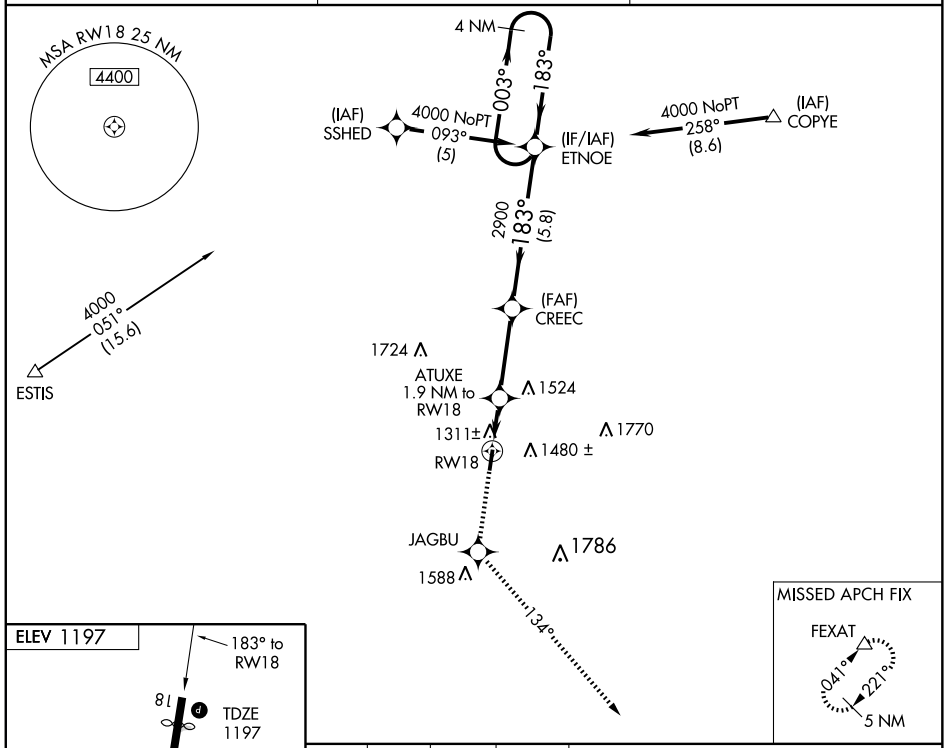
RNAV (GPS) RWY 18

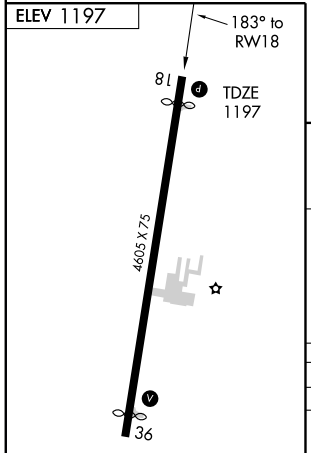
LE MARS MUNI (LRJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV NA when using Orange City altimeter setting. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

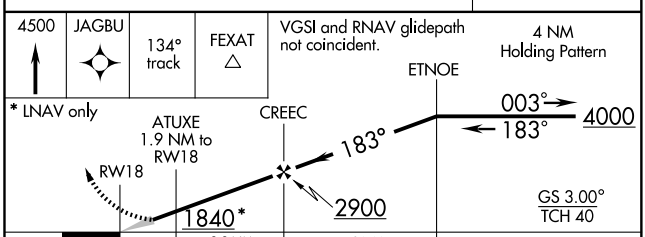
MISSED APPROACH: Climb to 4500 direct JAGBU and via track 134° to FEXAT and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1527-1¼	330 (400-1¼)	NA	
LNAV/VNAV DA	1769-2	572 (600-2)	NA	
LNAV MDA	1620-1	423 (500-1)	NA	
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 42516 W36A	APP CRS 003°	Rwy ldg 4305 TDZE 1197 Apt Elev 1197

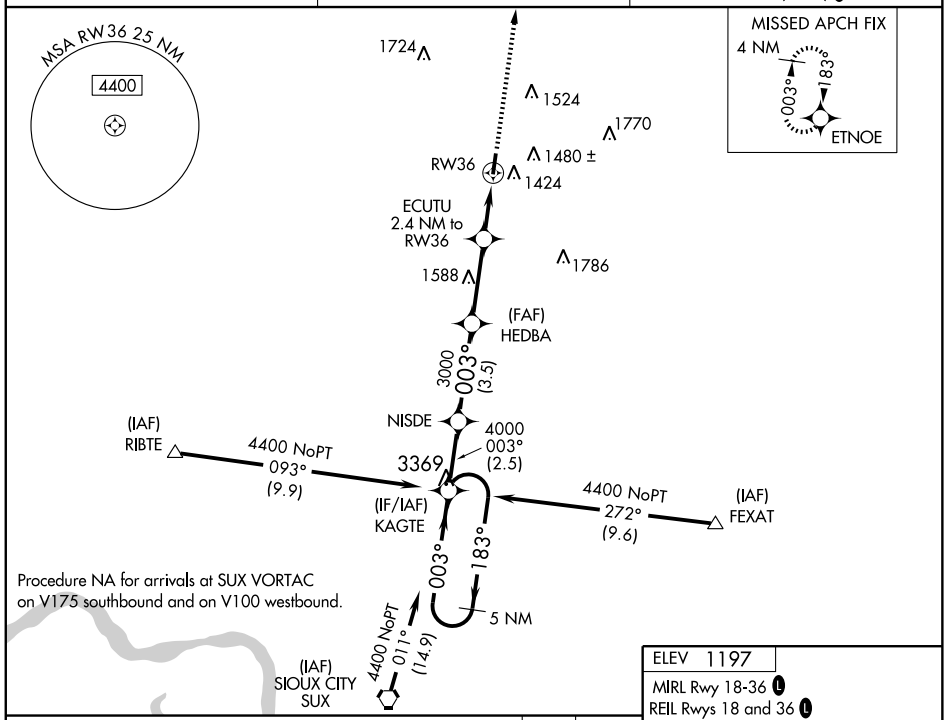
RNAV (GPS) RWY 36

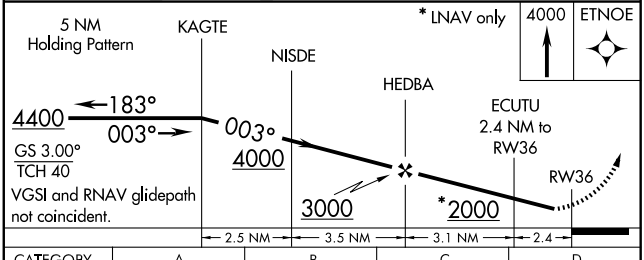
LE MARS MUNI (LRJ)

Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

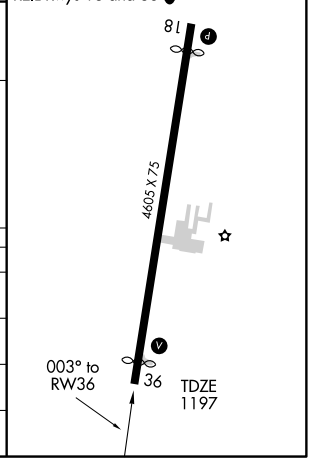
MISSED APPROACH: Climb to 4000 direct ETNOE and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1509-1 312 (400-1)		NA	
LNAV/VNAV DA	1625-1½ 428 (500-1½)		NA	
LNAV MDA	1680-1 483 (500-1)		NA	
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 36

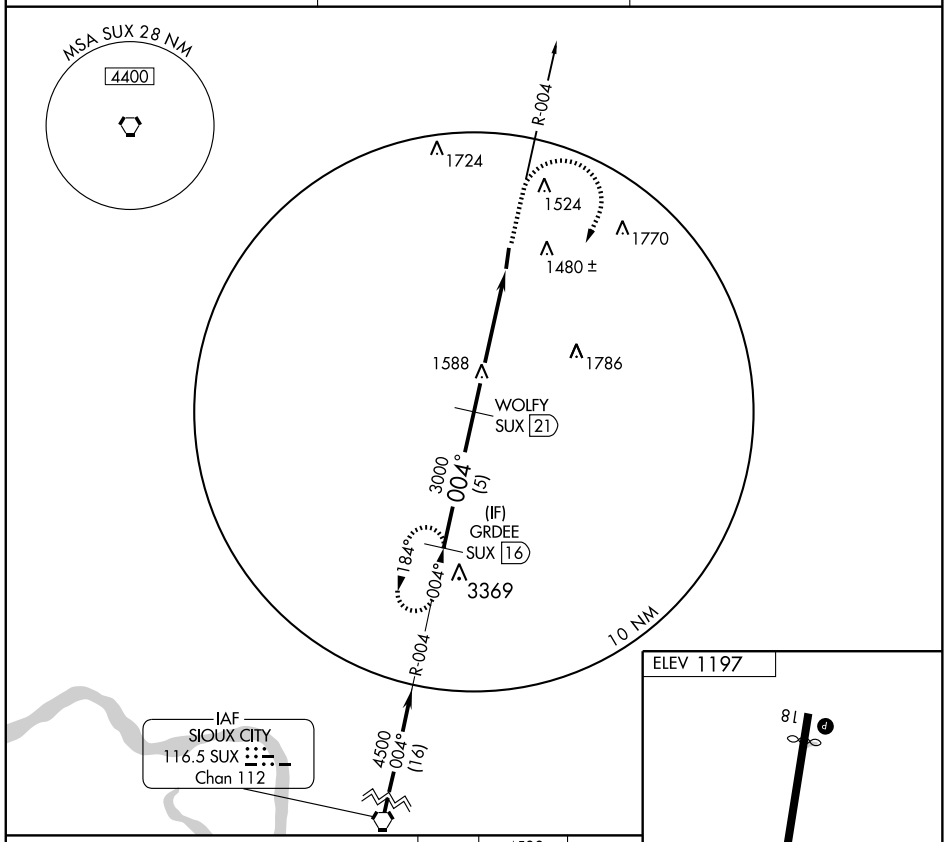
LE MARS MUNI (LRJ)

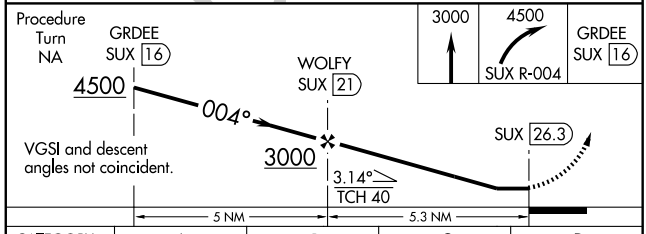
VORTAC SUX	APP CRS	Rwy Idg	4305
116.5	004°	TDZE	1197
Chan 112		Apt Elev	1197

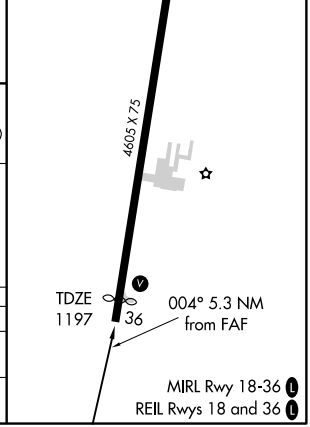
Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all MDA 80 feet, and increase S-36 Cat A and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX VORTAC R-004 to GRDEE/SUX 16 DME and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	
CIRCLING	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB MEY 335	APP CRS 205°	Rwy Idg 2801 TDZE 1116 Apt Elev 1116

NDB RWY 20

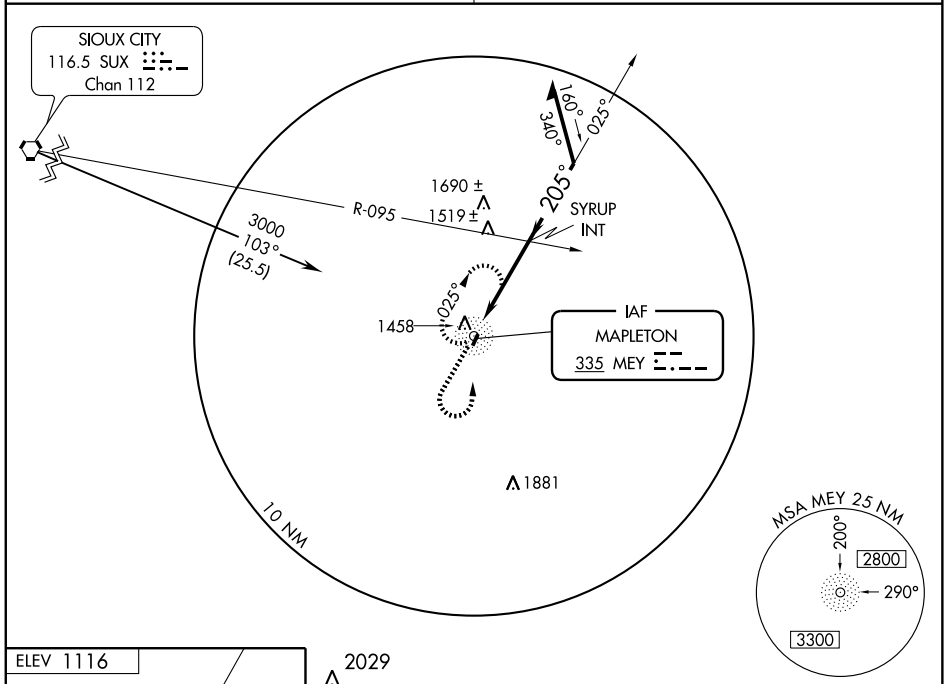
MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

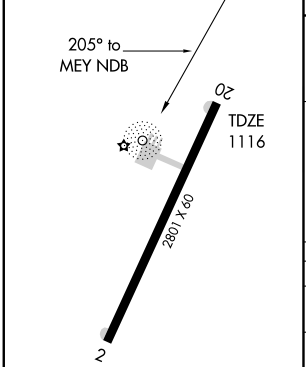
Use Sioux City altimeter setting.

NA

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

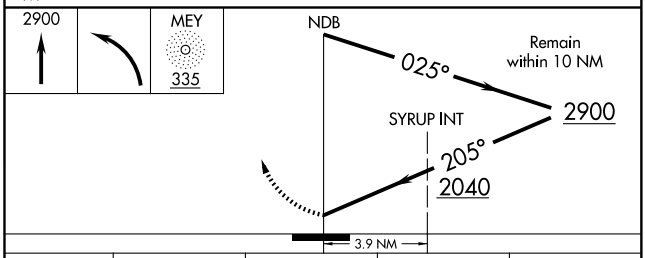
SIOUX CITY APP CON ★	UNICOM
124.6 307	122.8 (CTAF) L





REIL Rwy 20 L
LIRL Rwy 2-20

2029



CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 2

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

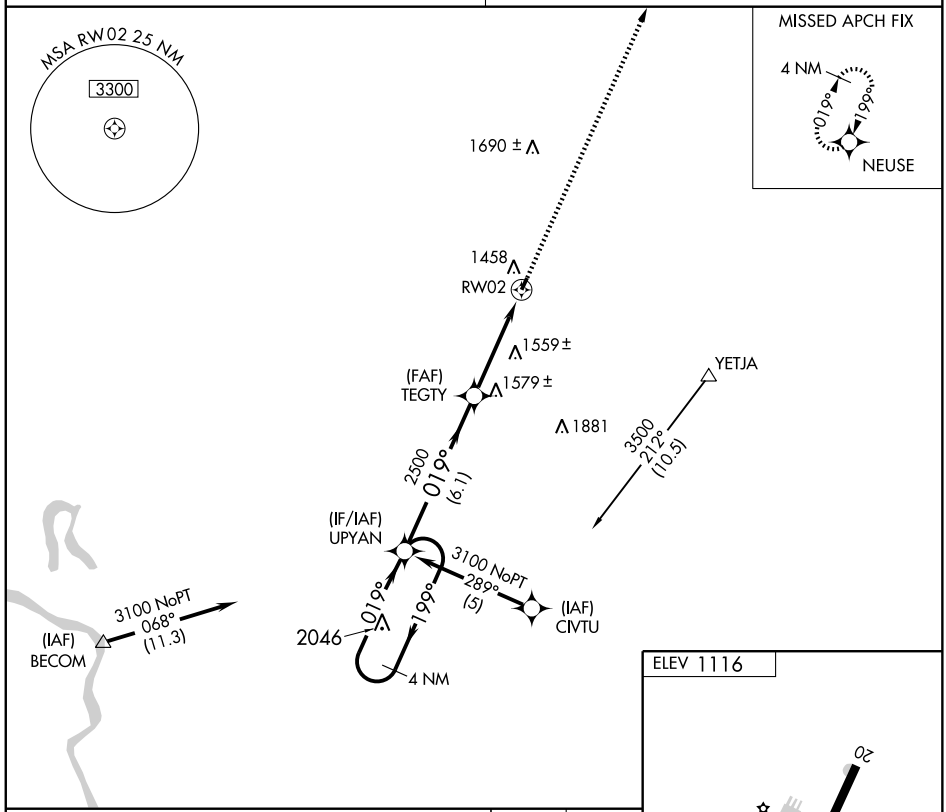
APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

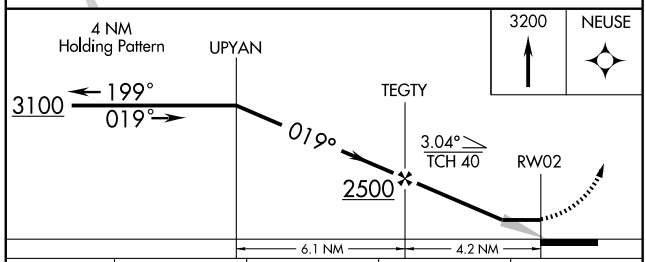
DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

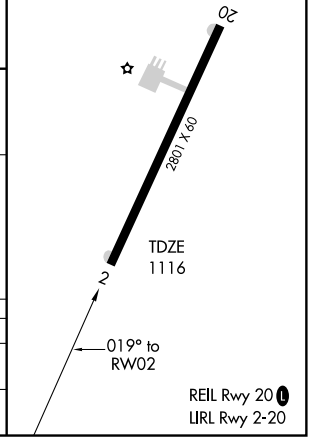
MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIOUX CITY APP CON ★ 124.6 307

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

APP CRS	Rwy Idg	2801
199°	TDZE	1116
	Apt Elev	1116

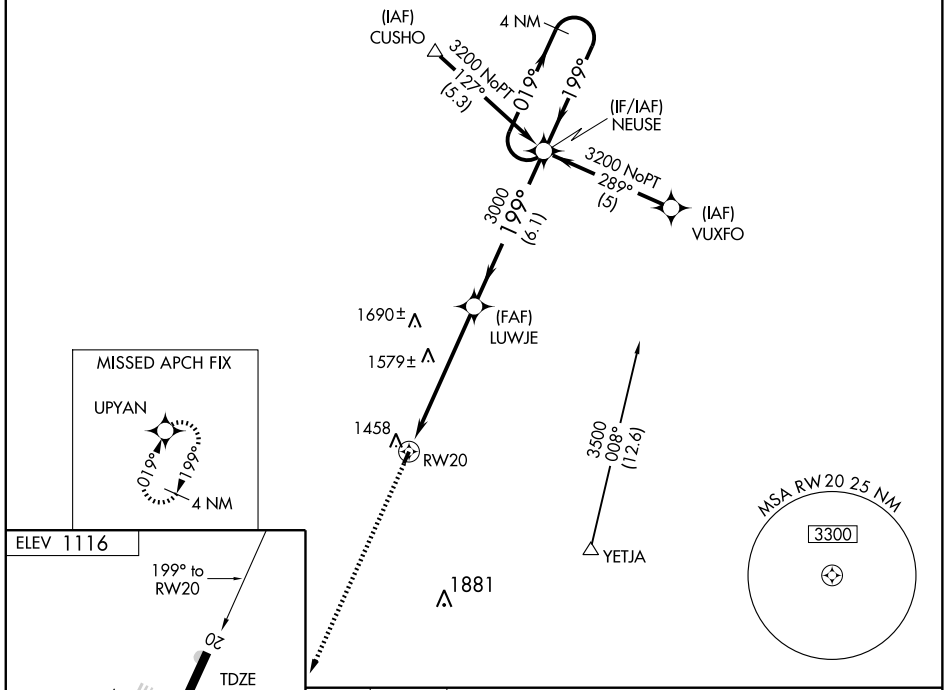
T
A NA

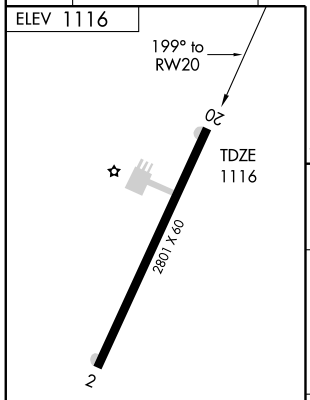
DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

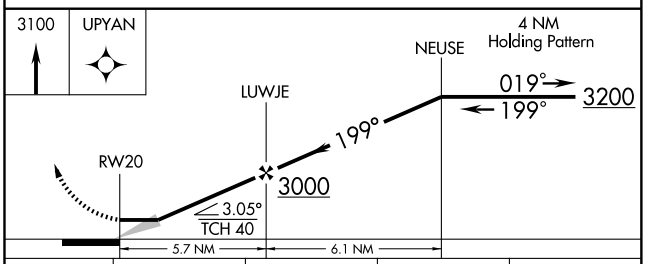
MISSED APPROACH: Climb to 3100 direct UPYAN and hold.

SIOUX CITY APP CON ★	UNICOM
124.6 307	122.8 (CTAF) L

Procedure NA for arrivals at CUSHO on V100 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	

REIL Rwy 20 L
LIRL Rwy 2-20

NC-3, 08 APR 2010 to 06 MAY 2010

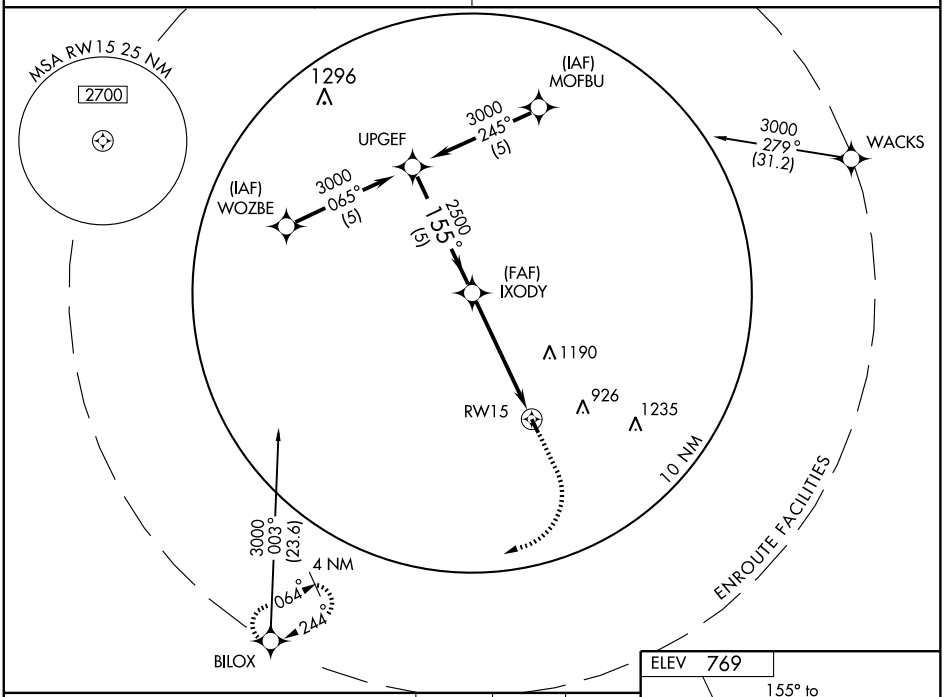
APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769

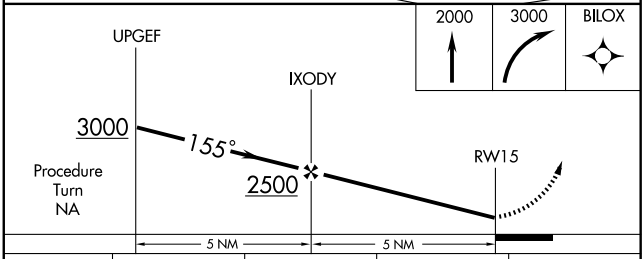
GPS RWY 15
MAQUOKETA MUNI (OQW)

T NA Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting.

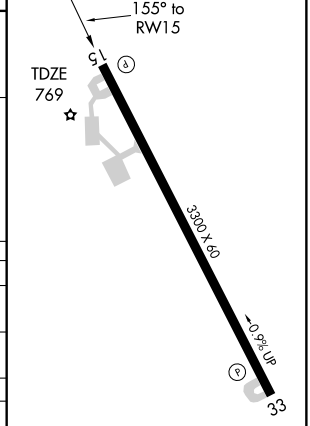
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1280-1	511 (600-1)	NA	
CIRCLING	1280-1	511 (600-1)	NA	
DUBUQUE ALTIMETER SETTING MINIMUMS				
S-15	1380-1	611 (700-1)	NA	
CIRCLING	1380-1	611 (700-1)	NA	



REIL Rwys 15 and 33
MIRL Rwy 15-33 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
335°	TDZE	766
	Apt Elev	769

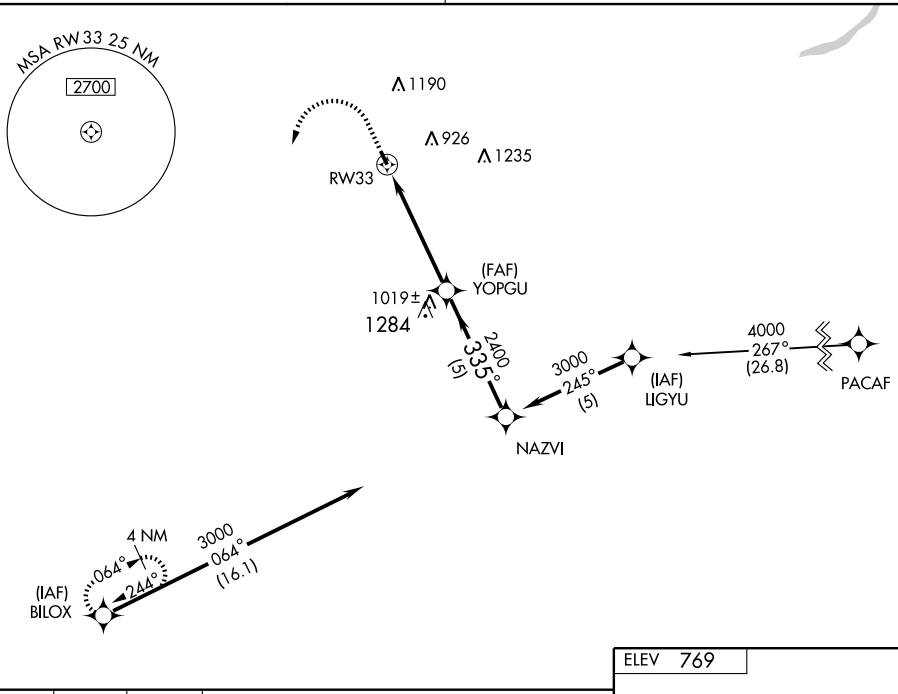
GPS RWY 33
MAQUOKETA MUNI (OQW)

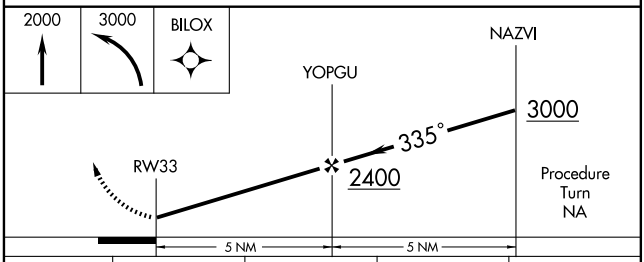
T
NA

Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.

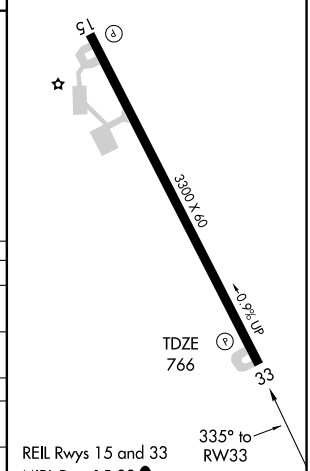
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-33	1280-1	514 (600-1)	NA	
CIRCLING	1280-1	511 (600-1)	NA	
DUBUQUE ALTIMETER SETTING MINMUMS				
S-33	1380-1	614 (700-1)	NA	
CIRCLING	1380-1	611 (700-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

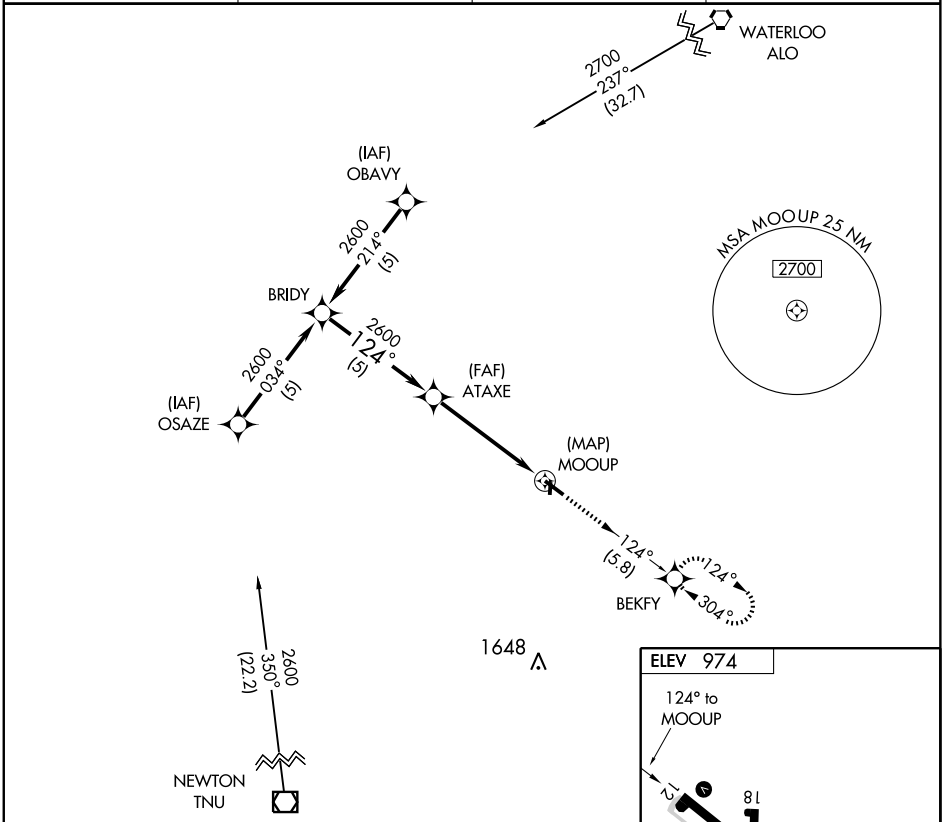
APP CRS	Rwy Idg	5006
124°	TDZE	974
	Apt Elev	974

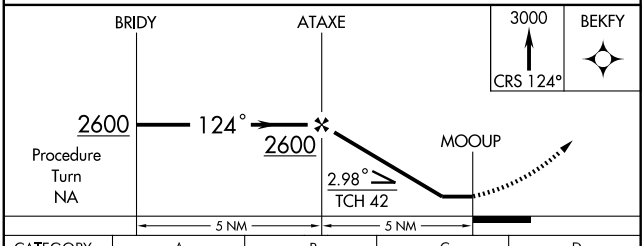
GPS RWY 12
MARSHALLTOWN MUNI (MIW)

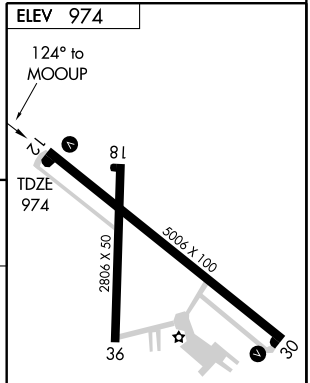
NA

MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

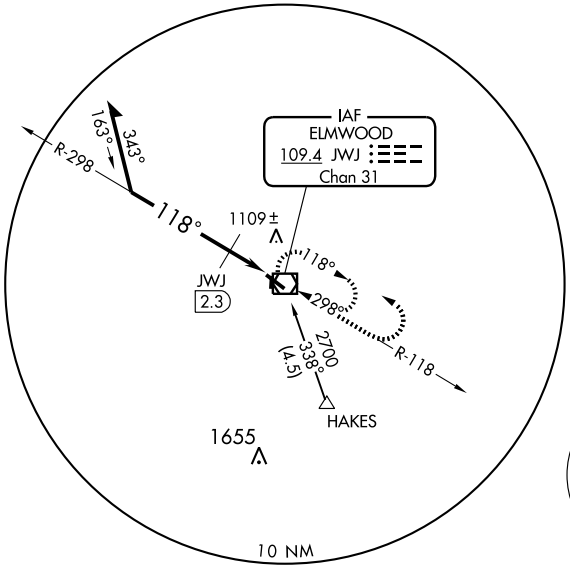
NC-3, 08 APR 2010 to 06 MAY 2010

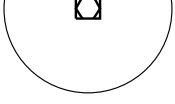
VOR/DME JWJ	APP CRS	Rwy Idg	5006
109.4	118°	TDZE	974
Chan 31		Apt Elev	974

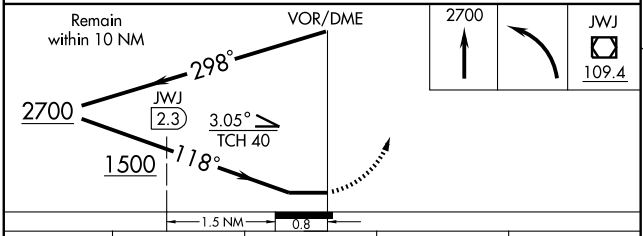
VOR RWY 12
MARSHALLTOWN MUNI (MIW)

MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L

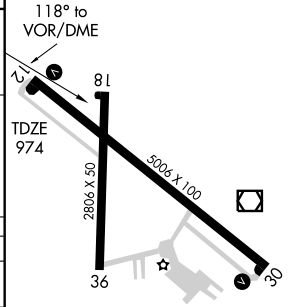






CATEGORY	A	B	C	D
S-12	1500-1 526 (600-1)		1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1 526 (600-1)		1500-1½ 526 (600-1½)	1540-2 566 (600-2)
DME MINIMUMS				
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

ELEV 974



MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3. 08 APR 2010 to 06 MAY 2010

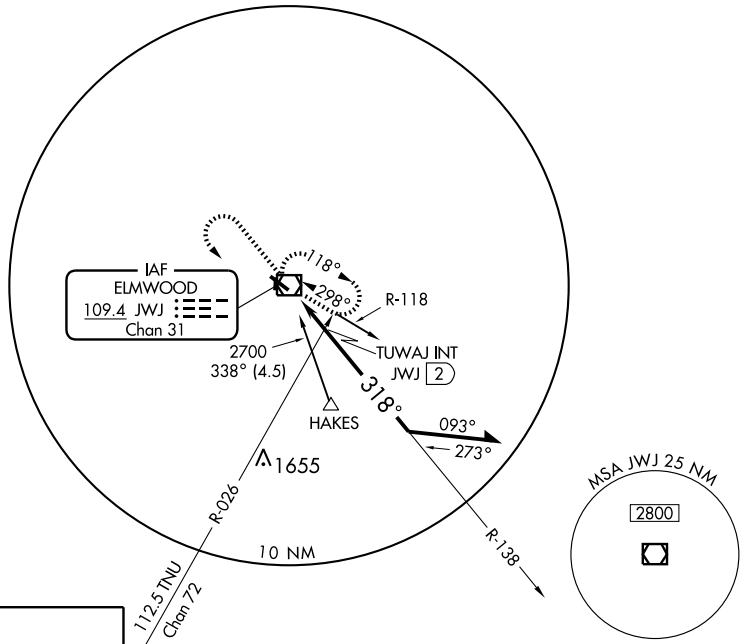
VOR/DME JWJ 109.4 Chan 31	APP CRS 318°	Rwy Idg 5006 TDZE 973 Apt Elev 974

VOR RWY 30

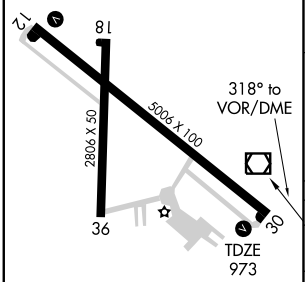
MARSHALLTOWN MUNI (MIW)

MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

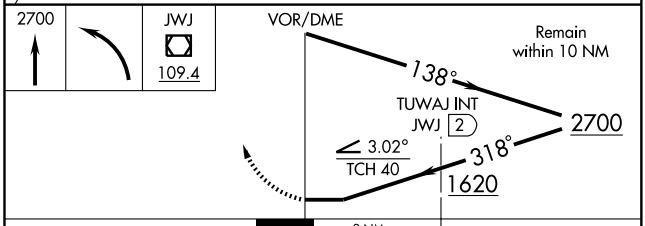
ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L



ELEV 974



MIRL Rwy 18-36
MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
S-30	1620-1 647 (700-1)		1620-1¾ 647 (700-1¾)	1620-2 647 (700-2)
CIRCLING	1620-1 646 (700-1)		1620-1¾ 646 (700-1¾)	1620-2 646 (700-2)
TUWAJ FIX MINIMUMS				
S-30	1360-1 387 (400-1)			1360-1¼ 387 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

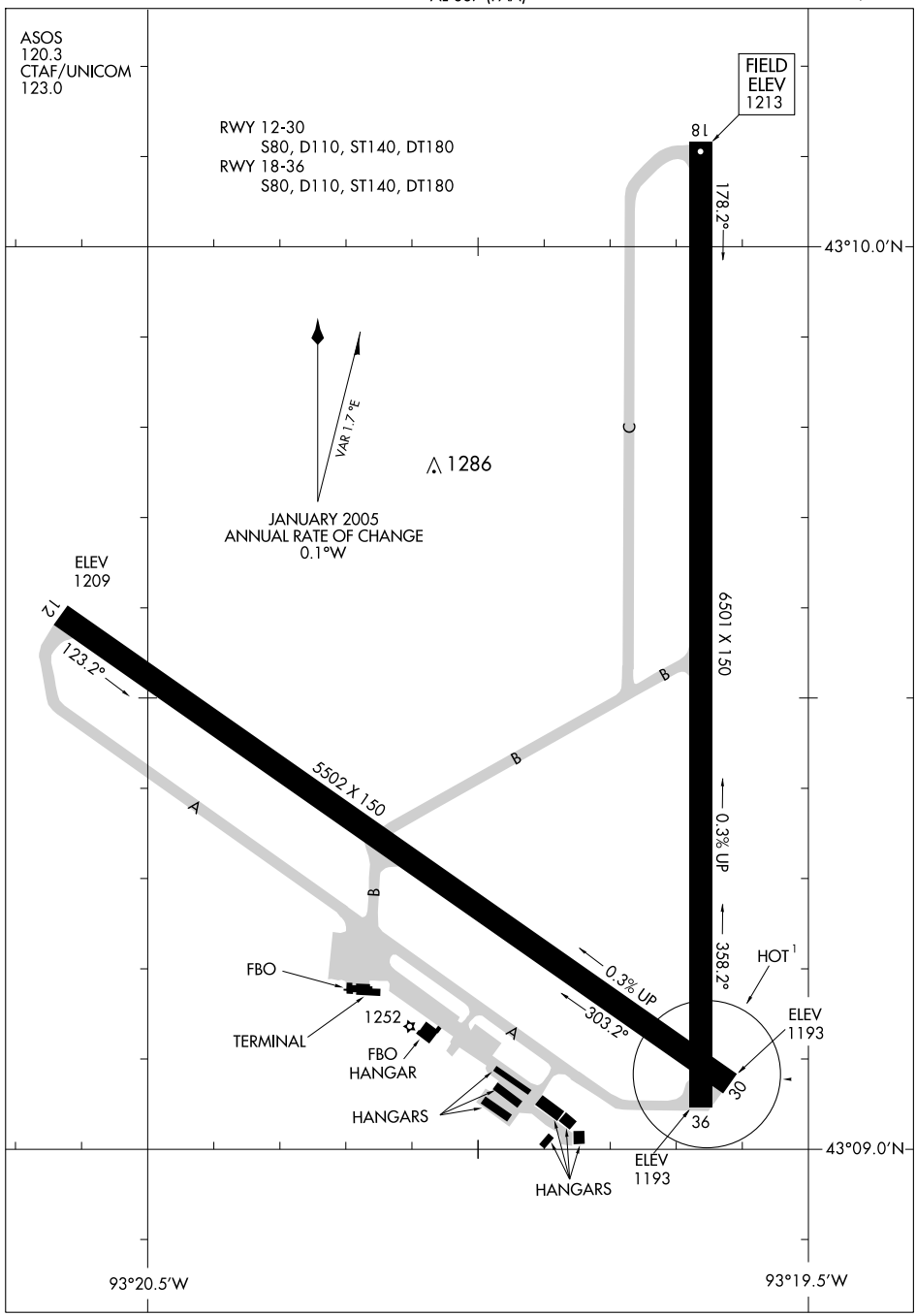
NC-3. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	355°	TDZE	1193
		Apt Elev	1213

ILS or LOC RWY 36

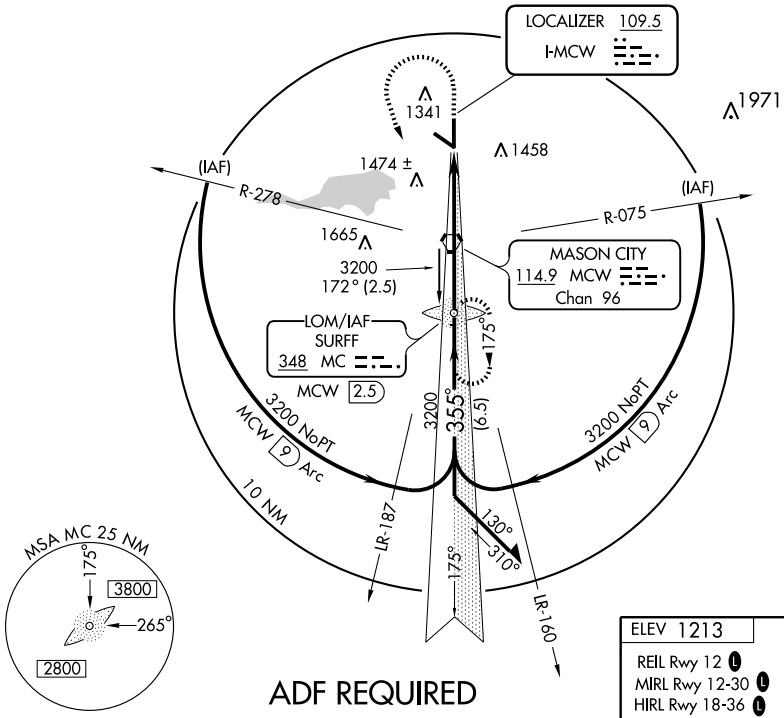
MASON CITY MUNI (MCW)

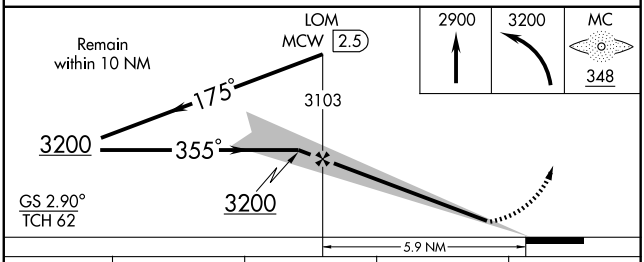
NA DME from MCW VORTAC.
If local altimeter setting not received, use Charles City altimeter setting and increase all DA/MDA 100 feet.

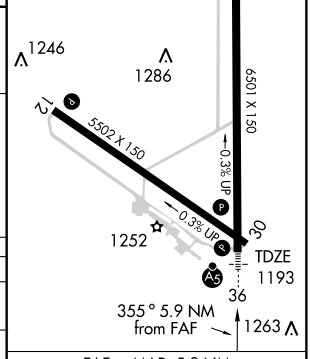
MALSR

MISSED APPROACH: Climb to 2900, then climbing left turn to 3200 direct SURFF LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	1393-½ 200 (200-½)			
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	175°	TDZE	1213
		Apt Elev	1213

LOC BC RWY 18
MASON CITY MUNI (MCW)

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

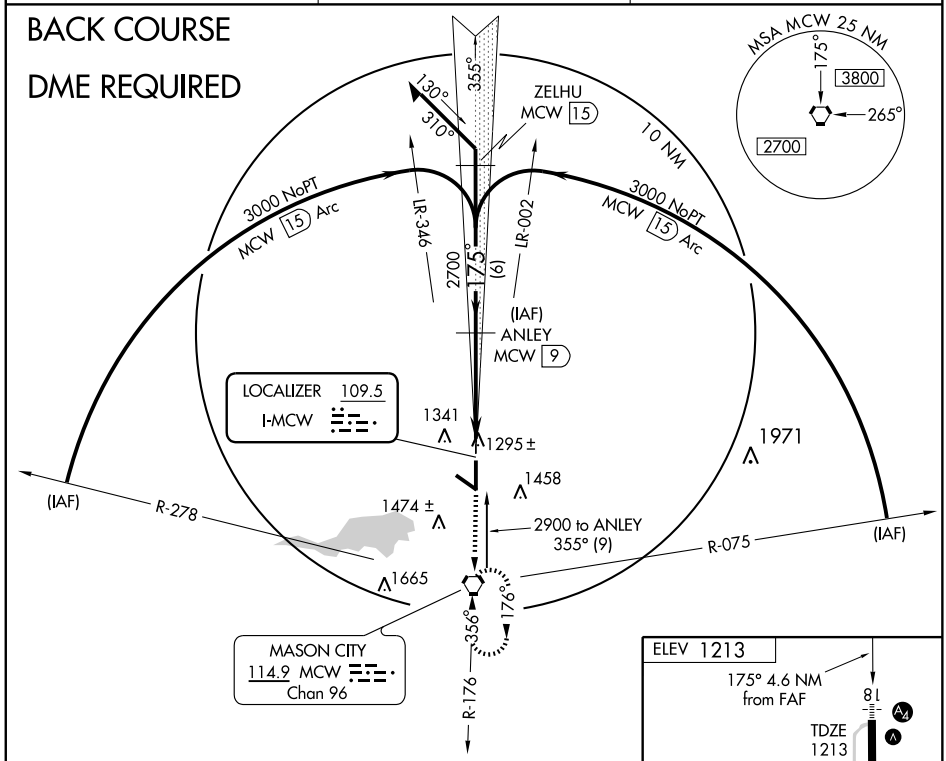
MALS

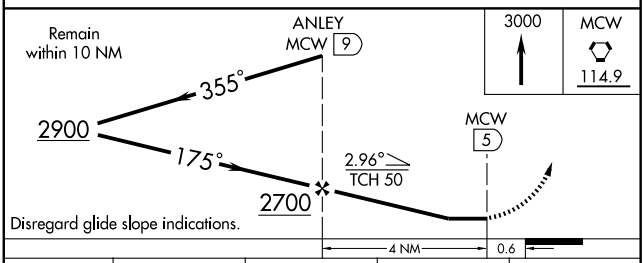
MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

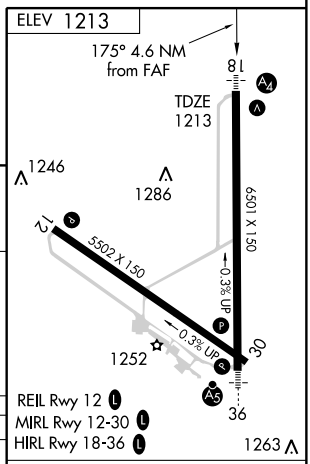
ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L

BACK COURSE

DME REQUIRED







CATEGORY	A	B	C	D
S-18	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6501
175°	TDZE	1213
	Apt Elev	1213

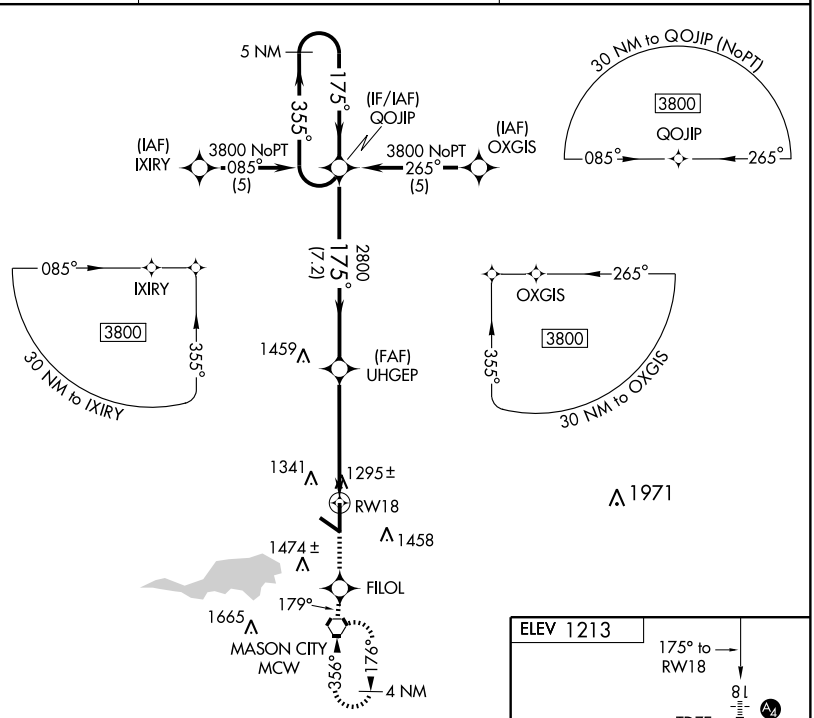
RNAV (GPS) RWY 18
MASON CITY MUNI (MCW)

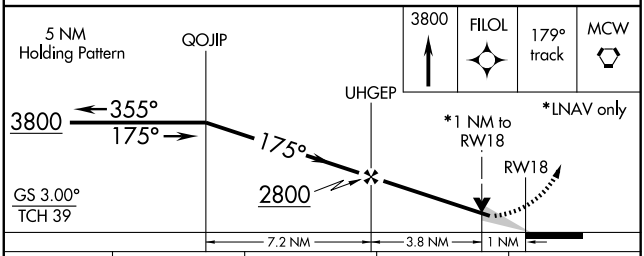
Inoperative table does not apply to LNAV/VNAV.
Baro-VNAV NA when using Charles City altimeter setting.
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA below -17°C (2°F).
DME/DME RNP -0.3 NA. VDP NA when using Charles City altimeter setting.

MALS

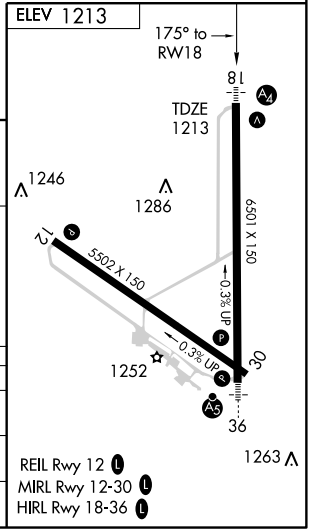
MISSED APPROACH: Climb to 3800 direct FILOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1628-1½ 415 (500-1½)			
LNAV MDA	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1½ 447 (500-1½)	1680-1½ 467 (500-1½)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



REIL Rwy 12 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
300°	Rwy Idg	5502
	TDZE	1195
	Apt Elev	1213

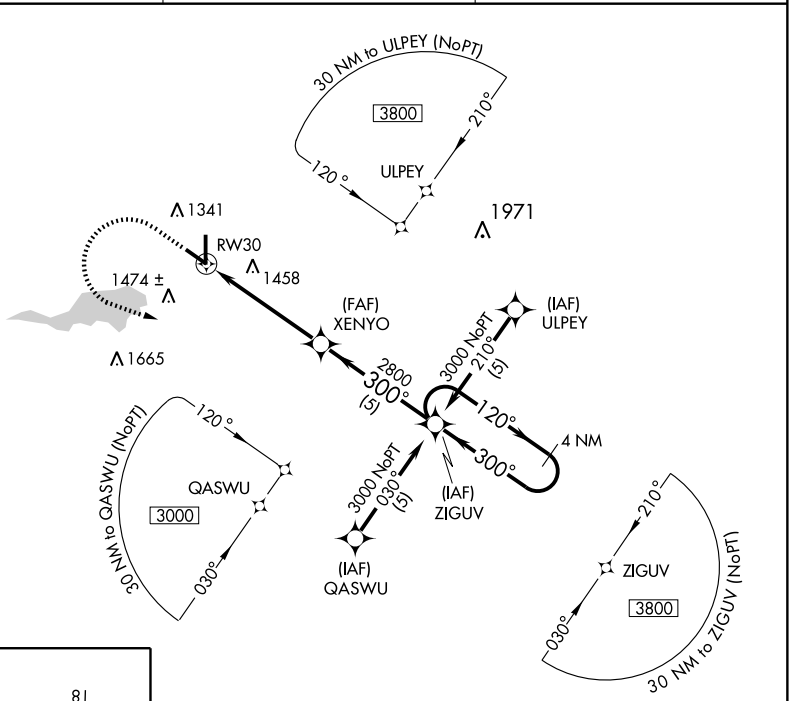
RNAV (GPS) RWY 30

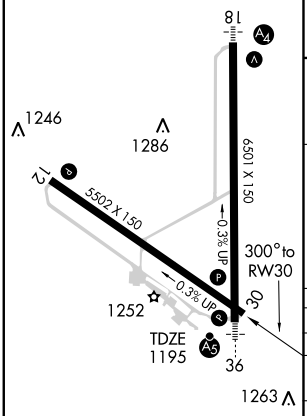
MASON CITY MUNI (MCW)

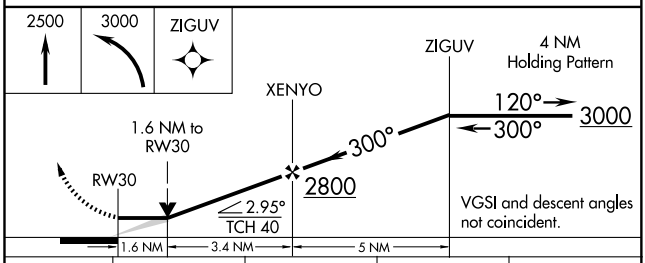
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
355°	6501	1193	1213

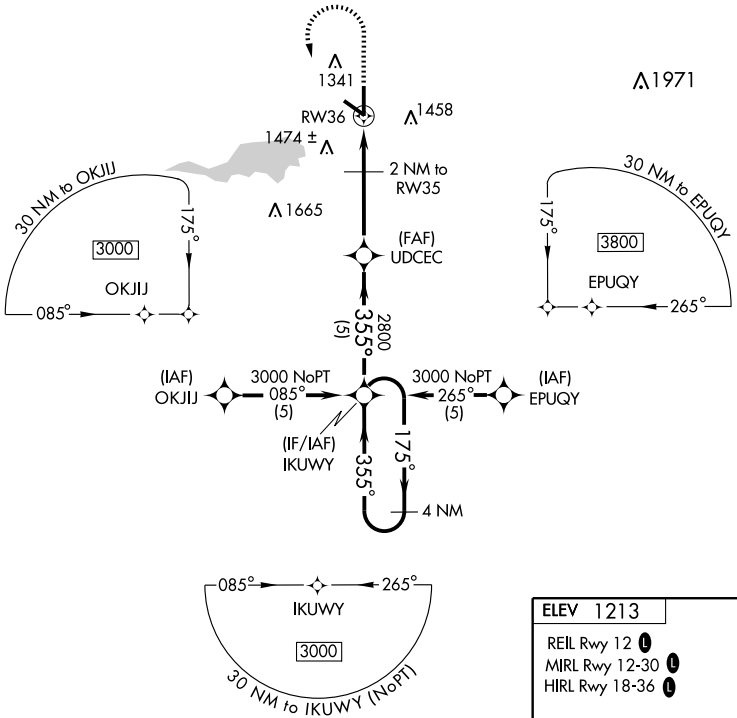
RNAV (GPS) RWY 36
MASON CITY MUNI (MCW)

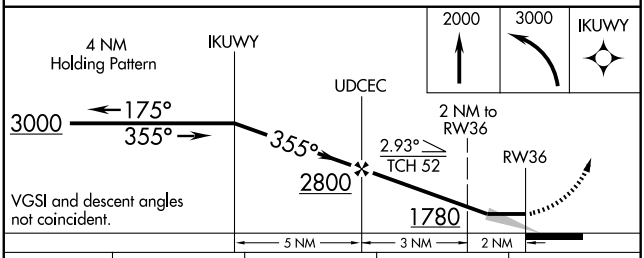
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Charles City altimeter setting.
DME/DME RNP- 0.3 NA.

MALSR

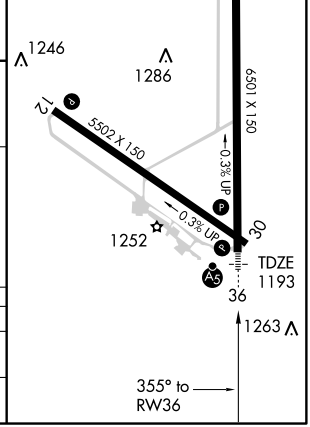
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MCW	APP CRS	Rwy Idg	6501
114.9	175°	TDZE	1213
Chan 96		Apt Elev	1213

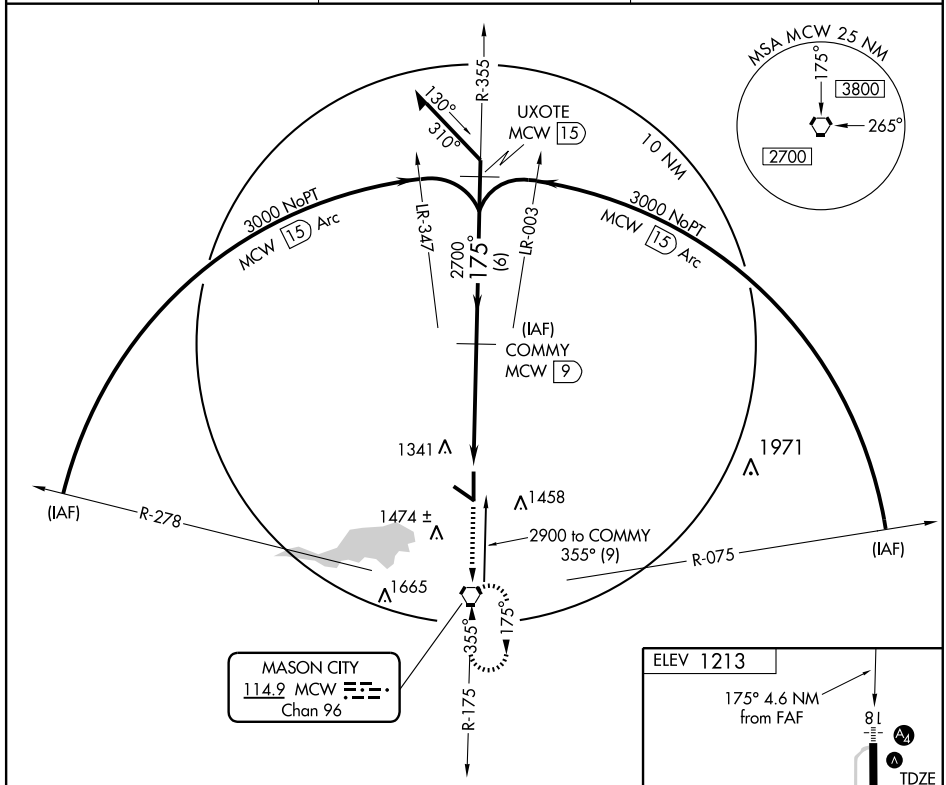
VOR/DME RWY 18
MASON CITY MUNI (MCW)

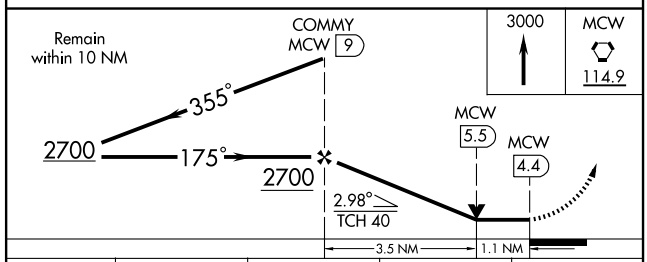
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

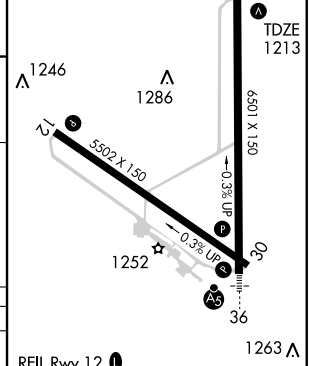
MALS

MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1600-¾ 387 (400-¾)			1600-1¼ 387 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

REIL Rwy 12 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MCW	APP CRS	Rwy Idg	6501
114.9	356°	TDZE	1193
Chan 96		Apt Elev	1213

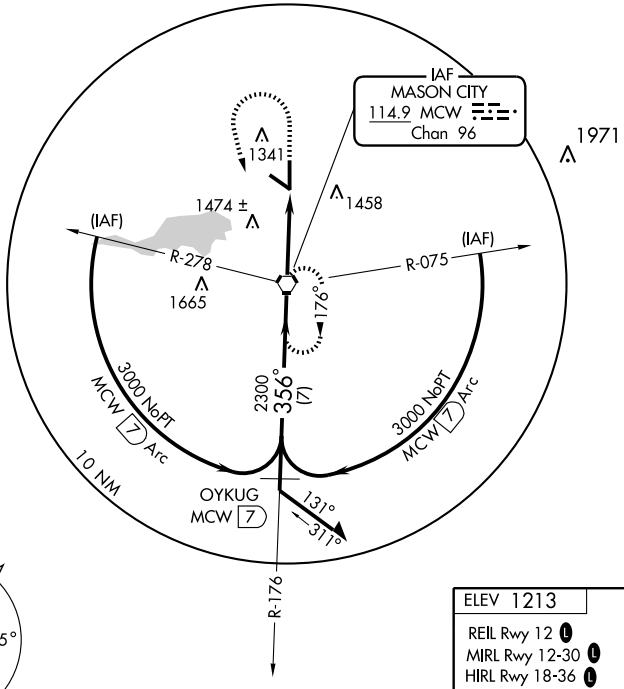
VOR RWY 36
MASON CITY MUNI (MCW)

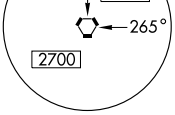
Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

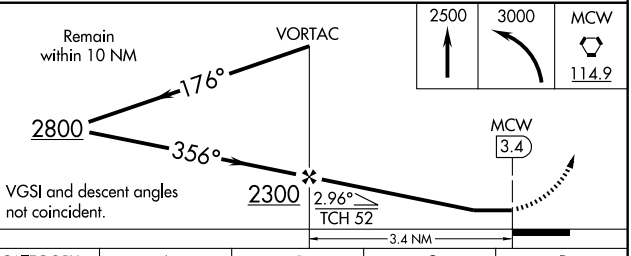
MALSR

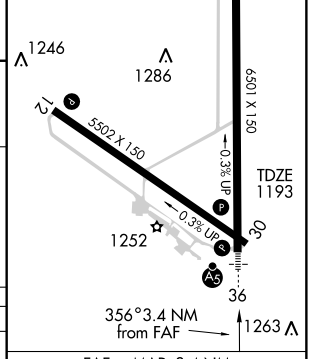
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF)









CATEGORY	A	B	C	D
S-36	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-3. 08 APR 2010 to 06 MAY 2010

MILFORD, IOWA

AL-6455 (FAA)

VOR/DME SPW	APP CRS	Rwy Idg	N/A
110.0	005°	TDZE	N/A
Chan 37		Apt Elev	1439

VOR/DME or GPS-A

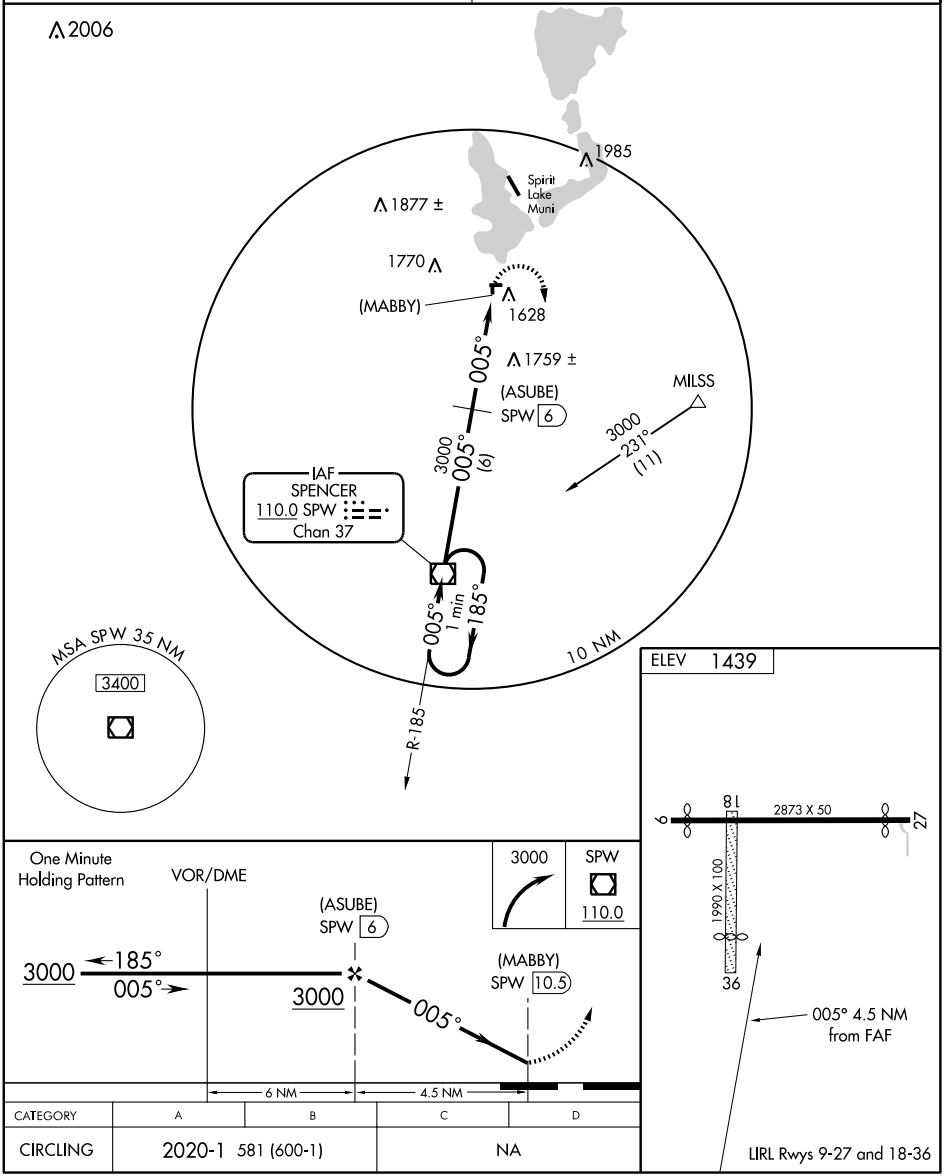
MILFORD/FULLER(4D8)

▼ Procedure not authorized at night. Use Spencer altimeter setting; If not received, procedure not authorized.

▲ NA

MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER	CTAF
127.75 257.7	122.9



CATEGORY	A	B	C	D
CIRCLING	2020-1 581 (600-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
153°	TDZE	827
	Apt Elev	849

RNAV (GPS) RWY 15

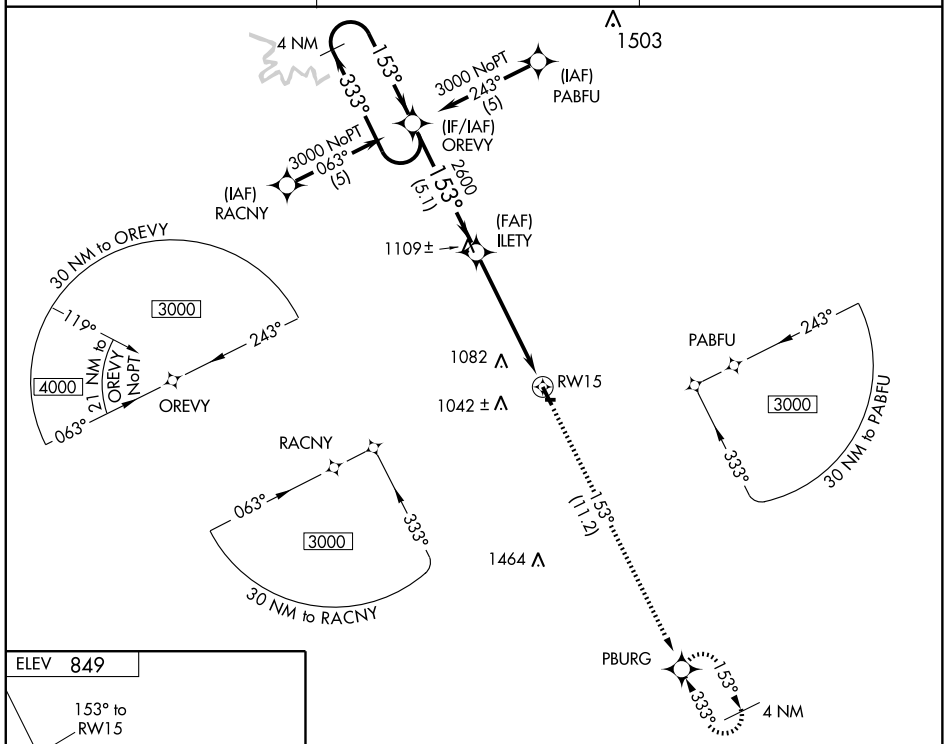
MONTICELLO RGNL (MXO)

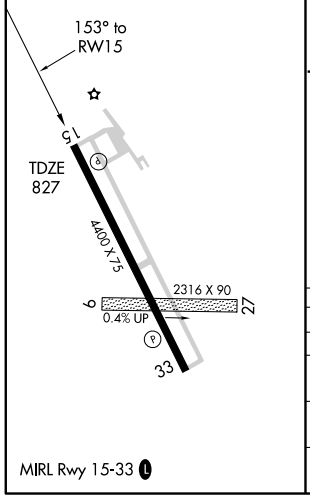
NA

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -16°C (4°F)

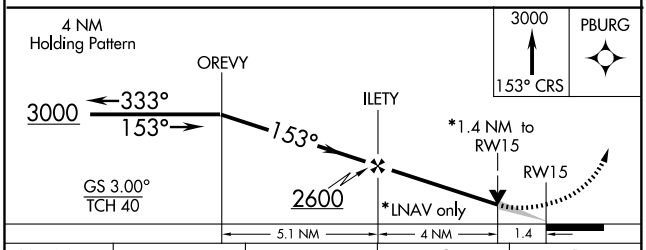
MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L





MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¾ 473 (500-1¾)			NA
LNAV MDA	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	NA
CIRCLING	1360-1¾ 511 (600-1¾)	1380-1¾ 531 (600-1¾)	1400-1¾ 551 (600-1¾)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
333°	TDZE	829
	Apt Elev	849

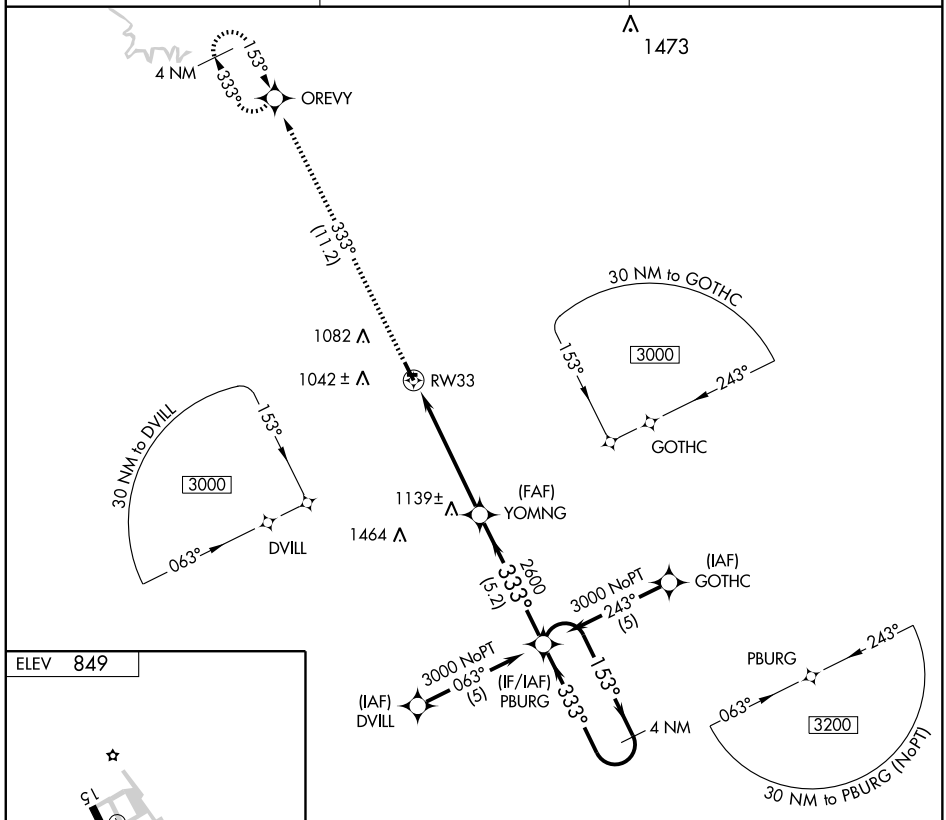
RNAV (GPS) RWY 33
MONTICELLO RGNL (MXO)

T A NA

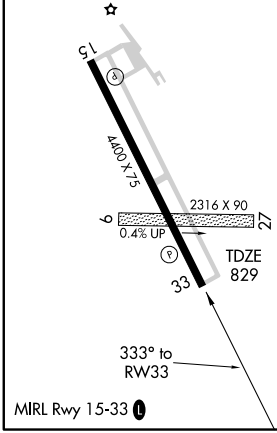
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVY WP and hold.

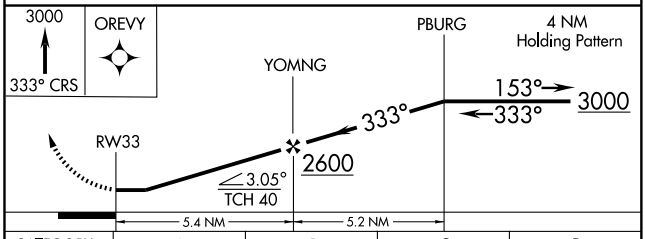
AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L



ELEV 849



MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB MPZ	APP CRS	Rwy Idg	4001
212	325°	TDZE	734
		Apt Elev	734

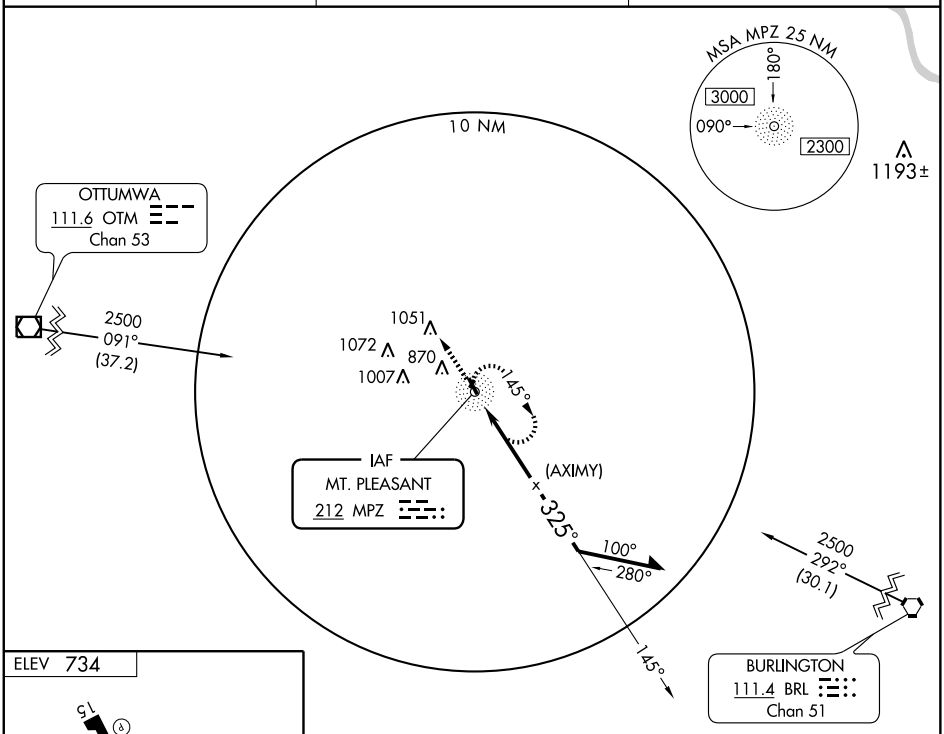
NDB or GPS RWY 33
MOUNT PLEASANT MUNI (MPZ)

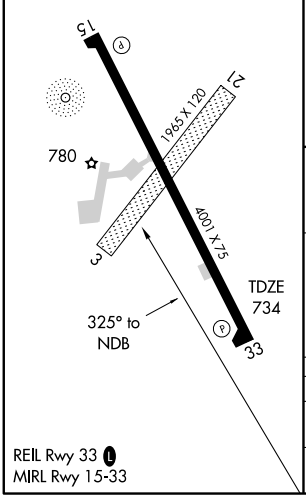
Use Burlington altimeter setting.

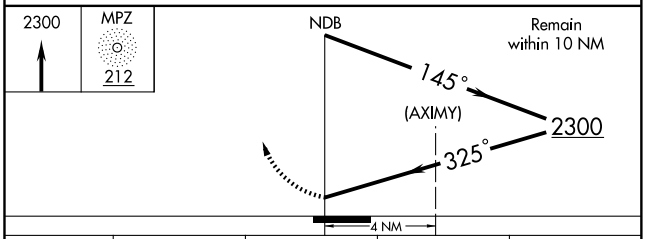
NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.325	135.6 316.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-33	1340-1 606 (700-1)		1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-LUC	APP CRS	Rwy Idg	5500
109.15	240°	TDZE	545
Chan 28 (Y)		Apt Elev	547

ILS or LOC RWY 24

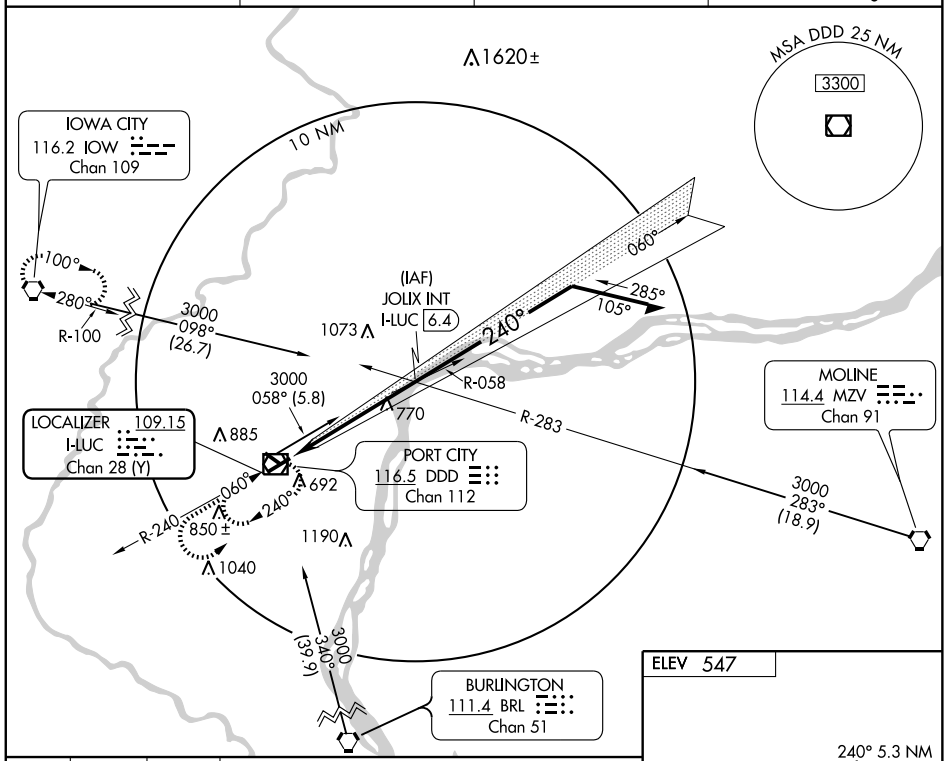
MUSCATINE MUNI (MUT)

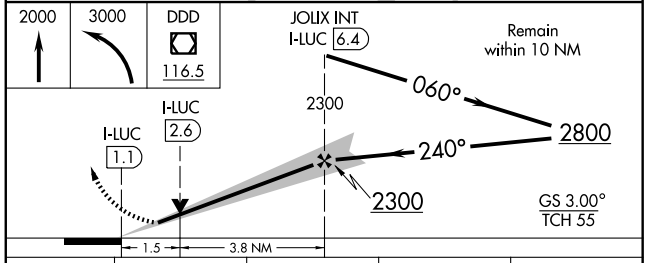
When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Iowa City Muni altimeter setting, increase S-ILS visibilty to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.

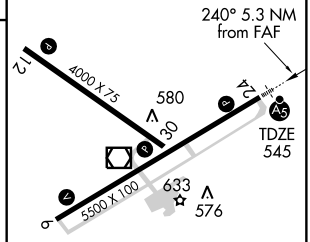
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L

MIRL Rwy 6-24 and 12-30 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3. 08 APR 2010 to 06 MAY 2010

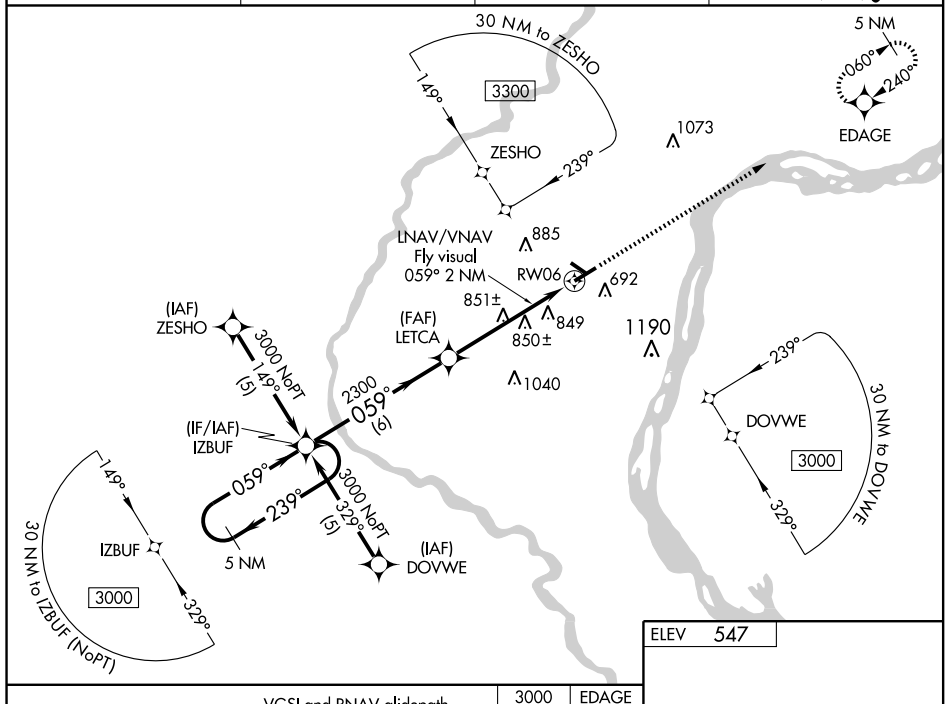
WAAS	APP CRS	Rwy Idg	5500
CH 53701	059°	TDZE	547
W06A		Apt Elev	547

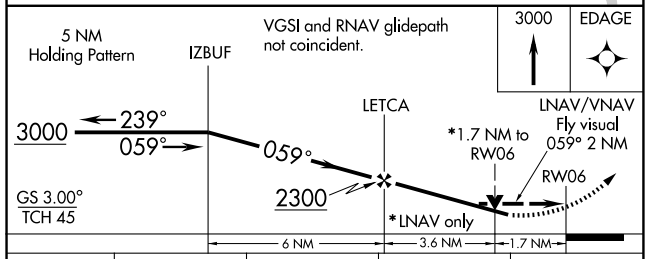
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½ 653 (700-2½)	

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 99701	240°	TDZE	545
W24A		Apt Elev	547

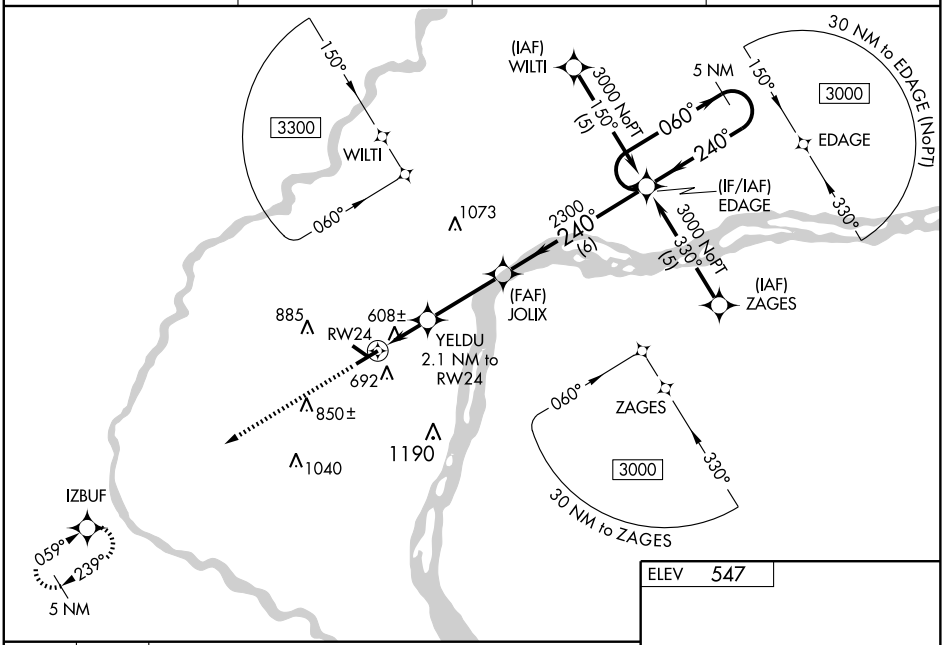
RNAV (GPS) RWY 24
MUSCATINE MUNI (MUT)

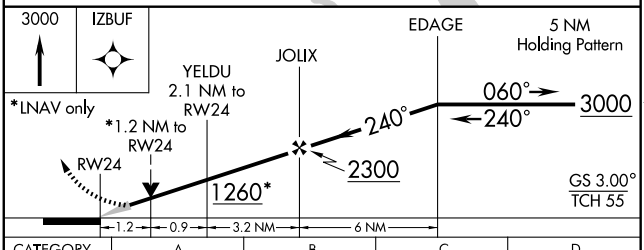
T A DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

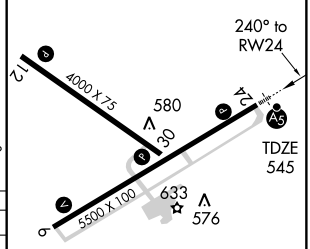
MALSR A5

MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-½ 267 (300-½)			
LNAV/VNAV DA	874-¾ 329 (400-¾)			
LNAV MDA	960-½ 415 (500-½)		960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME DDD	APP CRS	Rwy Idg	5500
116.5	052°	TDZE	547
Chan 112		Apt Elev	547

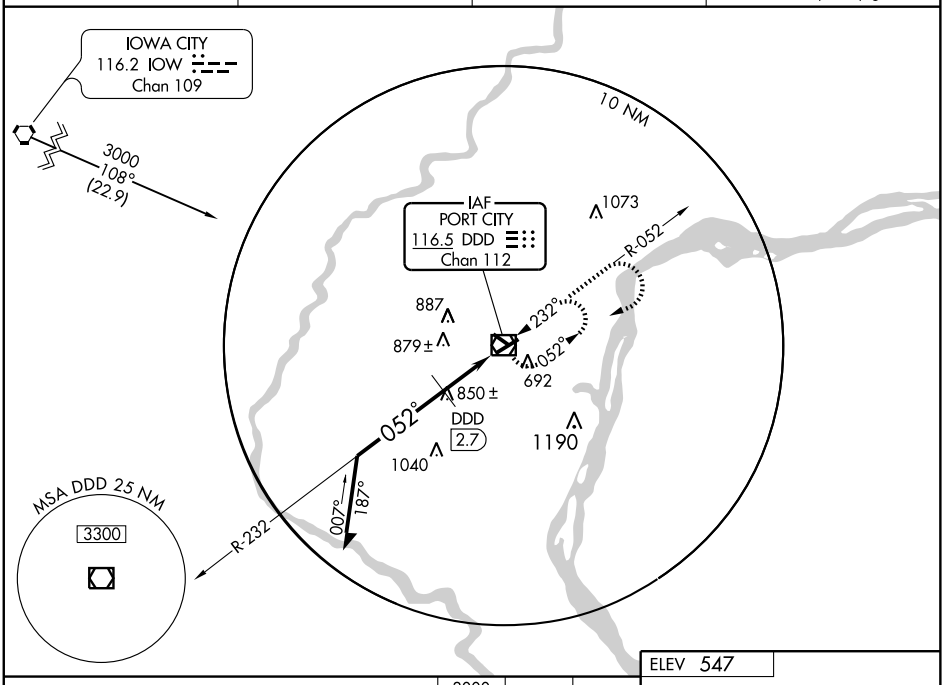
VOR RWY 6

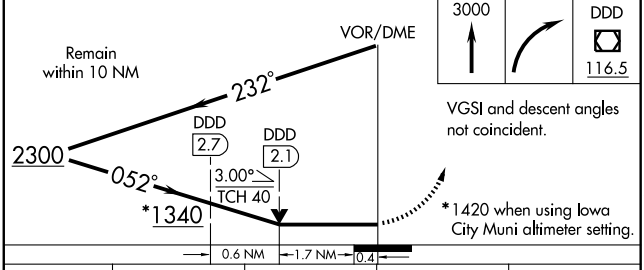
MUSCATINE MUNI (MUT)

When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility ¼ mile. DME minimums: increase S-6 Cat C and D visibility ½ mile and Circling Cat C and D ¼ mile. VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

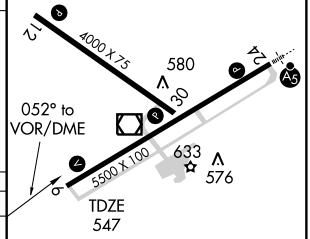
AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)		1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)
CIRCLING	1140-1 593 (600-1)		1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

ELEV 547



REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-MGX	APP CRS	Rwy Idg	5599
109.7	318°	TDZE	950
		Apt Elev	953

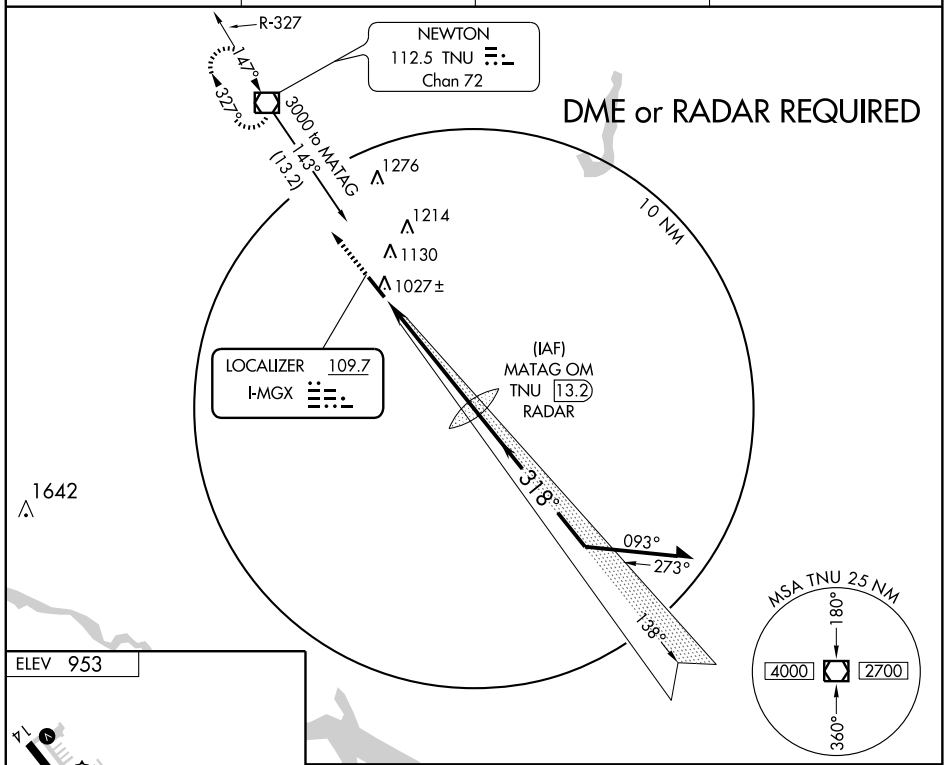
ILS or LOC RWY 32
NEWTON MUNI (TNU)

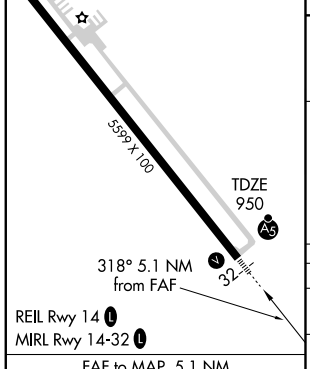
T
NA

MALSR

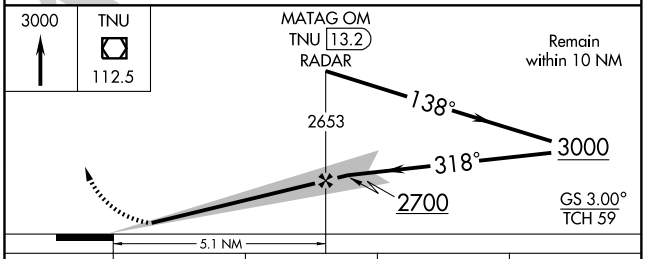
MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½)			1300-¾ 350 (400-¾)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

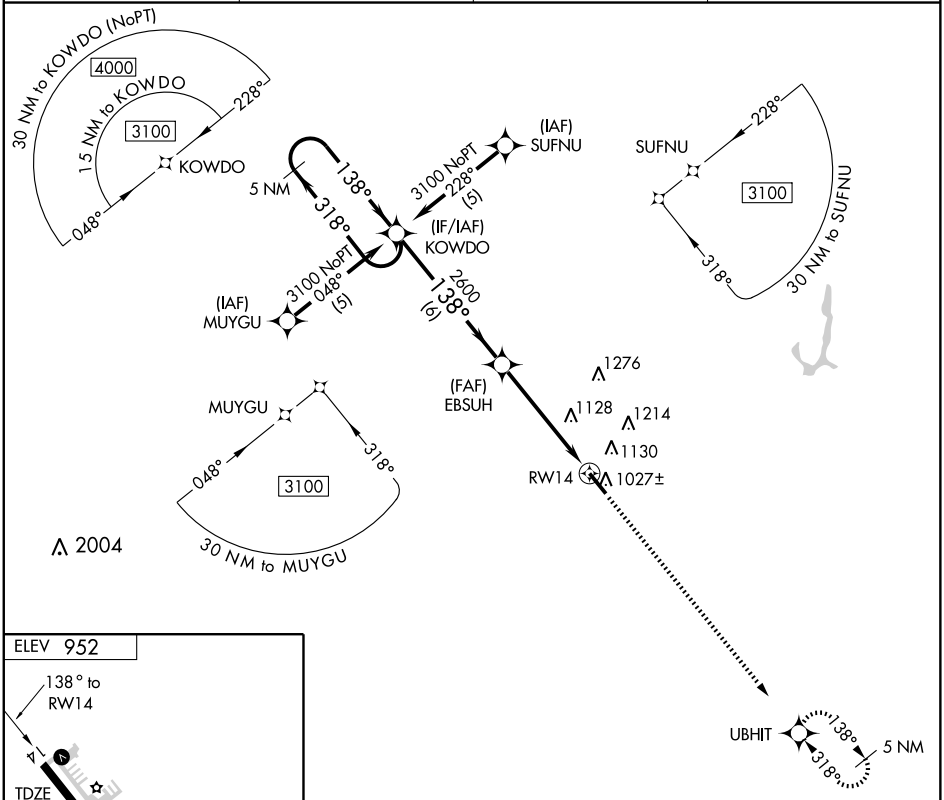
APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

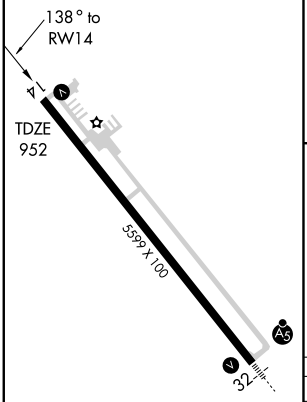
RNAV (GPS) RWY 14
NEWTON MUNI (TNU)

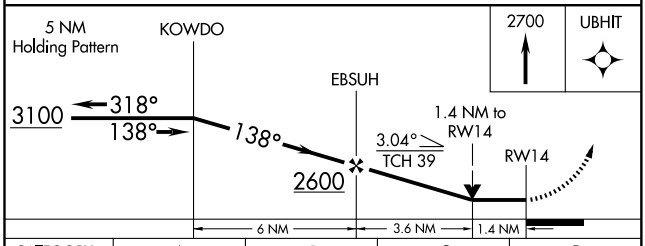
If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 488 (500-1)		1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 99702 W32A	APP CRS 318°	Rwy Idg 5599 TDZE 950 Apt Elev 952

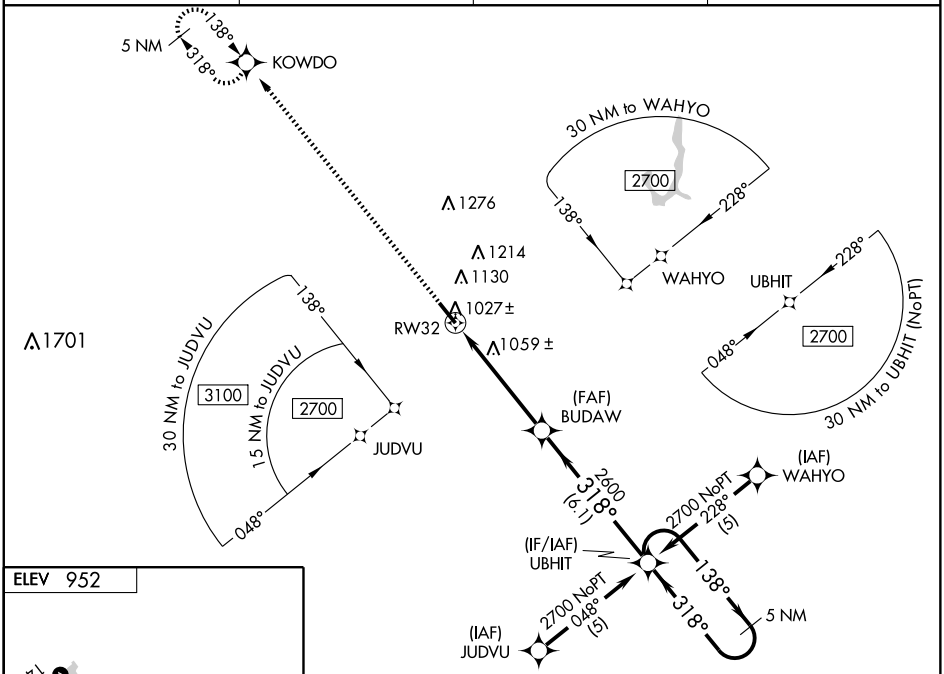
RNAV (GPS) RWY 32
NEWTON MUNI (TNU)

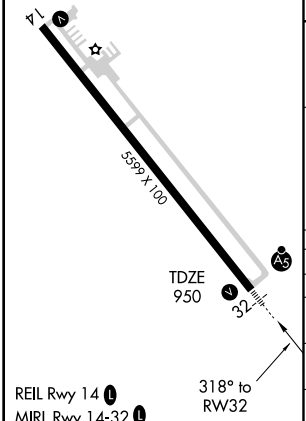
T A For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Des Moines altimeter setting.
If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP NA when using Des Moines altimeter setting.

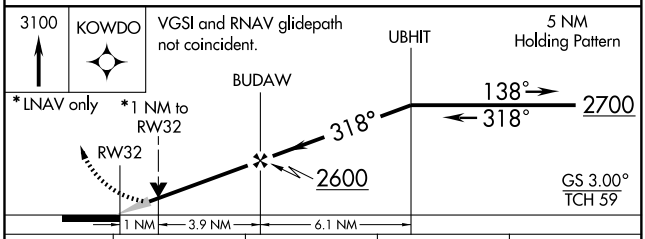
MALSR (A5)

MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1200-½ 250 (300-½)			
LNAV/VNAV DA	1259-½ 309 (400-½)			1259-¾ 309 (400-¾)
LNAV MDA	1320-½ 370 (400-½)			1320-1 370 (400-1)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

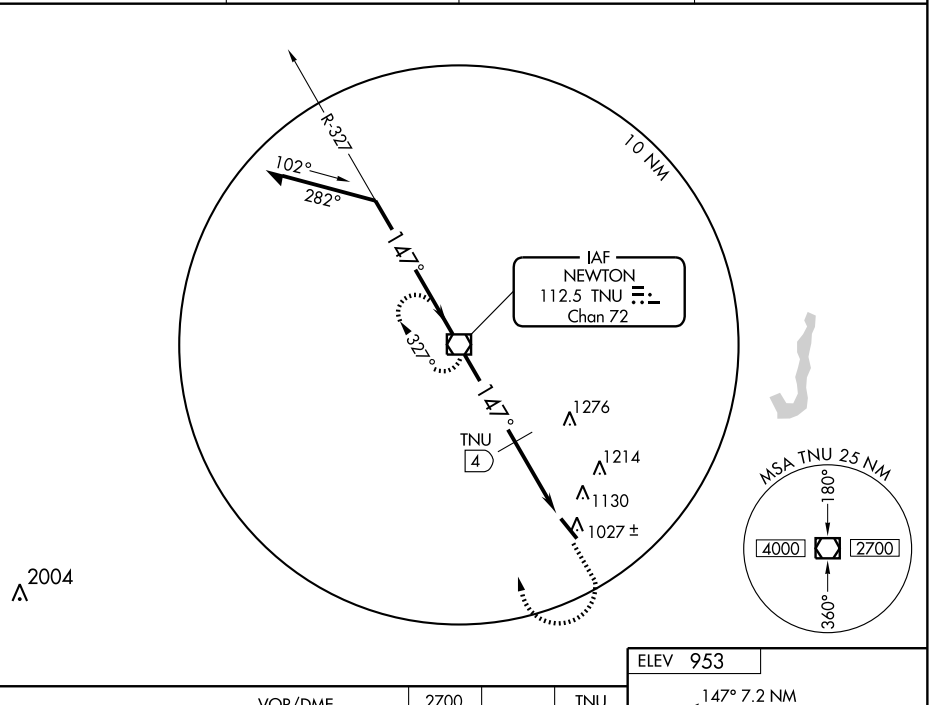
NC-3. 08 APR 2010 to 06 MAY 2010

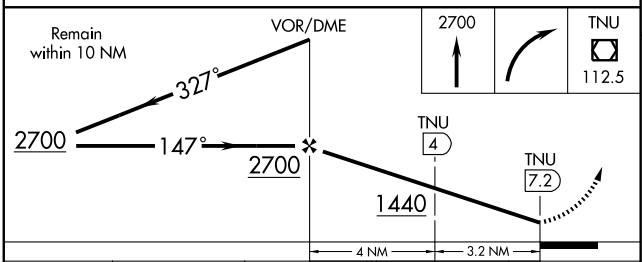
VOR/DME TNU	APP CRS	Rwy Idg	5599
112.5	147°	TDZE	952
Chan 72		Apt Elev	953

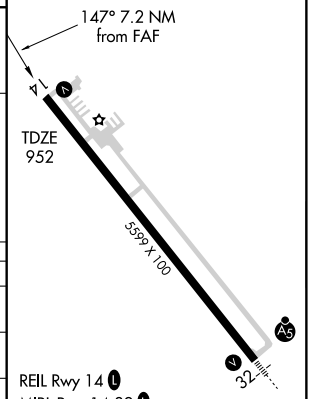
VOR RWY 14
NEWTON MUNI (TNU)

MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME TNU	APP CRS	Rwy Idg	5599
112.5	325°	TDZE	950
Chan 72		Apt Elev	952

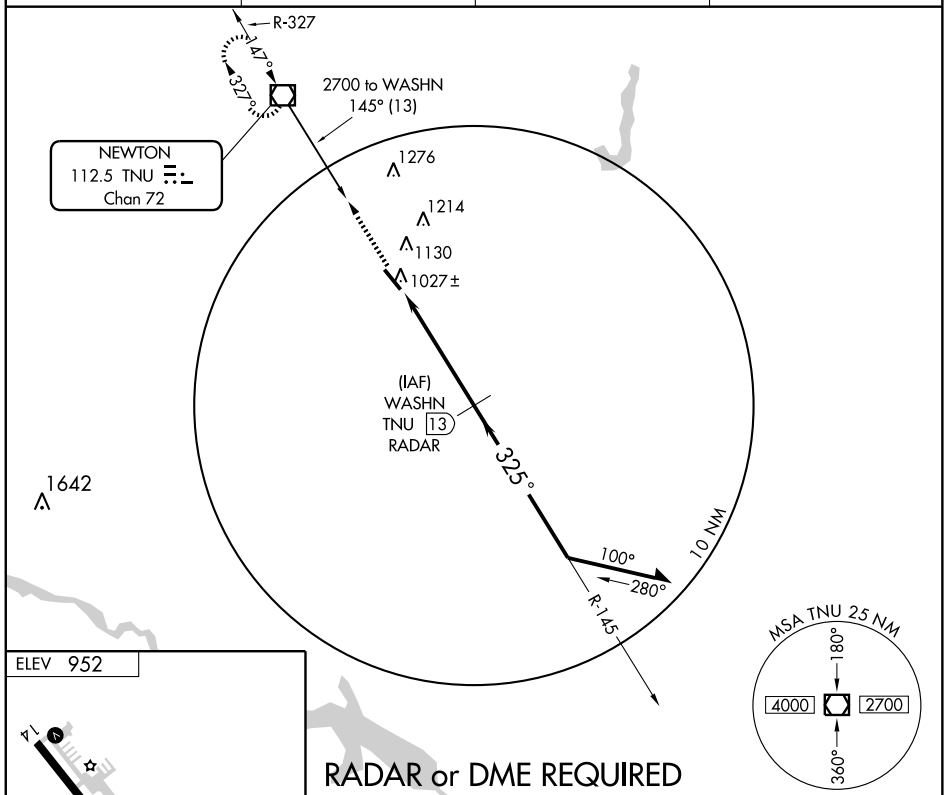
VOR RWY 32
NEWTON MUNI (TNU)

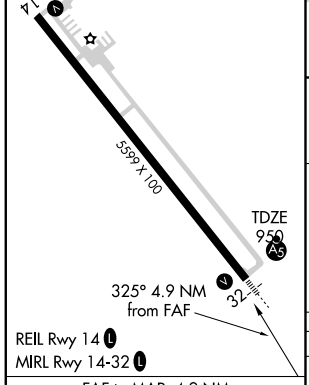
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.

MALSR

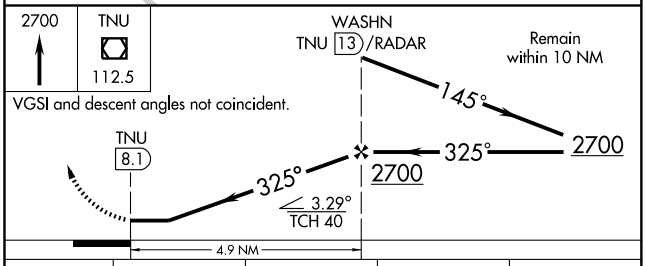
MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L





RADAR or DME REQUIRED



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

NDB OLZ	APP CRS	Rwy Idg	4001
260	120°	TDZE	1076
		Apt Elev	1076

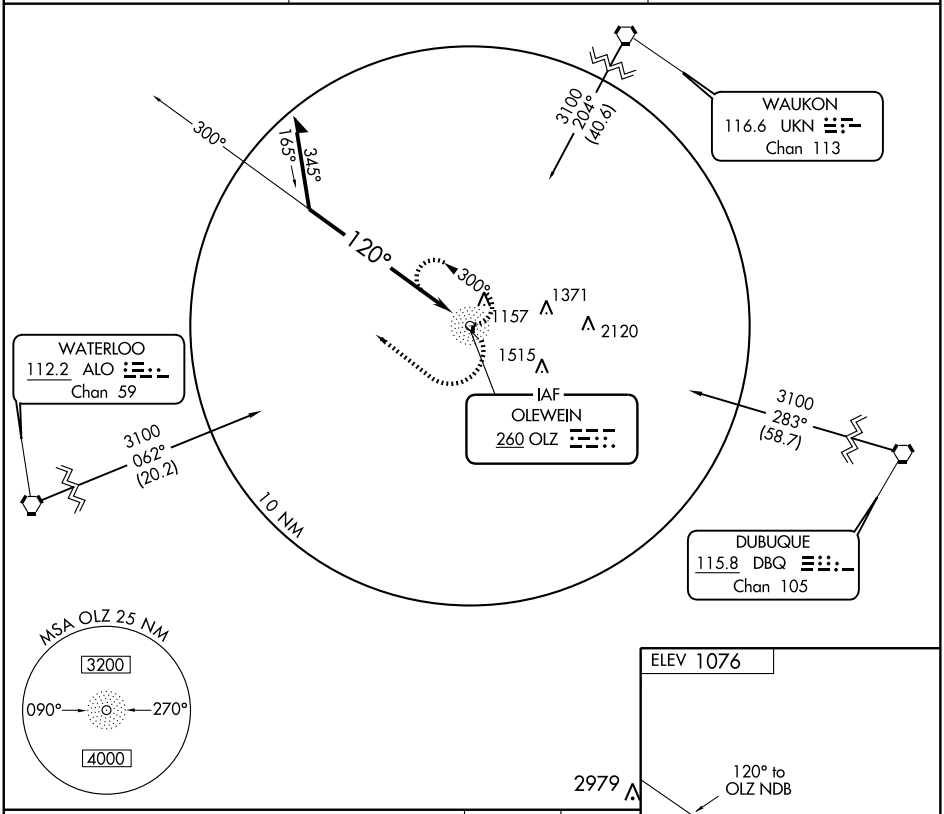
NDB RWY 13

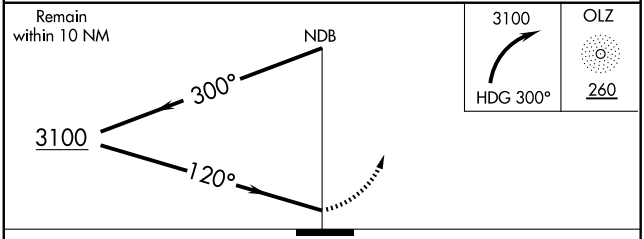
OELWEIN MUNI (OLZ)

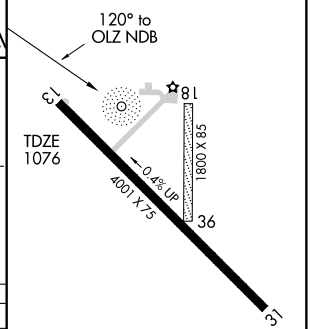
NA

MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

AWOS-3	WATERLOO APP CON*	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

REIL Rwy 13 L

MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

OELWEIN, IOWA

AL-6004 (FAA)

RNAV (GPS) RWY 13

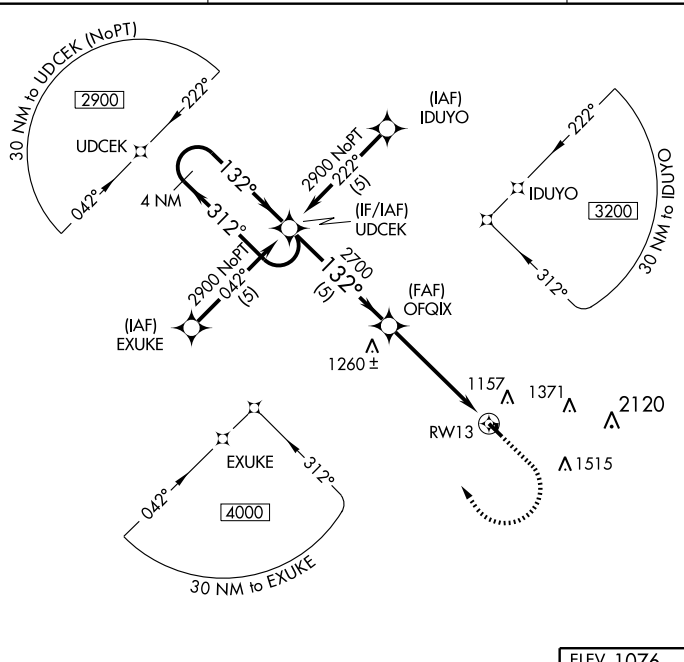
OELWEIN MUNI (OLZ)

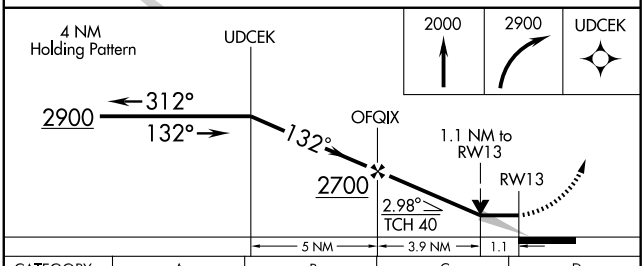
APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA

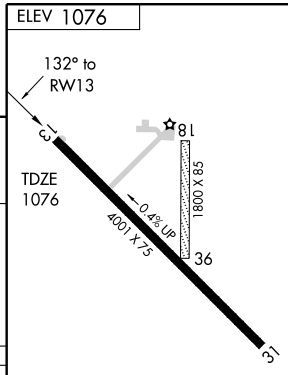
MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3	WATERLOO APP CON*	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	1460-1 384 (400-1)			1460-1¼ 384 (400-1¼)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)



REIL Rwy 13 L
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ALO 112.2 Chan 59	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 1076

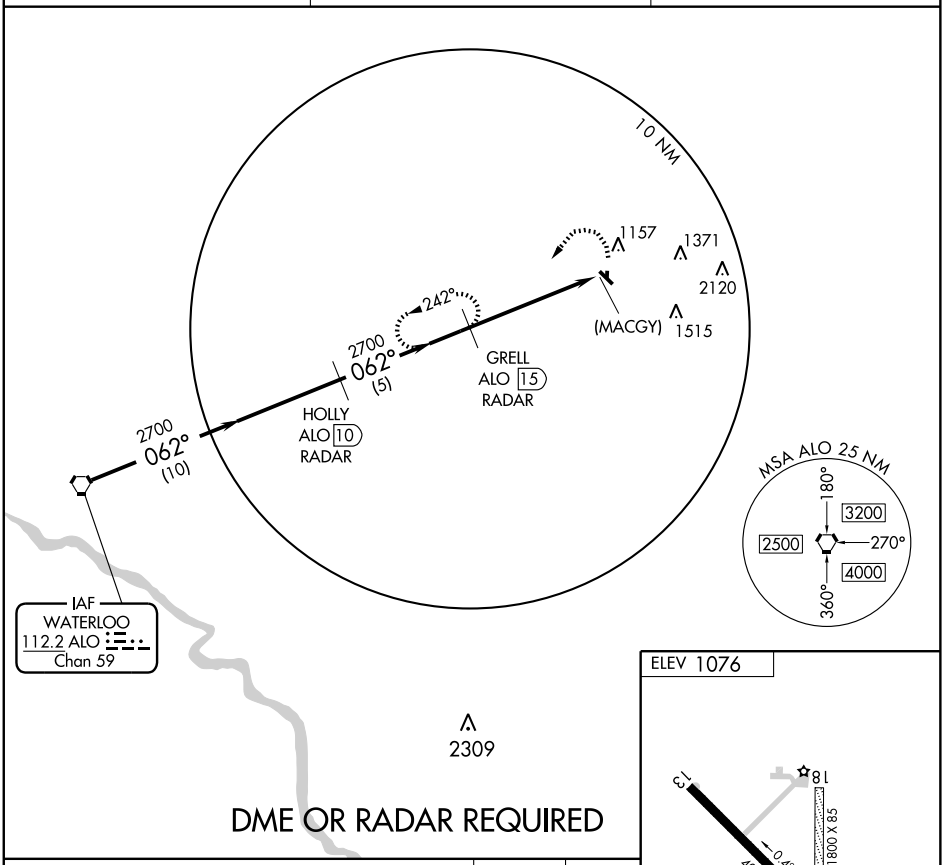
VOR or GPS-A

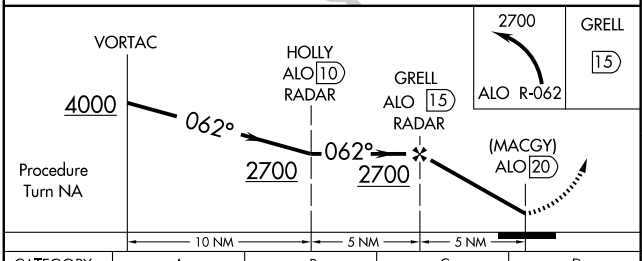
OELWEIN MUNI (OLZ)

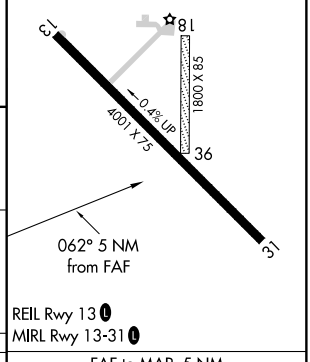
Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3. 08 APR 2010 to 06 MAY 2010

NDB ORC 521	APP CRS 345°	Rwy Idg 4250 TDZE 1414 Apt Elev 1414

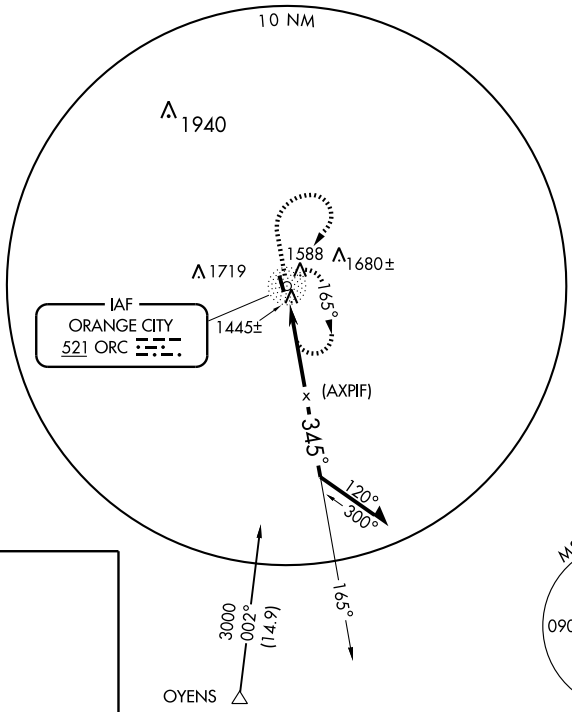
NDB or GPS RWY 34

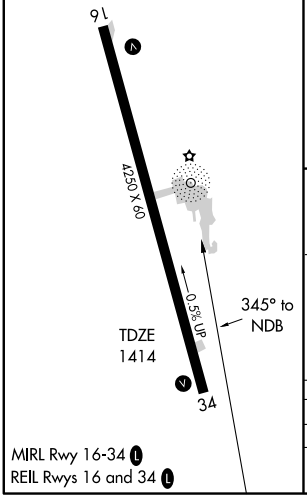
ORANGE CITY MUNI (ORC)

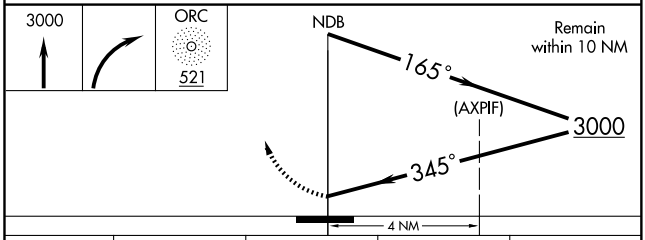
NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	124.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
178°	Rwy Idg	4000
	TDZE	1110
	Apt Elev	1110

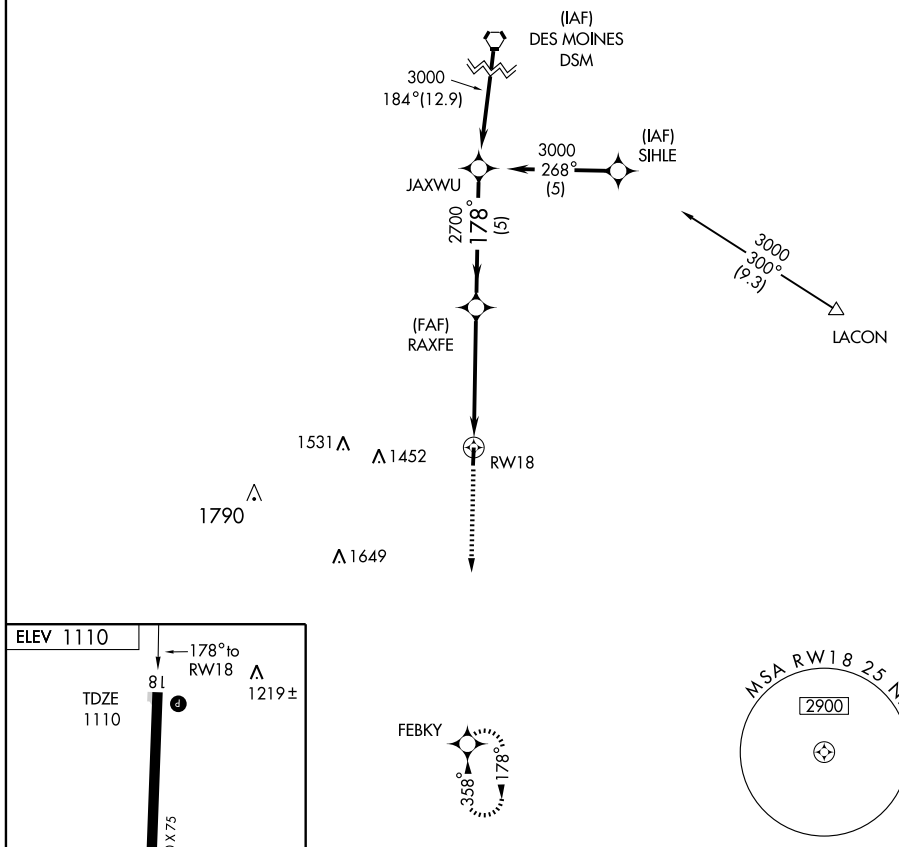
GPS RWY 18
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1560-1 450 (500-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
358°	TDZE	1110
	Apt Elev	1110

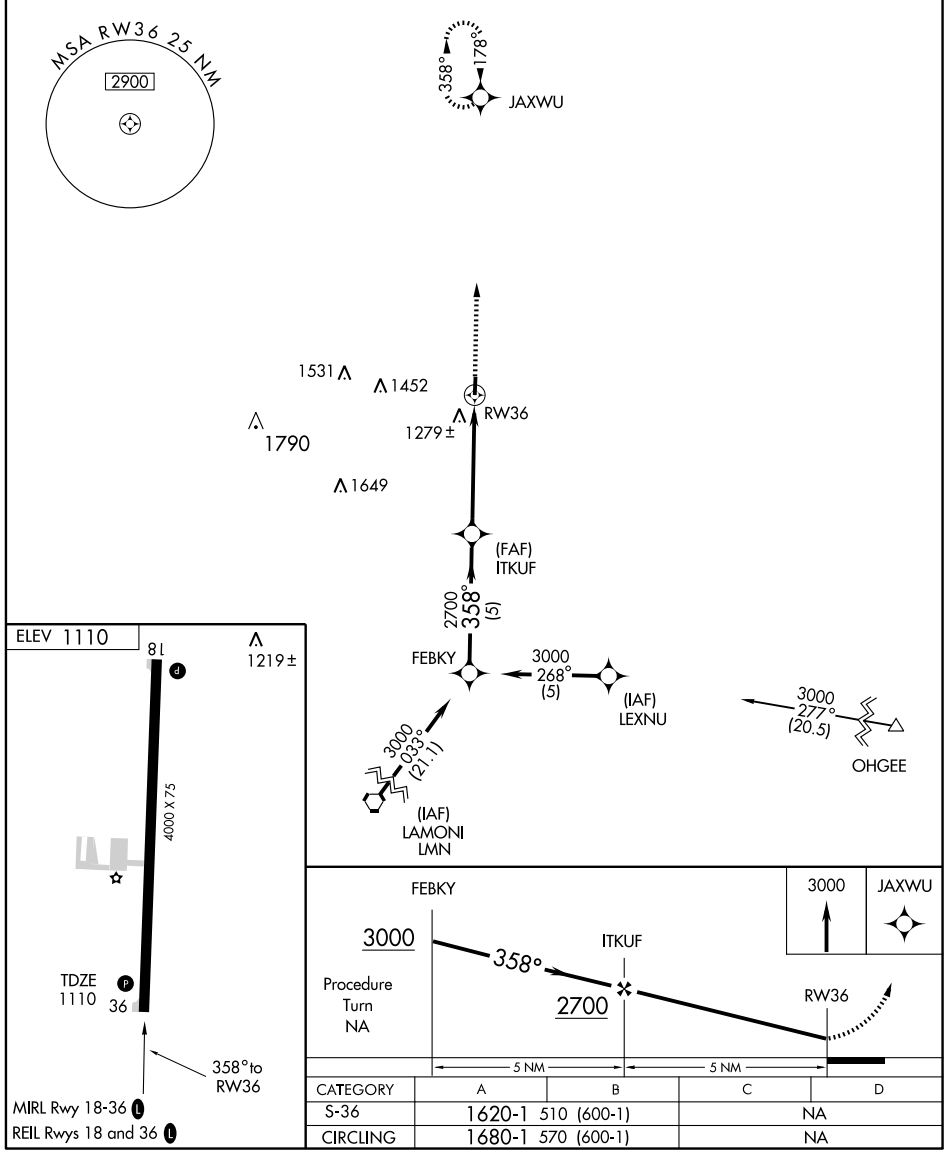
GPS RWY 36
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1620-1 510 (600-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC DSM	APP CRS	Rwy Idg	4000
117.5	178°	TDZE	1110
Chan 122		Apt Elev	1110

VOR/DME RWY 18

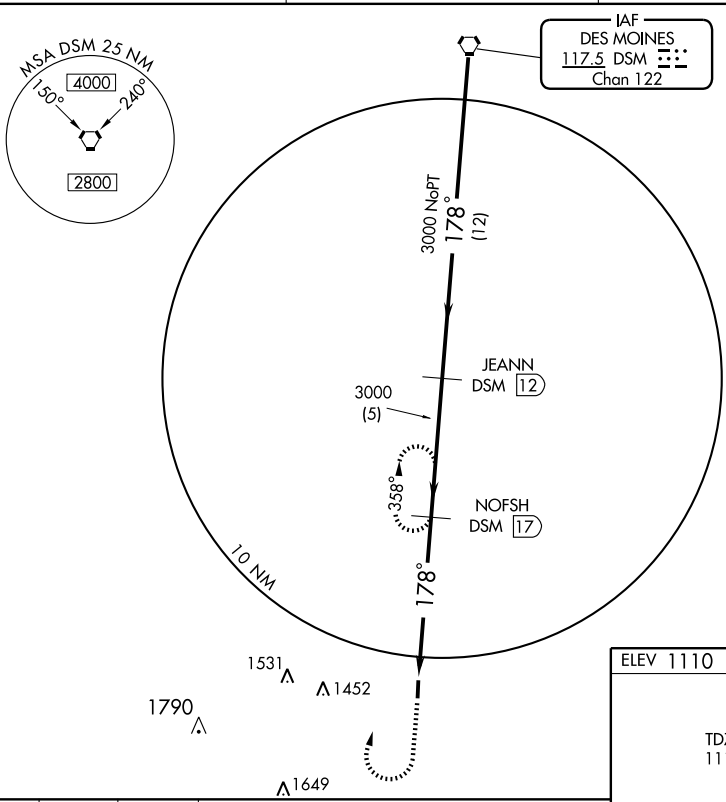
OSCEOLA MUNI (I75)

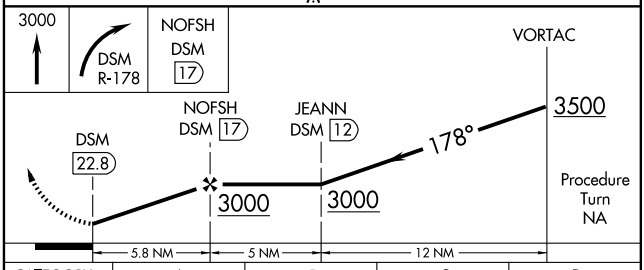
NA

Use Des Moines altimeter setting.

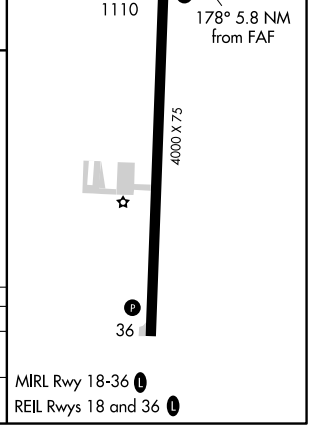
MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	



MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB OOA 414	APP CRS 194°	Rwy Idg 1926 TDZE 840 Apt Elev 841

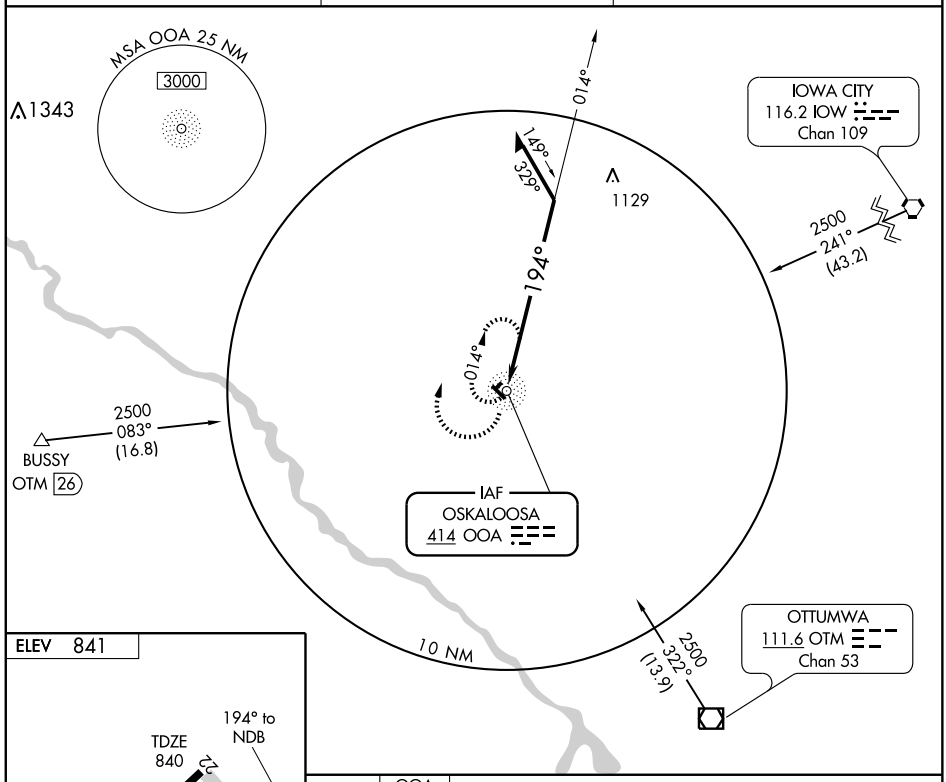
NDB RWY 22

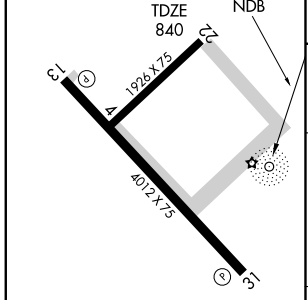
OSKALOOSA MUNI (OOA)

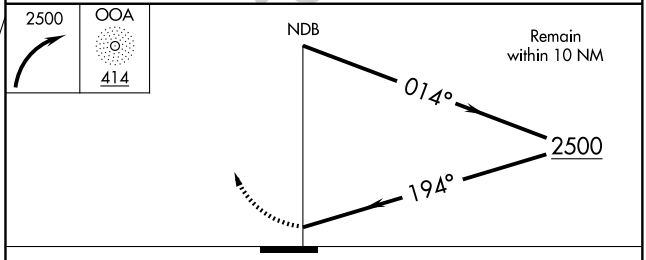
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4012
CH 78215	134°	TDZE	837
W13A		Apt Elev	841

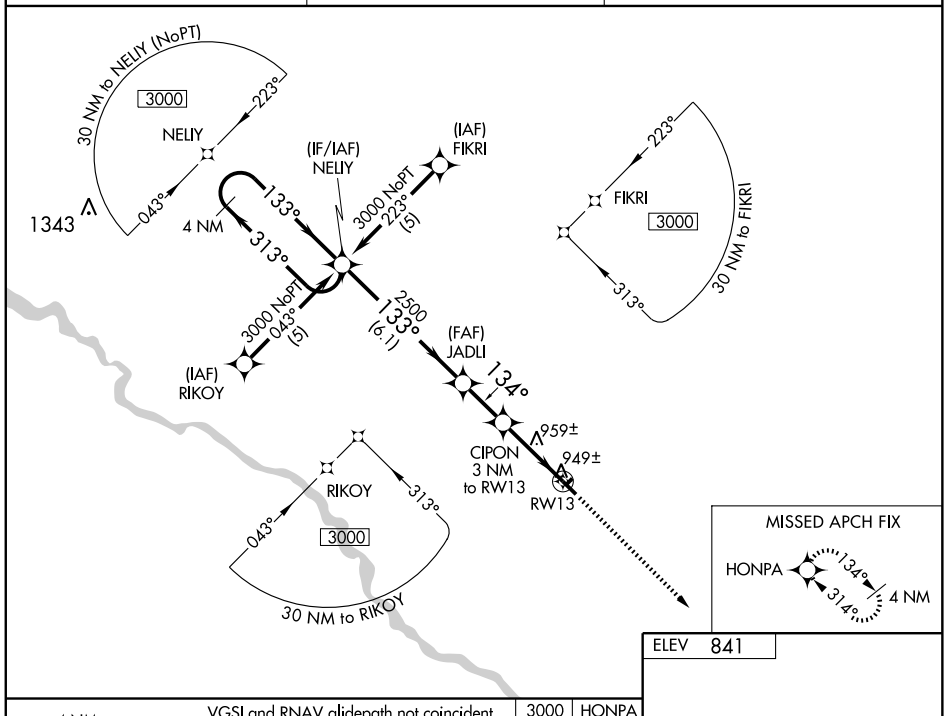
RNAV (GPS) RWY 13

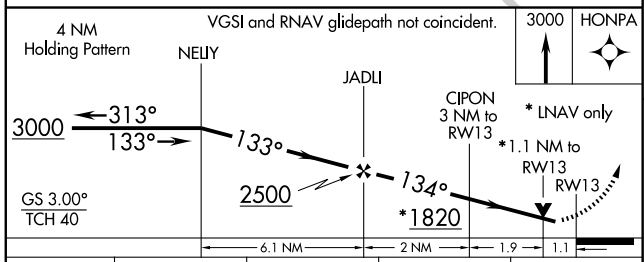
OSKALOOSA MUNI (00A)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

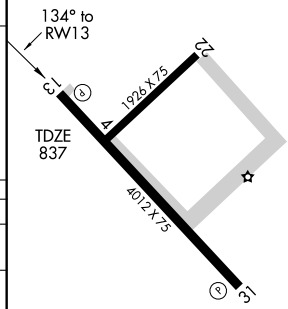
MISSED APPROACH: Climb to 3000 direct HONPA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L





ELEV 841



CATEGORY	A	B	C	D
LPV DA	1193-1¼ 356 (400-1¼)			NA
LNAV/VNAV DA	1219-1¼ 382 (400-1¼)			NA
LNAV MDA	1220-1 383 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg 4012 TDZE 837 Apt Elev 841

RNAV (GPS) RWY 31

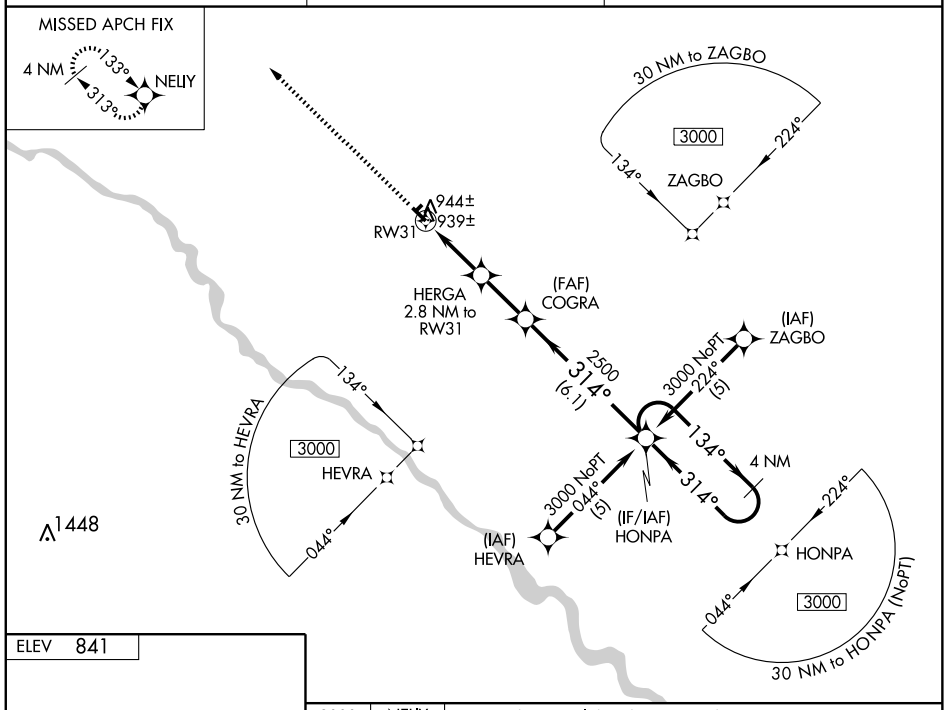
OSKALOOSA MUNI (OOA)

DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.

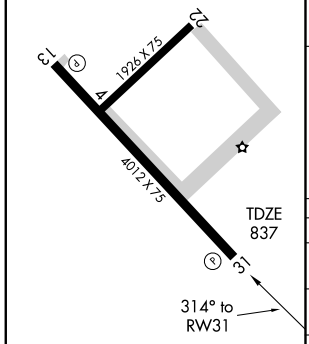
Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NELIY and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L

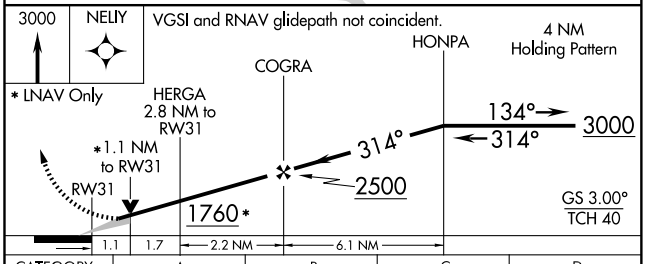


ELEV 841



REIL Rwys 13 and 31 L

MIRL Rwy13-31 L



CATEGORY	A	B	C	D
LPV DA	1187-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1209-1¼ 372 (400-1¼)			NA
LNAV MDA	1200-1 363 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME OTM	APP CRS	Rwy Idg	4003
111.6	321°	TDZE	837
Chan 53		Apt Elev	840

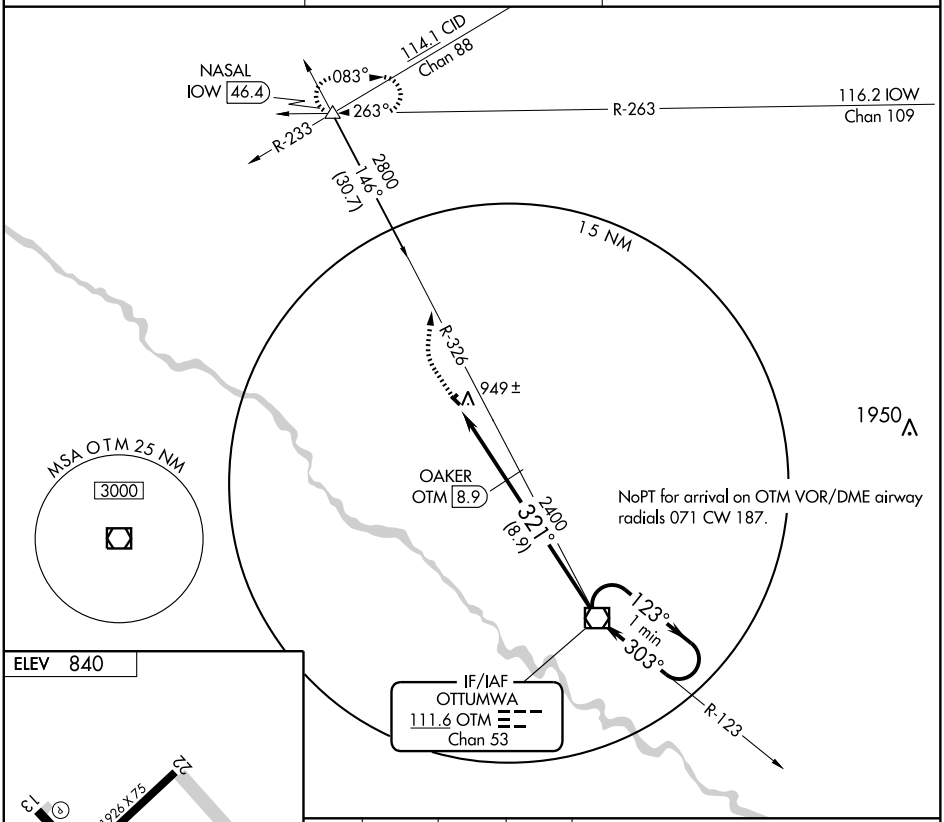
VOR/DME RWY 31

OSKALOOSA MUNI (OOA)

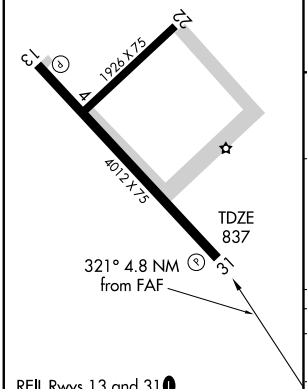
T NA — If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

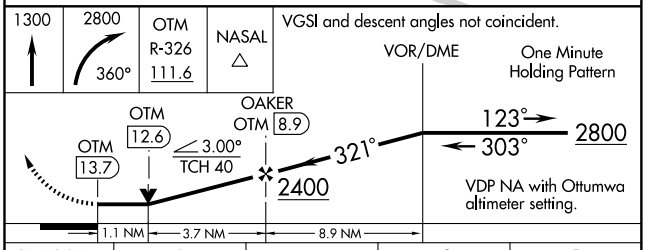
AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L



ELEV 840



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



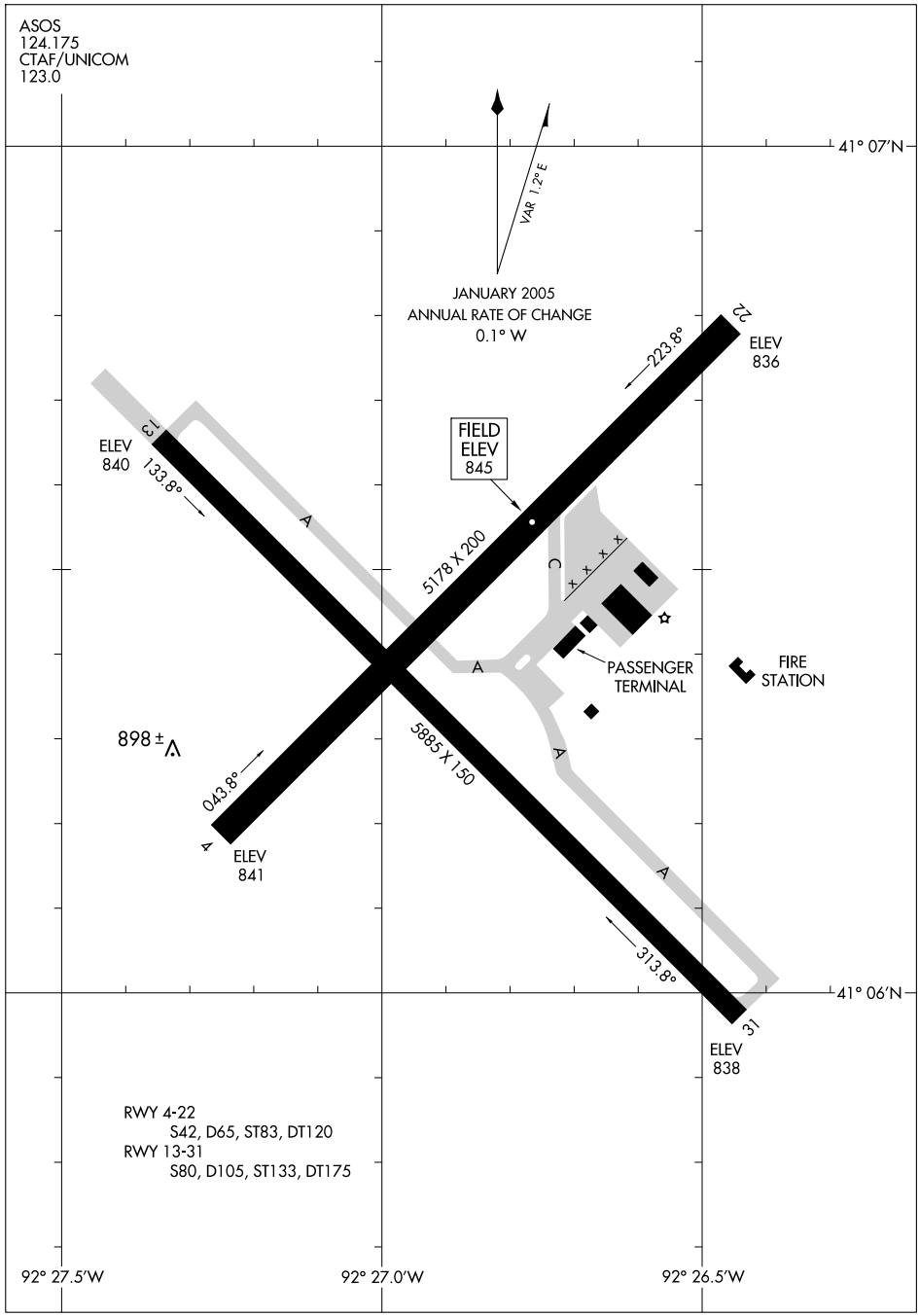
CATEGORY	A	B	C	D
S-31	1200-1 363 (400-1)			NA
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-OTM	APP CRS	Rwy Idg	5885
109.5	312°	TDZE	841
		Apt Elev	845

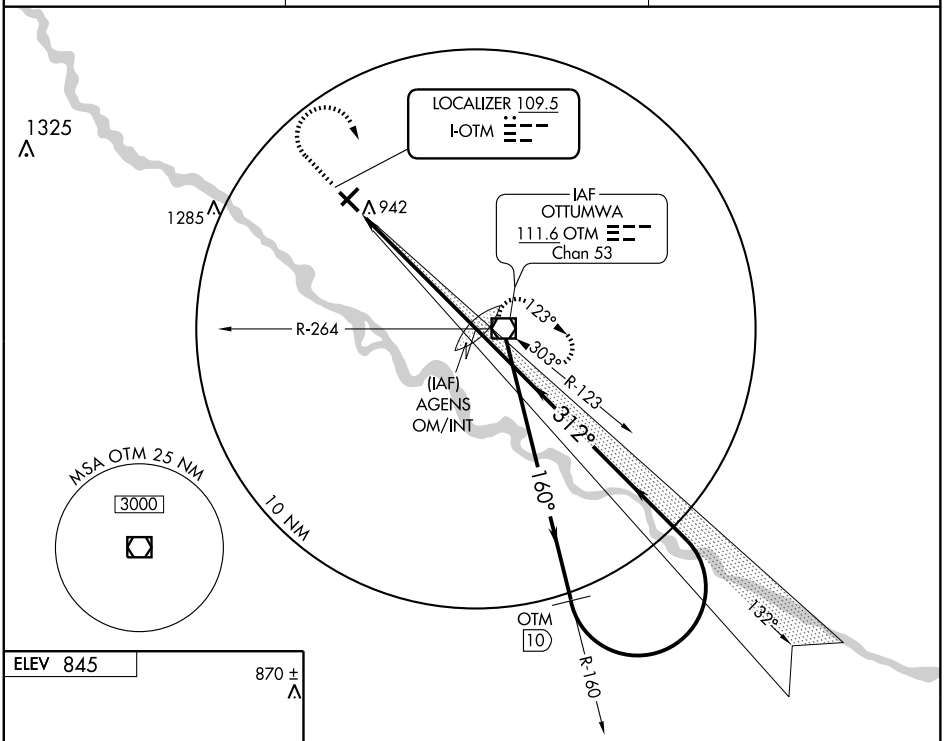
ILS RWY 31
OTTUMWA RGNL (OTM)

Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

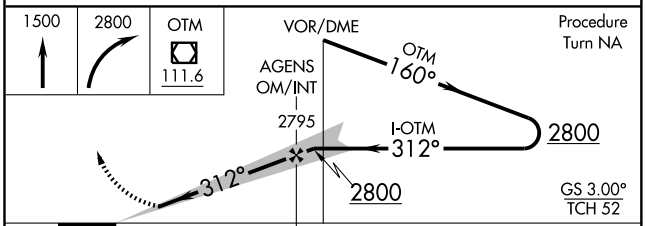
MALSR

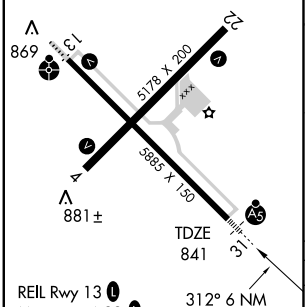
MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF)



DME or RADAR REQUIRED





FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 31	1041-½ 200 (200-½)			NA
S-LOC 31	1180-½ 339 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-OTM	APP CRS	Rwy Idg	5885
109.5	132°	TDZE	844
		Apt Elev	845

LOC/DME BC RWY 13

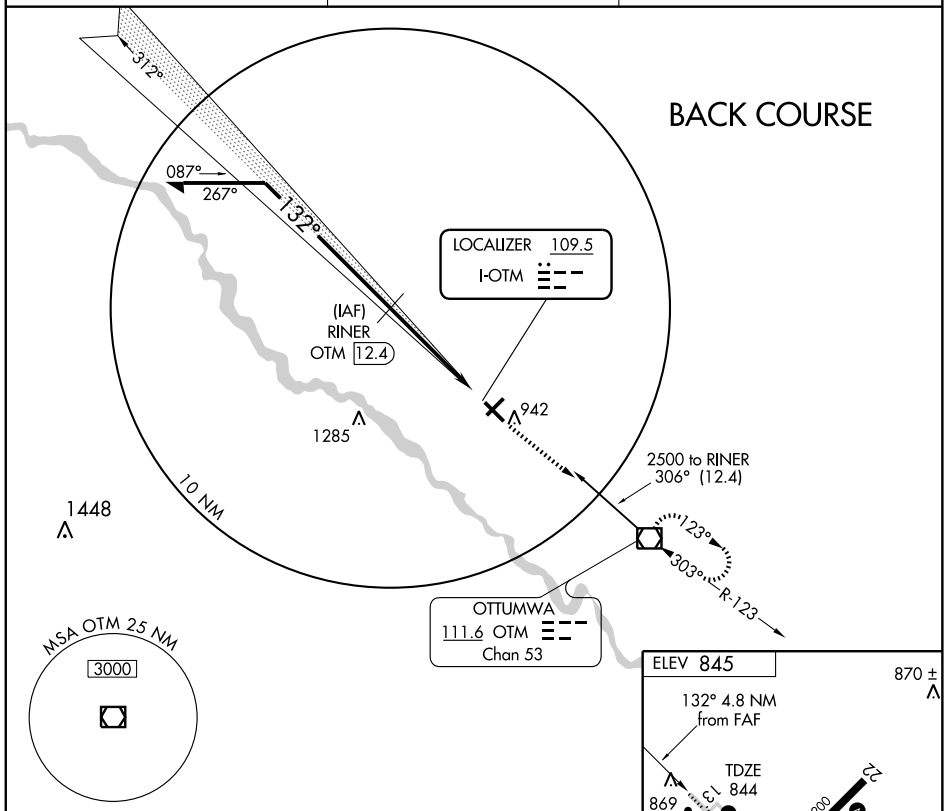
OTTUMWA RGNL (OTM)

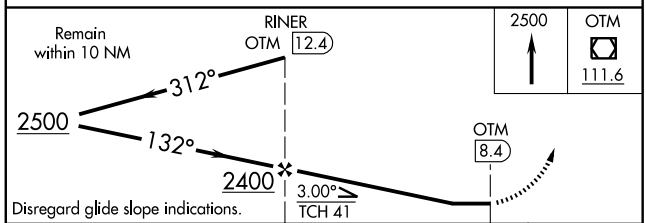
DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

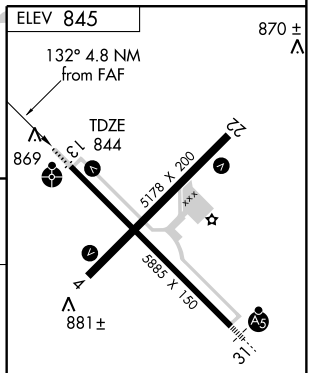
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	1220-1 376 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5885
CH 86300	132°	TDZE	844
W13A		Apt Elev	845

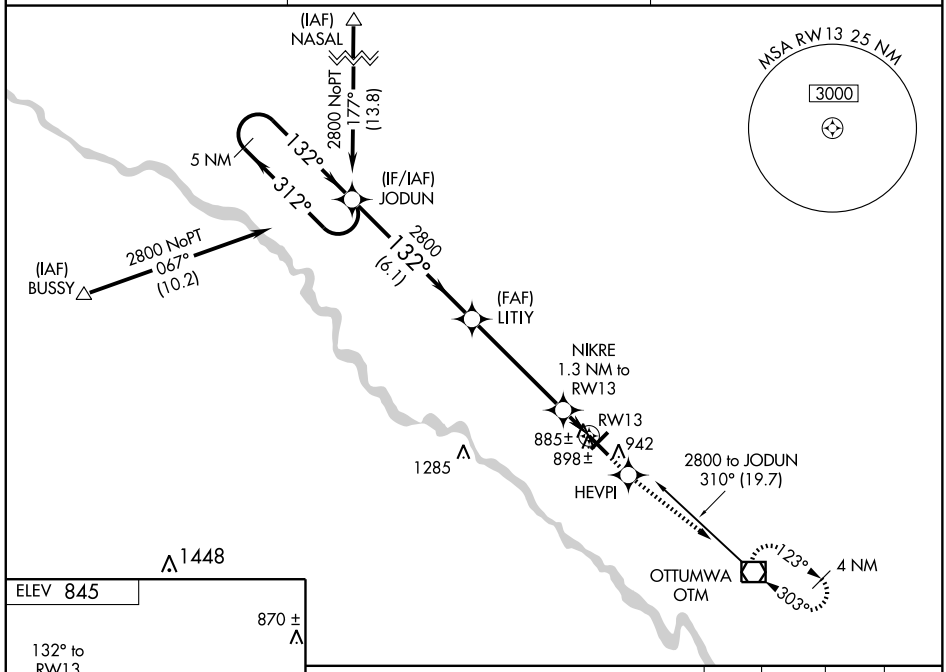
RNAV (GPS) RWY 13
OTTUMWA RGNL (OTM)

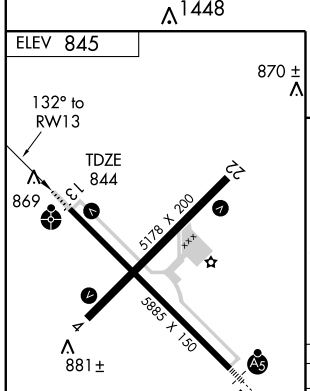
T A — DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA when using Oskaloosa altimeter setting. Inoperative table does not apply to LPV.

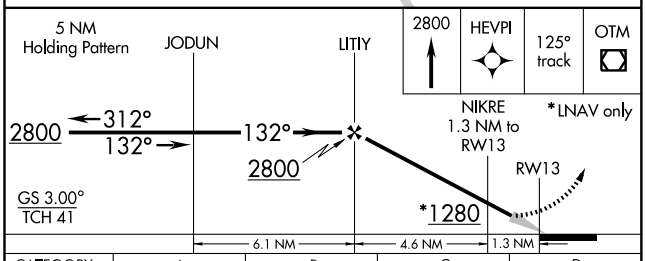
ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1094-1 250 (300-1)			NA
LNAV/VNAV DA	1135-¾ 291 (300-¾)			NA
LNAV MDA	1160-¾ 316 (400-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

OTTUMWA, IOWA

AL-915 (FAA)

APP CRS	Rwy Idg	5178
222°	TDZE	845
	Apt Elev	845

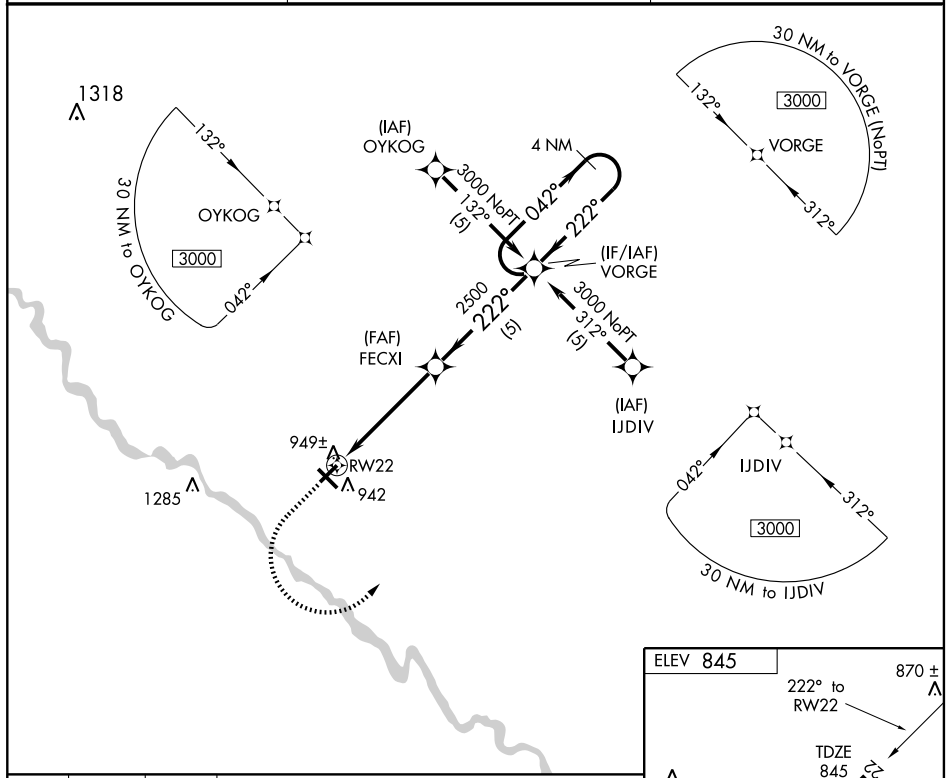
RNAV (GPS) RWY 22

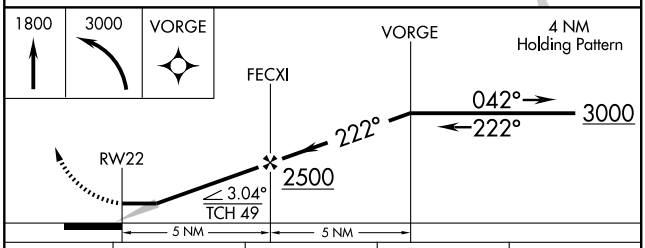
OTTUMWA RGNL (OTM)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

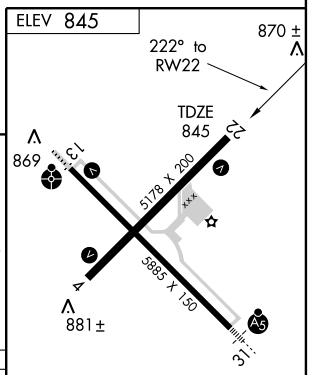
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1 355 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA



REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg 5885 TDZE 841 Apt Elev 845

RNAV (GPS) RWY 31
OTTUMWA RGNL (OTM)

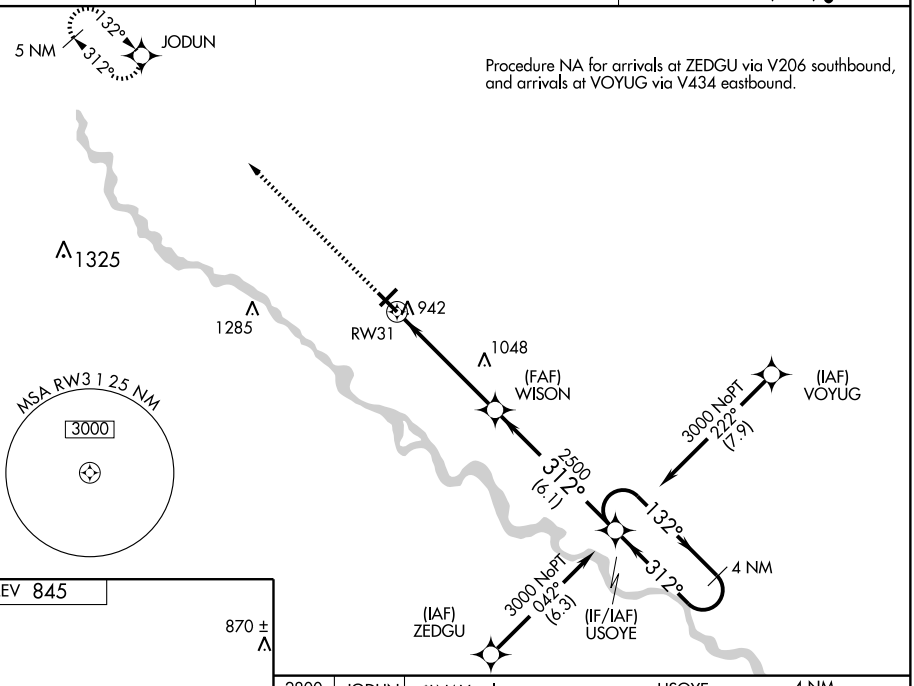
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

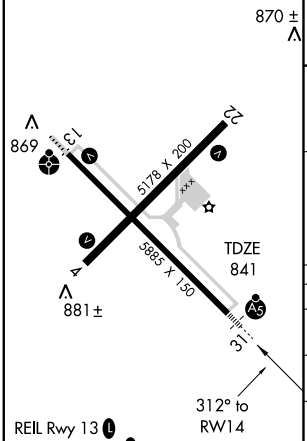
Baro-VNAV and VDP NA when using Fairfield altimeter setting.
When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

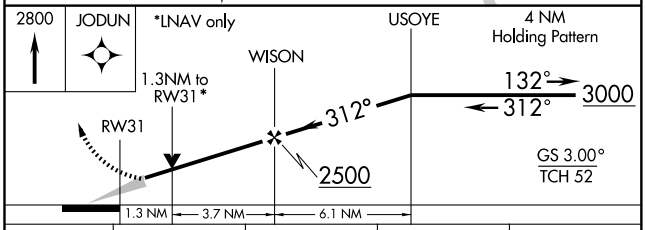
MALSR

MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/ VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½ 459 (500-½)		1300- ¾ 459 (500-¾)	NA
CIRCLING	1300-1 455 (500-1)		1300-1½ 455 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME OTM	APP CRS	Rwy Idg	5885
111.6	124°	TDZE	844
Chan 53		Apt Elev	845

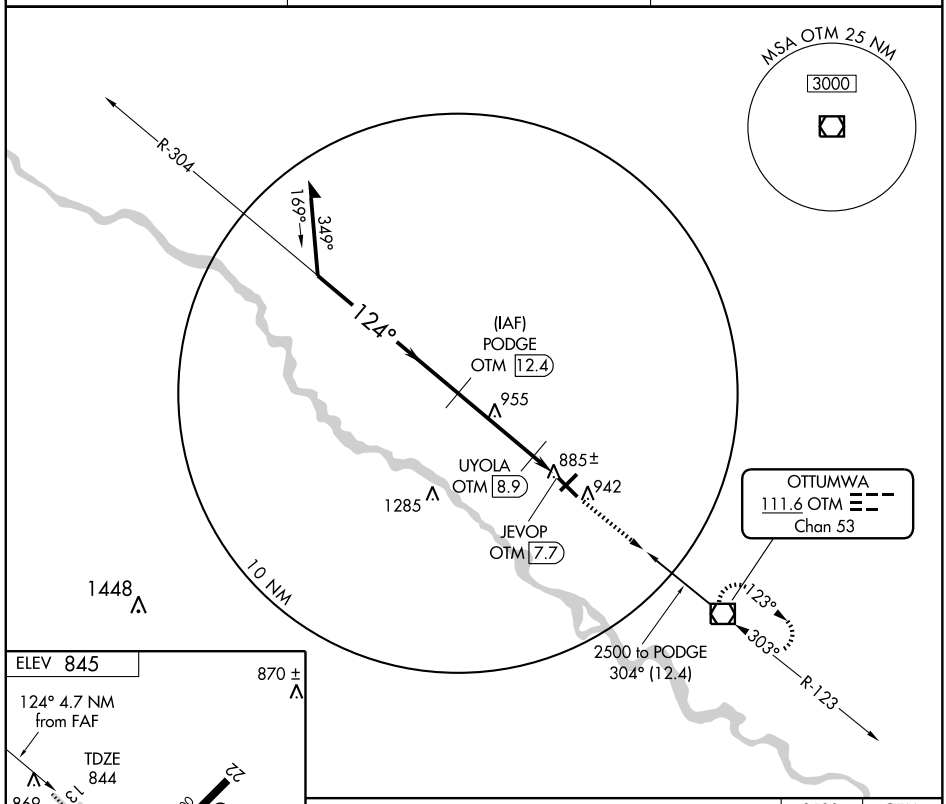
VOR/DME RWY 13
OTTUMWA RGNL (OTM)

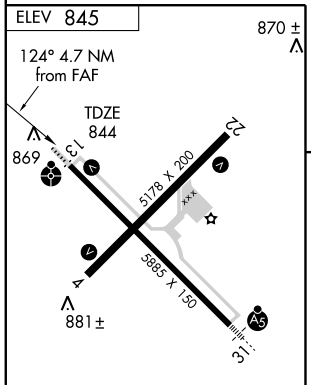
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

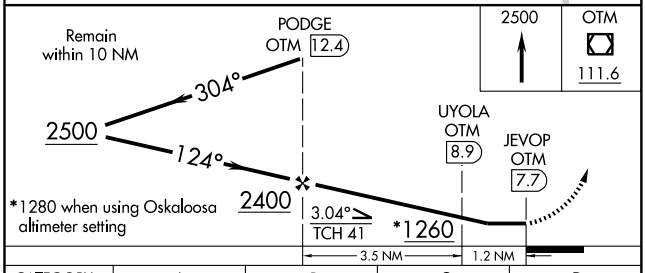
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	1140-¾ 296 (300-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME OTM	APP CRS	Rwy Idg	5885
111.6	303°	TDZE	841
Chan 53		Apt Elev	845

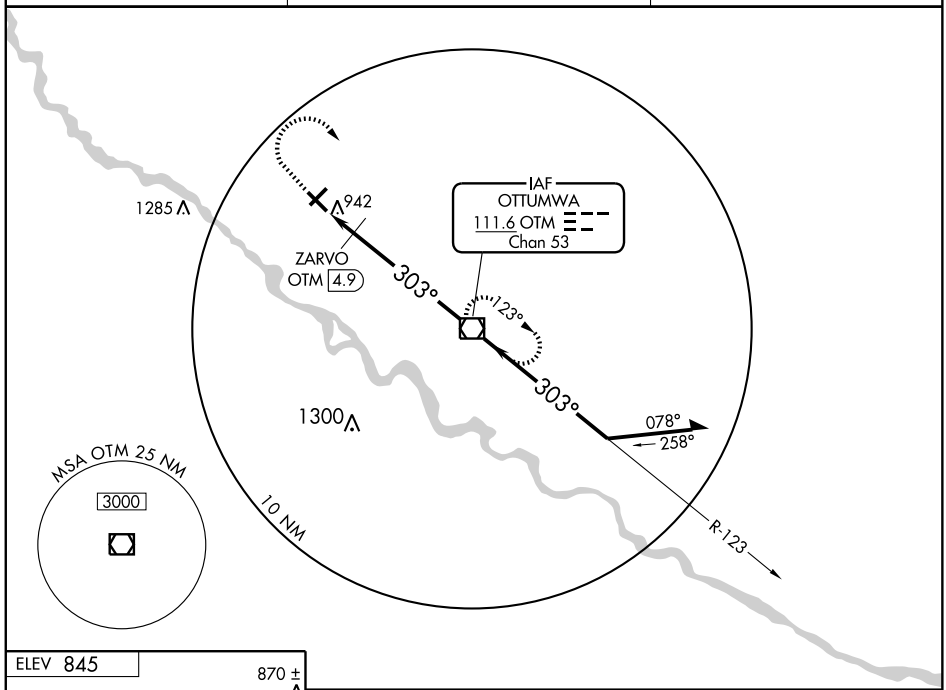
VOR RWY 31
OTTUMWA RGNL (OTM)

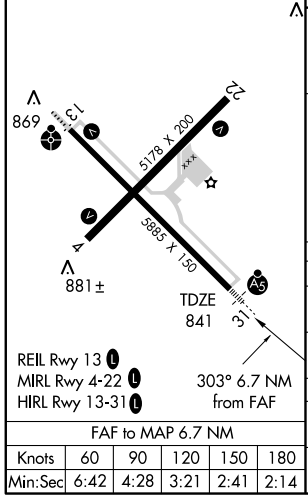
When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility ¼ mile.

MALSR

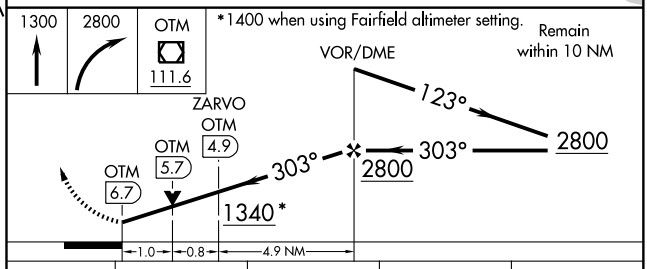
MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-31	1340-½ 499 (500-½)		1340-¾ 499 (500-¾)	NA
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	NA
ZARVO FIX MINIMUMS				
S-31	1200-½ 359 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

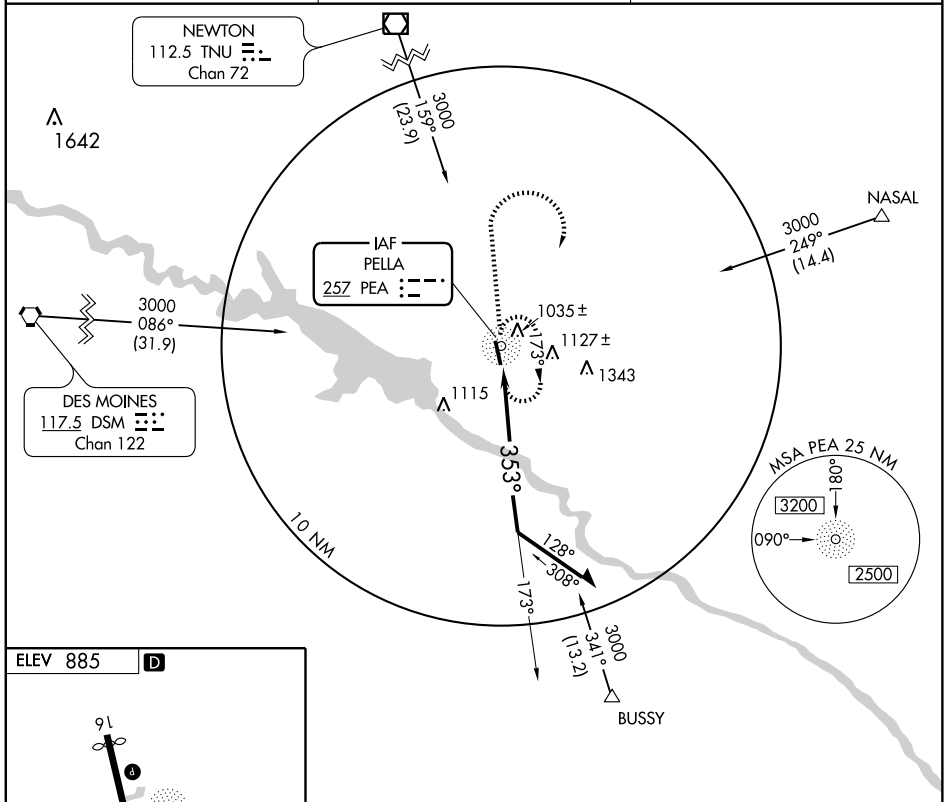
NDB PEA	APP CRS	Rwy Idg	5000
257	353°	TDZE	880
		Apt Elev	885

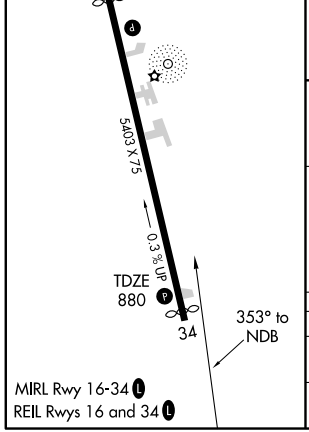
NDB RWY 34
PELLA MUNI (PEA)

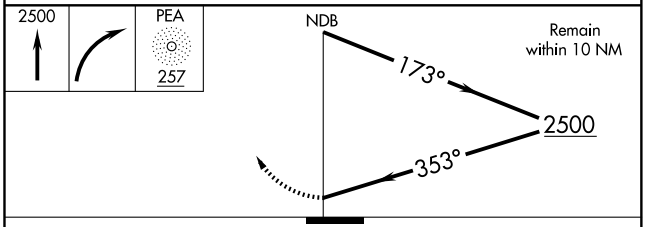
When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77610	165°	TDZE	885
W16A		Apt Elev	885

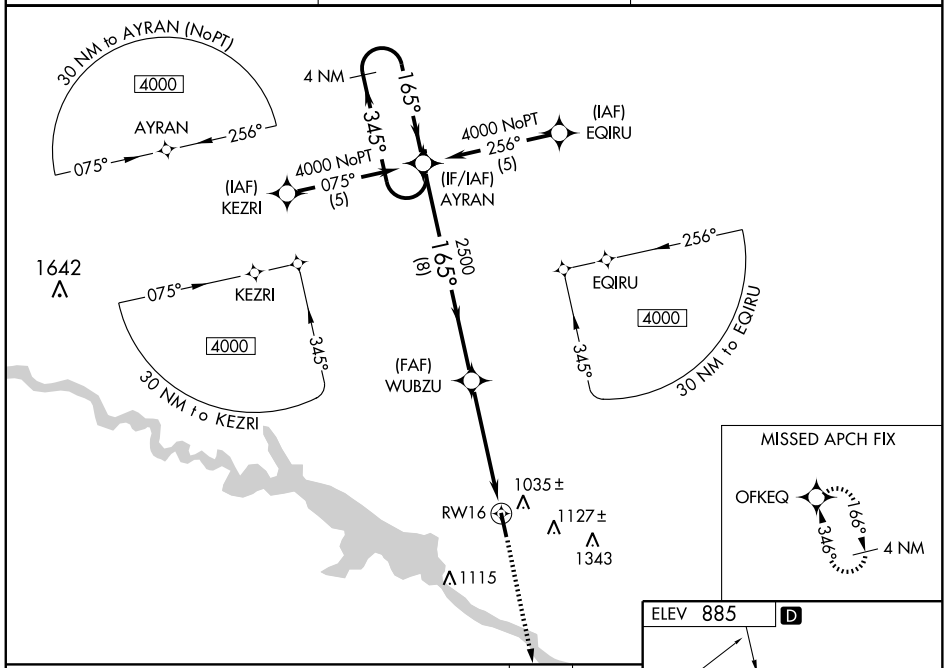
RNAV (GPS) RWY 16

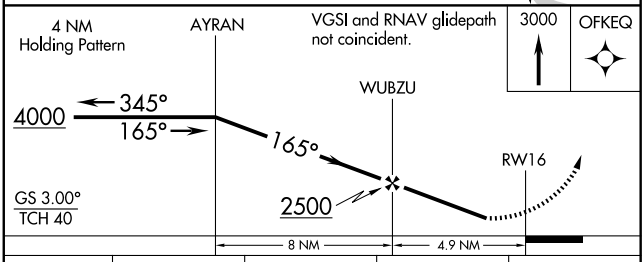
PELLA MUNI (PEA)

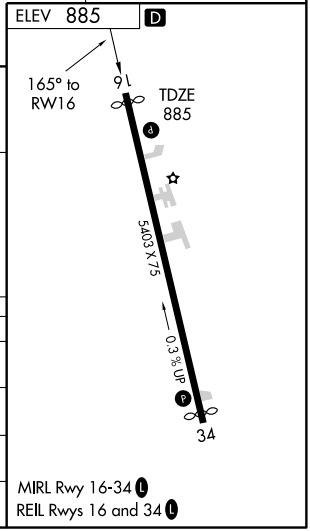
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1232-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1288-1½ 403 (500-1½)			NA
LNAV MDA	1360-1 475 (500-1)		1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)		1440-1½ 555 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885

RNAV (GPS) RWY 34

PELLA MUNI (PEA)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L

MISSED APCH FIX

4 NM 165° 345° AYRAN

1035 ± 1127 ± 1343 1115

RW34

345°

(FAF) EQAZI

2500

(6)

346°

30 NM to MOGFY 165° 3000 MOGFY 075°

30 NM to ICIZE 165° 3000 ICIZE 256°

(IAF) MOGFY 3000 NoPT 075° (5)

(IAF) ICIZE 3000 NoPT 256° (5)

(IF/IAF) OFKEQ 166° 346°

4 NM

1391 ±

075° 256° OFKEQ 3000 30 NM to OFKEQ (NoPT)

ELEV 885 D

9L

5403 X 75

0.3% UP

TDZE 879

34

345° to RW34

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

4000 AYRAN

VGSI and descent angles not coincident

OFKEQ 4 NM Holding Pattern

EQAZI 166° 346° 3000

RW34 3.03° TCH 45 346° 345° 2500

4.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

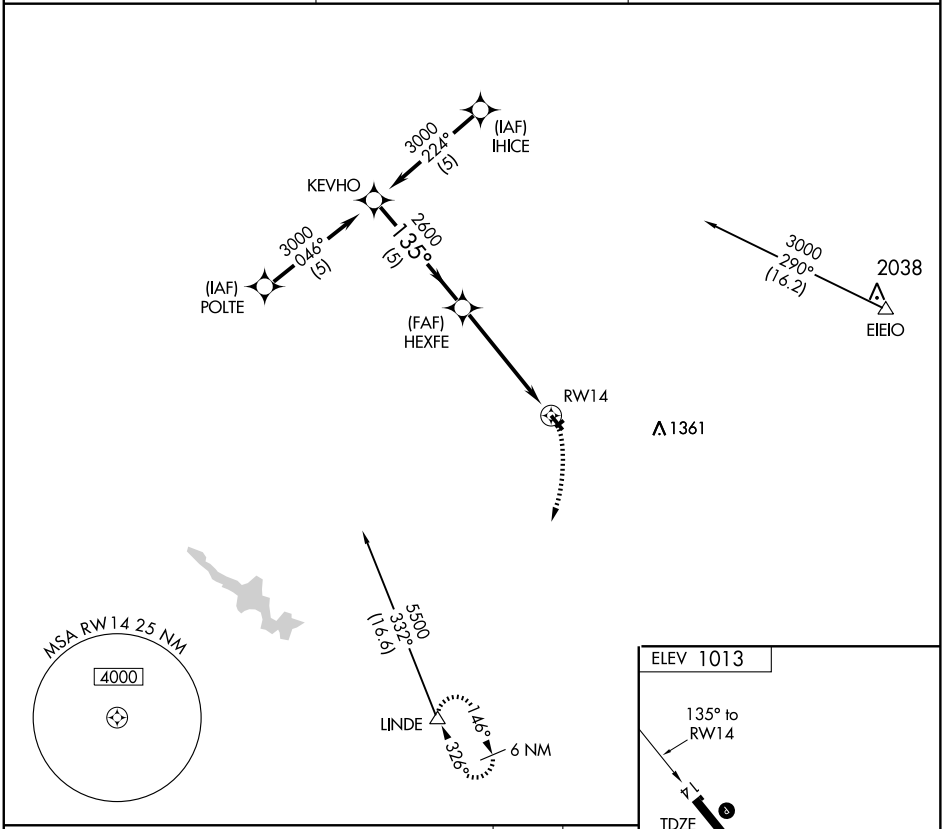
APP CRS		
135°	Rwy Idg	4001
	TDZE	1012
	Apt Elev	1013

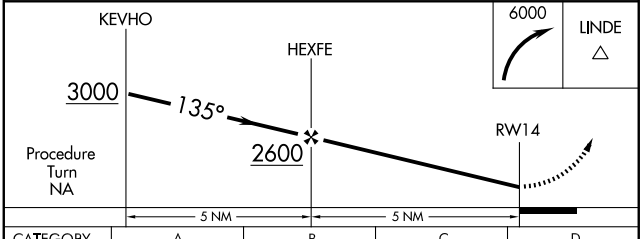
GPS RWY 14
PERRY MUNI (PRO)

T
NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

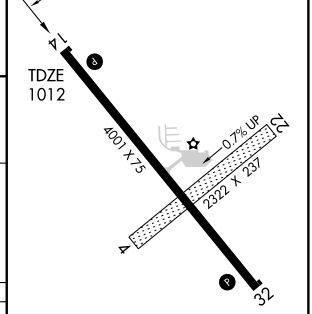
MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 08 APR 2010 to 06 MAY 2010

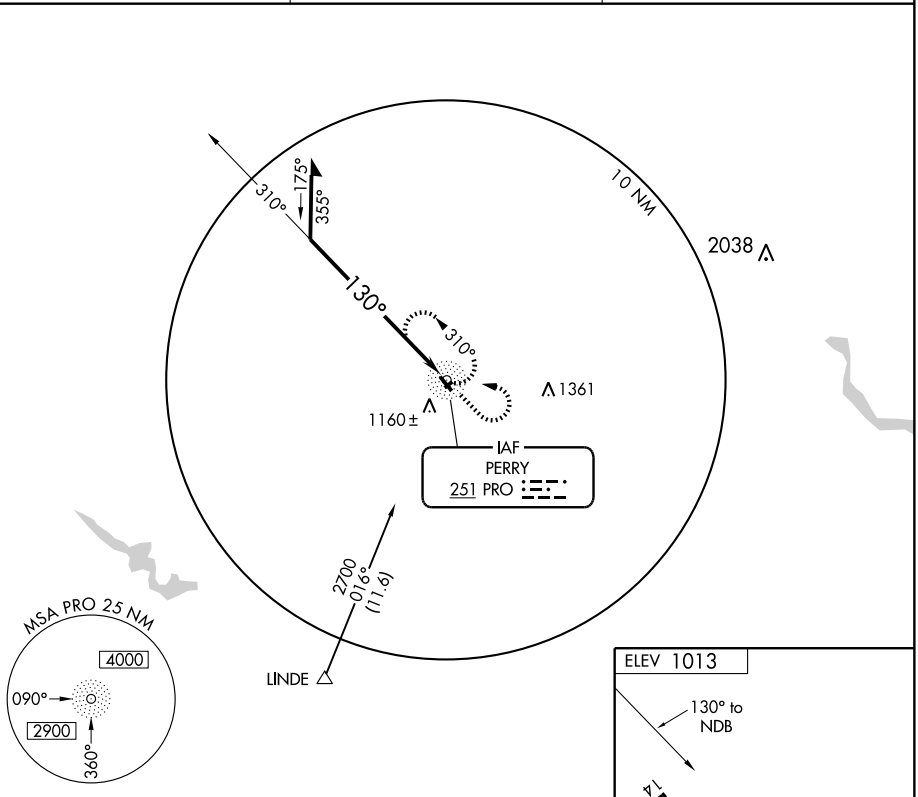
NDB PRO	APP CRS		
251	130°	Rwy Idg	4001
		TDZE	1012
		Apt Elev	1013

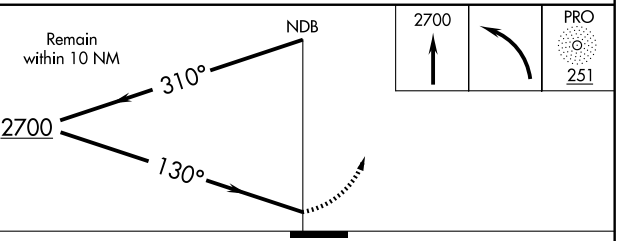
NDB RWY 14
PERRY MUNI (PRO)

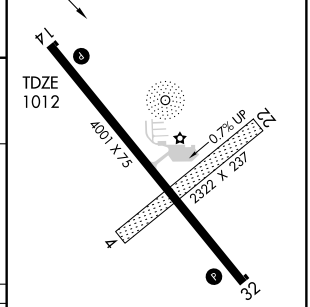
NA — When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)	NA	
CIRCLING	1640-1	627 (700-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3. 08 APR 2010 to 06 MAY 2010

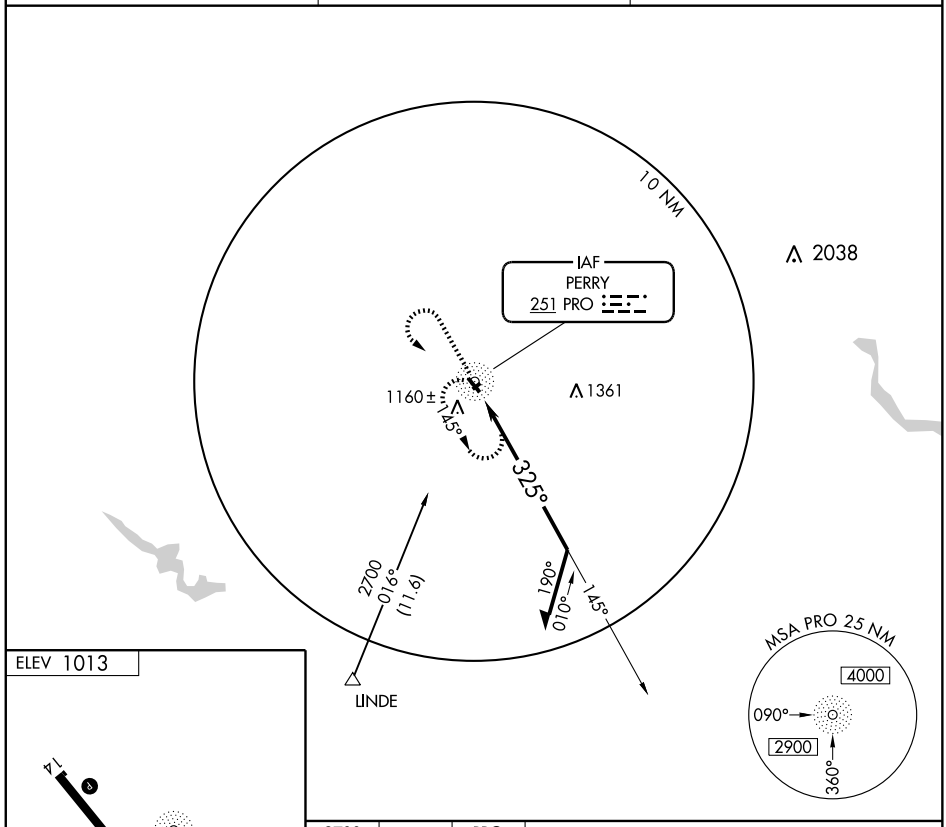
NDB PRO	APP CRS		
251	325°	Rwy Idg	4001
		TDZE	1012
		Apt Elev	1013

NDB RWY 32
PERRY MUNI (PRO)

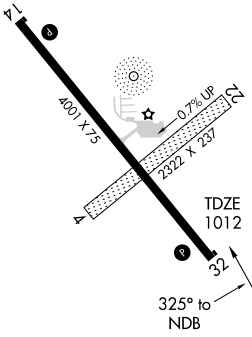
T
NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

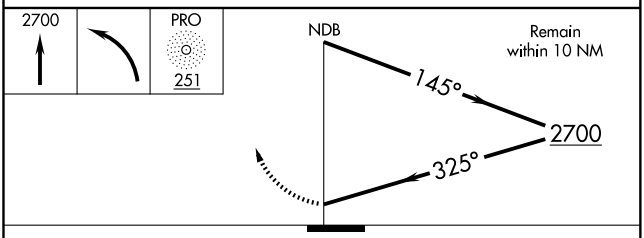
AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L



ELEV 1013



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4001
CH 90508	315°	TDZE	1012
W32A		Apt Elev	1013

RNAV (GPS) RWY 32

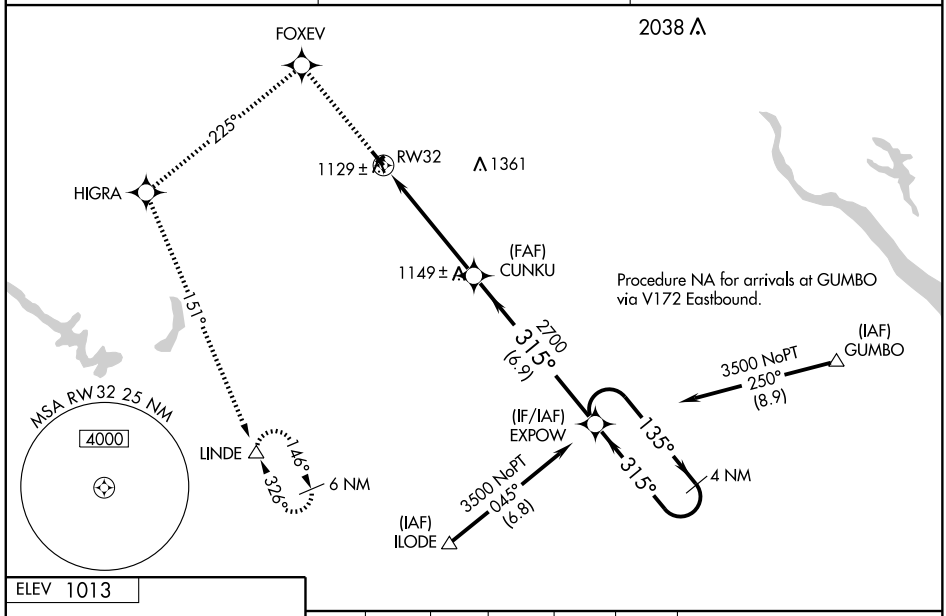
PERRY MUNI (PRO)

When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cats.
Baro-VNAV NA when using Boone altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

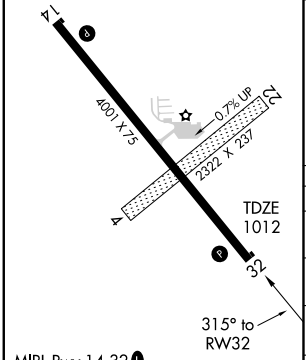
NA

MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L

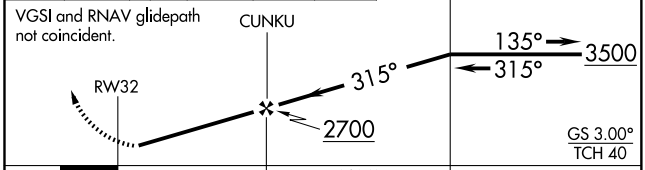


ELEV 1013



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

3500	FOXEV	225° track	HIGRA	151° track	LINDE



	A	B	C	D
LPV DA	1262-1	250 (300-1)	NA	
LNAV/VNAV DA	1399-1½	387 (400-1½)	NA	
LNAV MDA	1380-1	368 (400-1)	NA	
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB POH	APP CRS	Rwy Idg	4100
428	090°	TDZE	1224
		Apt Elev	1224

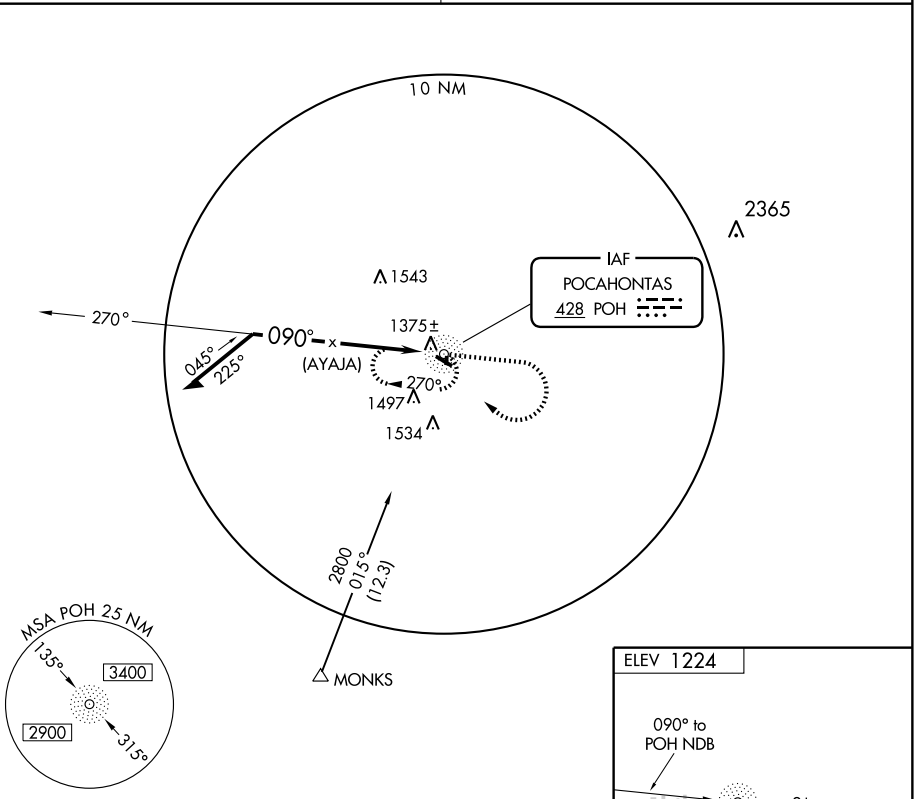
NDB or GPS RWY 11
POCAHONTAS MUNI (POH)

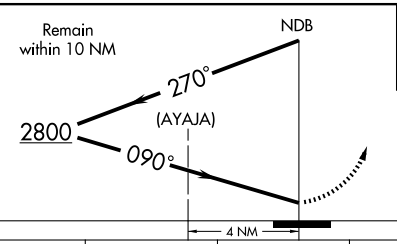
T
NA Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

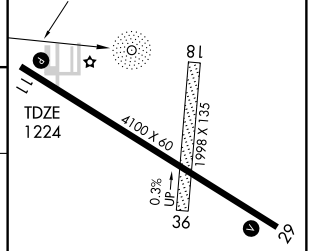
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) L





2800		POH 428



CATEGORY	A	B	C	D
S-11	1880-1 656 (700-1)		1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC FOD	APP CRS	Rwy Idg	4100
113.5	290°	TDZE	1222
Chan 82		Apt Elev	1224

VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

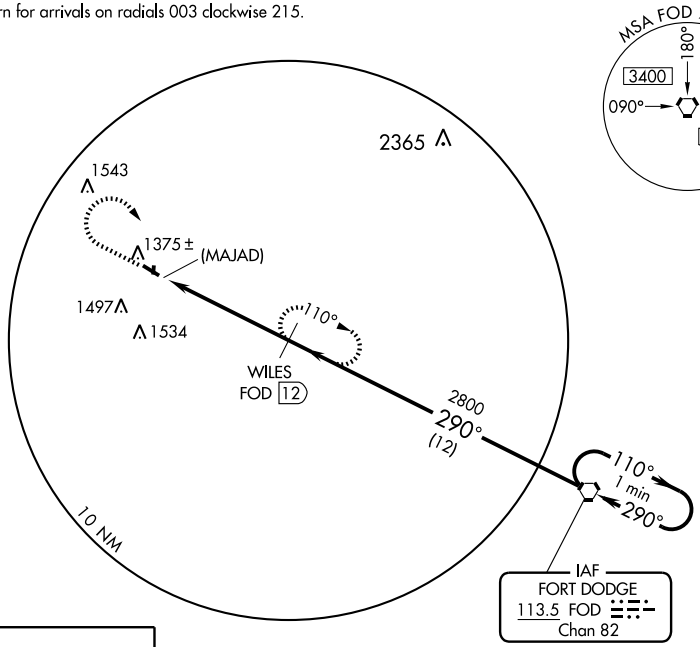
T NA — Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.

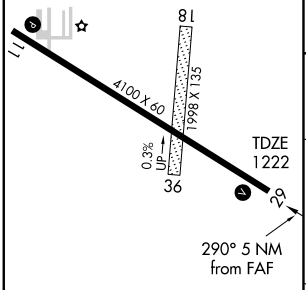
MINNEAPOLIS CENTER
134.0 288.3

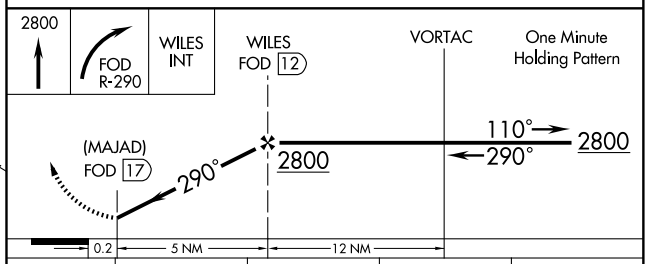
UNICOM
122.8 (CTAF) L

No Procedure Turn for arrivals on radials 003 clockwise 215.



ELEV 1224





CATEGORY	A	B	C	D
S-29	1900-1 678 (700-1)		1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 08 APR 2010 to 06 MAY 2010

NDB RDK	APP CRS	Rwy Idg	2901
230	140°	TDZE	1044
		Apt Elev	1044

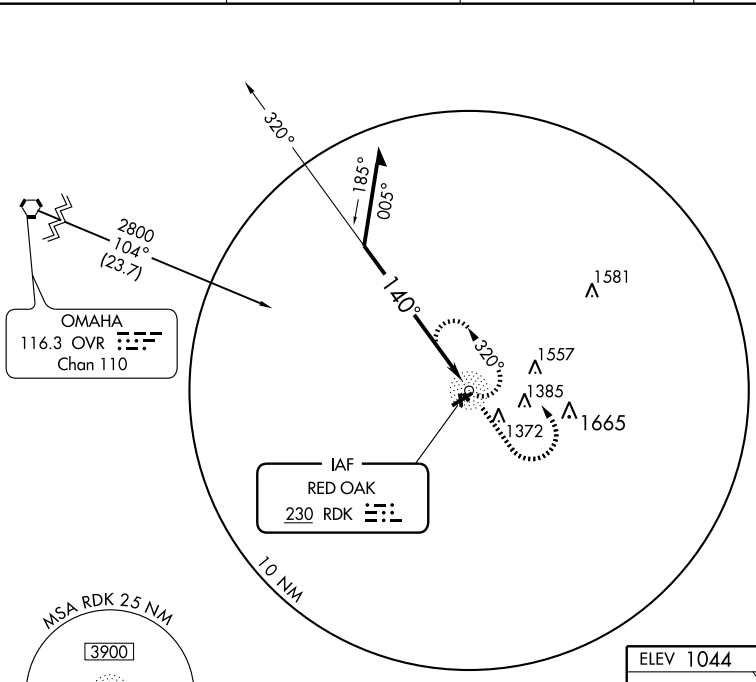
NDB RWY 17

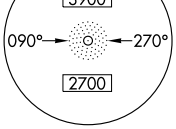
RED OAK MUNI (RDK)

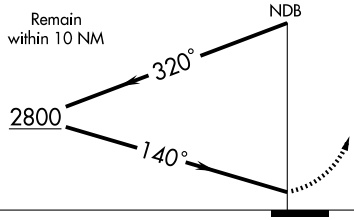
NA

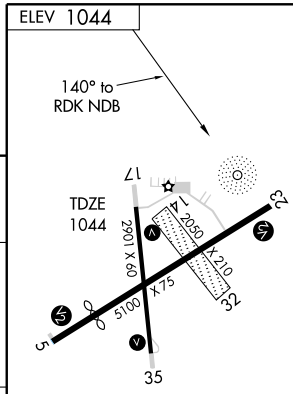
MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)	NA	
CIRCLING	1760-1	716 (800-1)	NA	

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4100
054°	TDZE	1043
	Apt Elev	1045

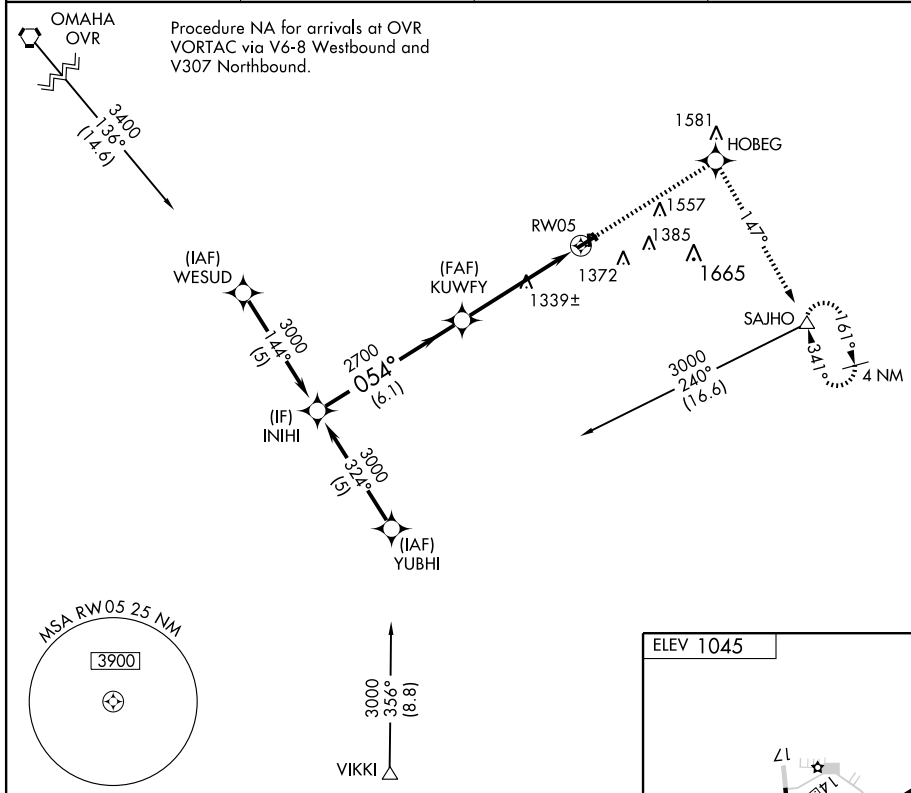
RNAV (GPS) RWY 5

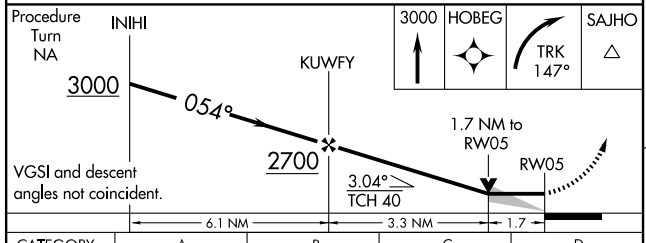
RED OAK MUNI (RDK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

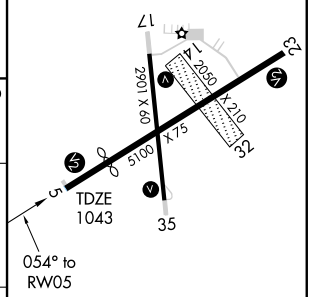
MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 557 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



MIRL Rwys 5-23 and 17-35 L

REIL Rwys 5 and 23 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

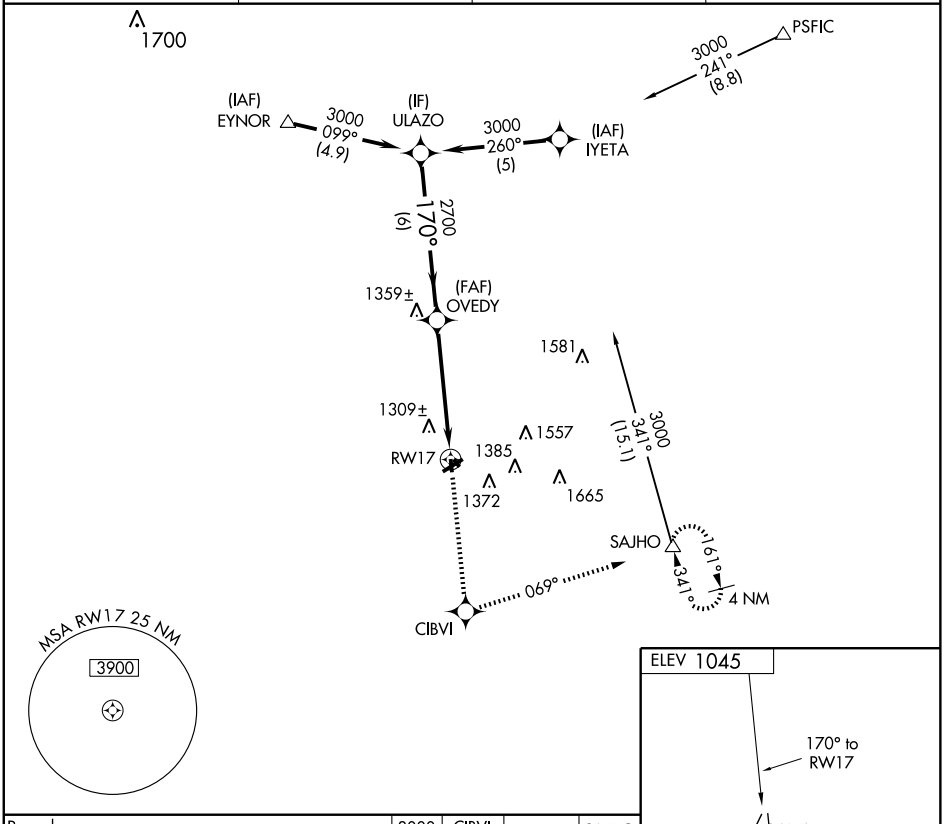
RED OAK MUNI (RDK)

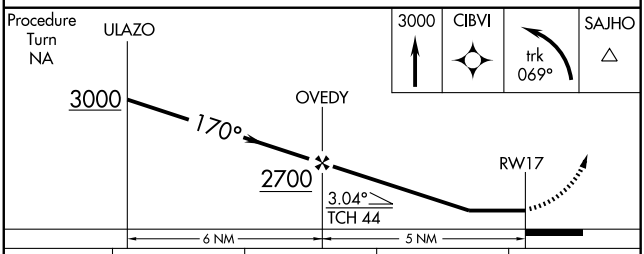
APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

DME/DME RNP-0.3 NA. Visibility reduction by helicopers NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

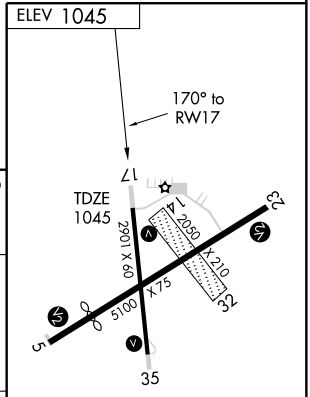
MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 555 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



MIRL Rwys 5-23 and 17-35 L

REIL Rwys 5 and 23 L

VORTAC OVR	APP CRS	Rwy Idg	N/A
116.3	105°	TDZE	N/A
Chan 110		Apt Elev	1044

VOR/DME-A
RED OAK MUNI (RDK)

MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L

2836

MSA OVR 25 NM
3900

IAF
OMAHA
116.3 OVR
Chan 110

2800
105°
(11)

R-105

OVR
11

2800
105°
(8)

CLOAK
OVR 19

285°

1581
1557
1385
1372
1665

10 NM

ELEV 1044

105° 4.5 NM
from FAF

17
35
5
23
7
2050 X 60
2801 X 75
5100 X 210
25

Procedure
Turn NA

OVR
11

2800
105°

CLOAK
OVR 19

2800
105°

OVR
23.5

2800
OVR
R-105
CLOAK
OVR 19

8 NM
4.5 NM

CATEGORY	A	B	C	D
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA	

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
167°	Rwy Idg	2797
	TDZE	1363
	Apt Elev	1363

GPS RWY 16
ROCK RAPIDS MUNI (RRQ)

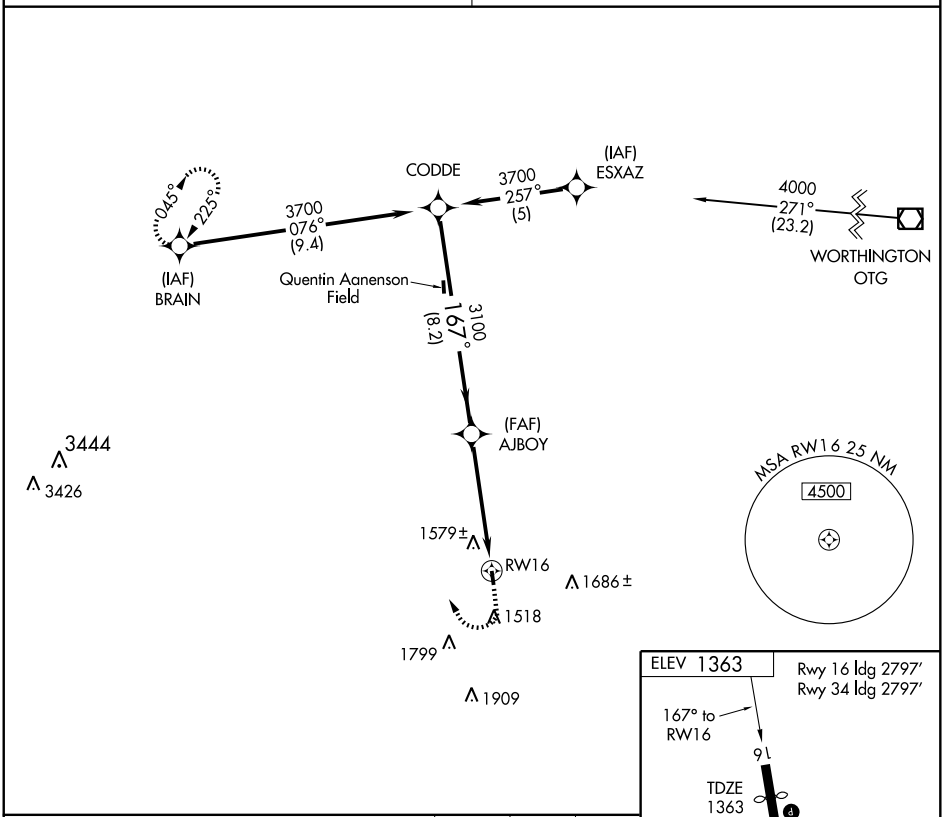
T
NA

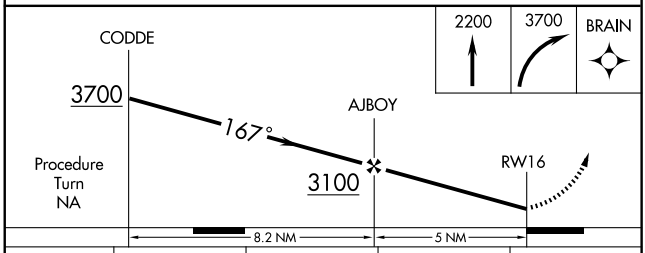
Use Sioux Falls, SD altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

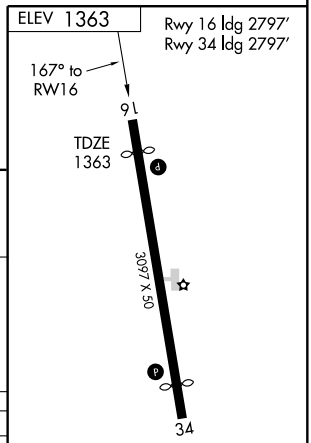
SIOUX FALLS APP CON*
126.9 267.9

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-16	1900-1	537 (600-1)	NA	
CIRCLING	1960-1	597 (600-1)	NA	



NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
347°	Rwy Idg	2797
	TDZE	1363
	Apt Elev	1363

GPS RWY 34
ROCK RAPIDS MUNI (RRQ)

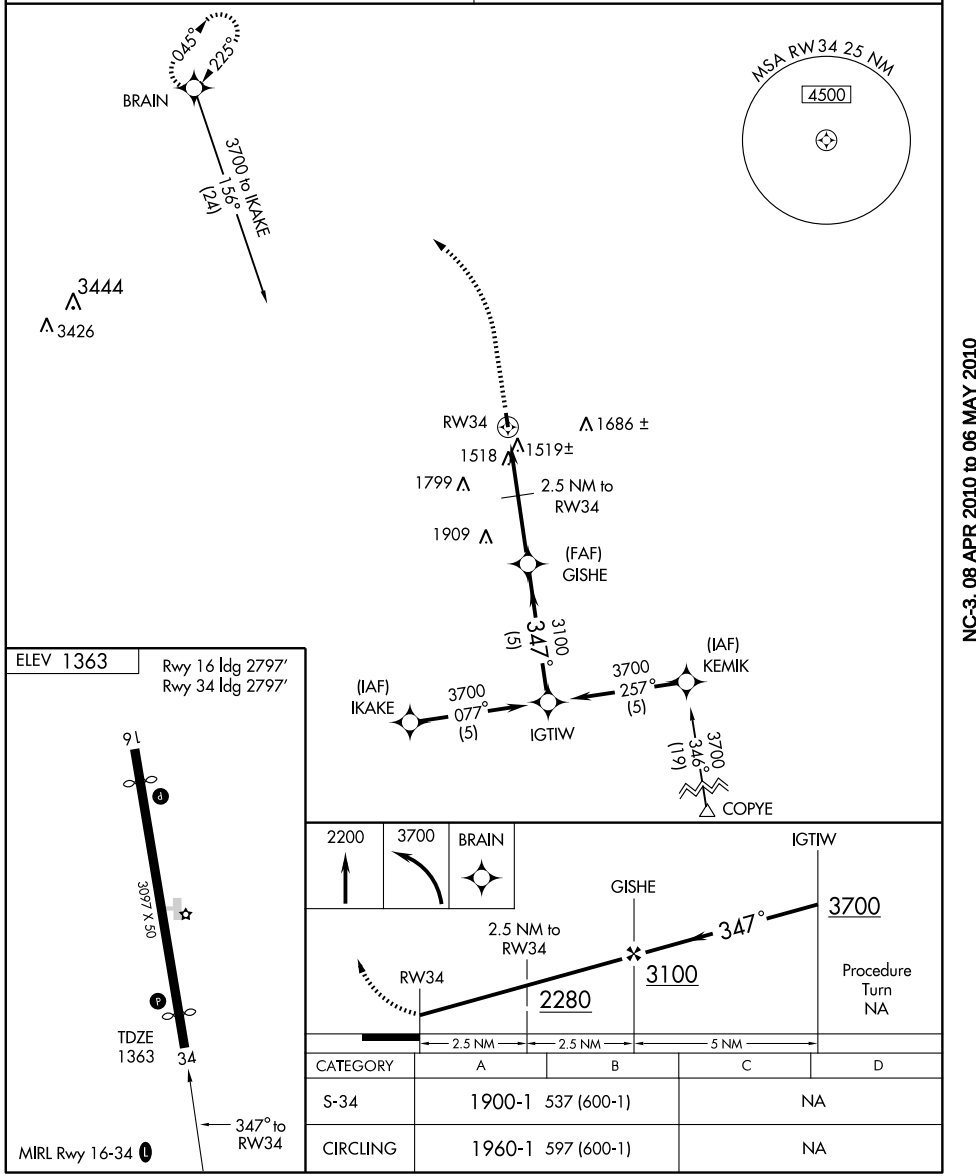
T
NA

Use Sioux Falls, SD altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

SIOUX FALLS APP CON ★
126.9 267.9

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)	NA	
CIRCLING	1960-1	597 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB SKI	APP CRS	Rwy Idg	4100
356	345°	TDZE	1243
		Apt Elev	1250

NDB or GPS RWY 36

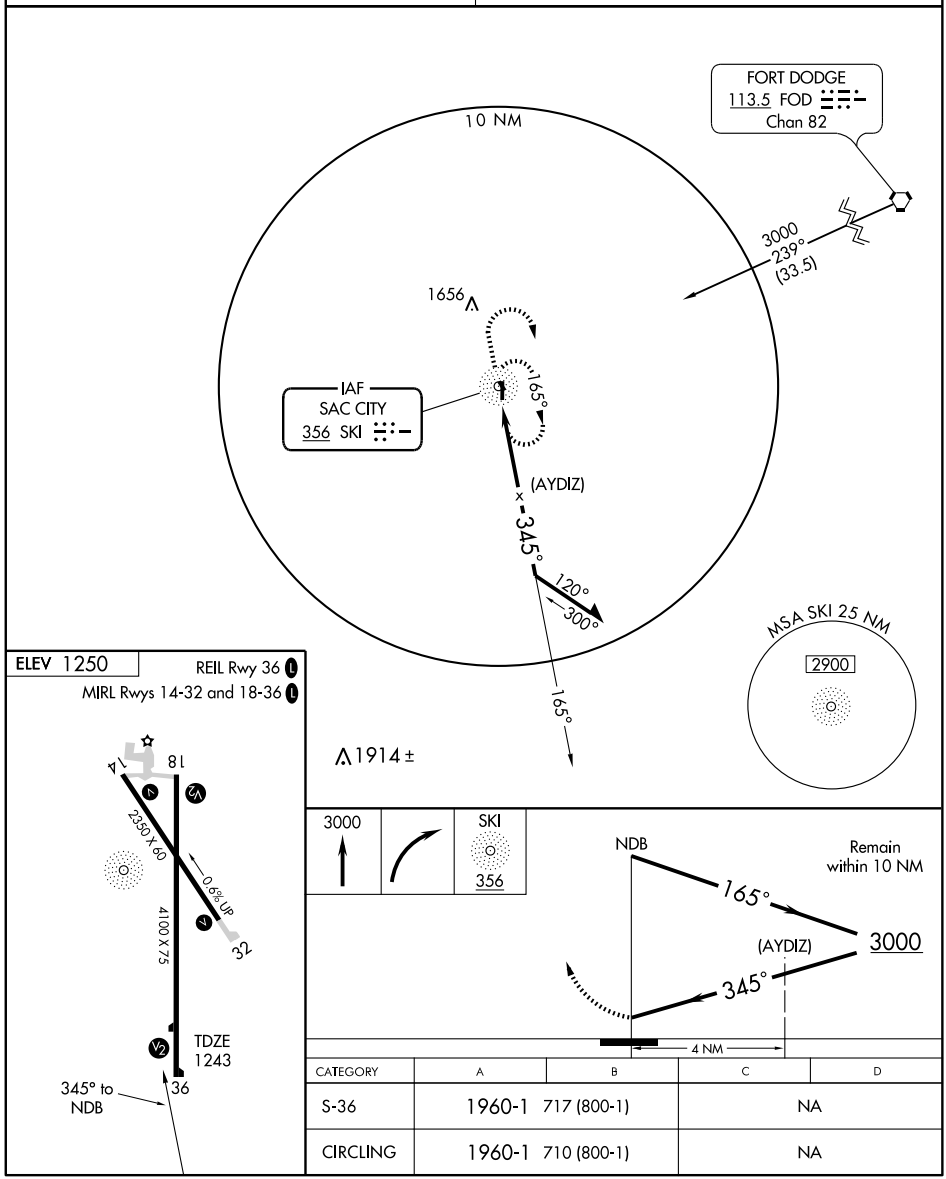
SAC CITY MUNI (SKI)

NA — Use Fort Dodge altimeter setting. Circling to Rwy 14-32 not authorized at night.

MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1960-1 717 (800-1)		NA	
CIRCLING	1960-1 710 (800-1)		NA	

NC-3, 08 APR 2010 to 06 MAY 2010

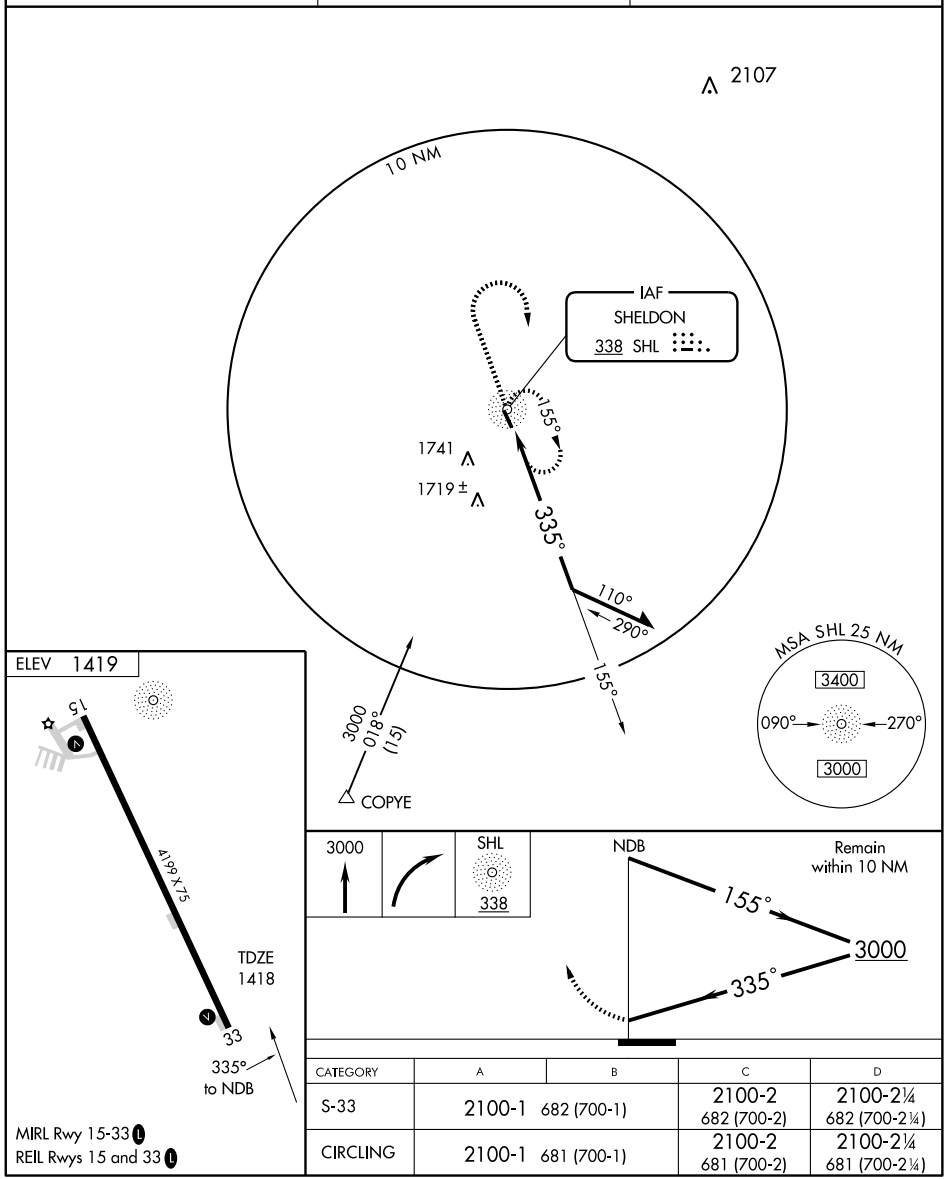
NDB SHL	APP CRS	Rwy Idg	4199
338	335°	TDZE	1418
		Apt Elev	1419

NDB RWY 33
SHELDON MUNI (SHL)

NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

NC-3, 08 APR 2010 to 06 MAY 2010

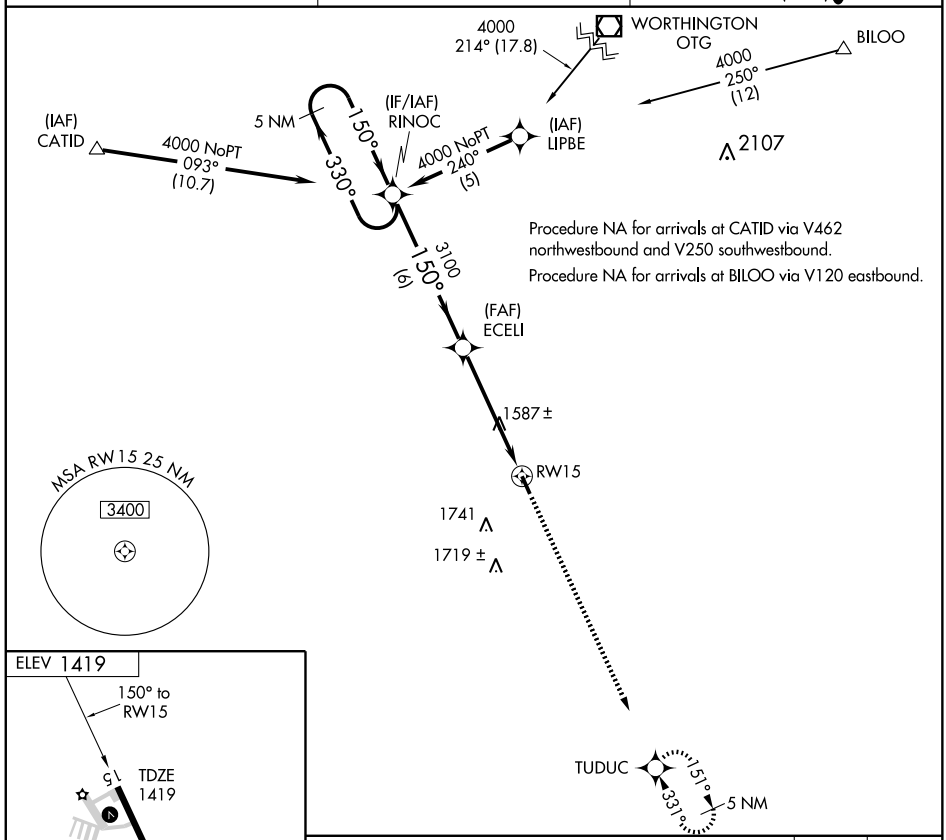
APP CRS		
150°	Rwy Idg	4199
	TDZE	1419
	Apt Elev	1419

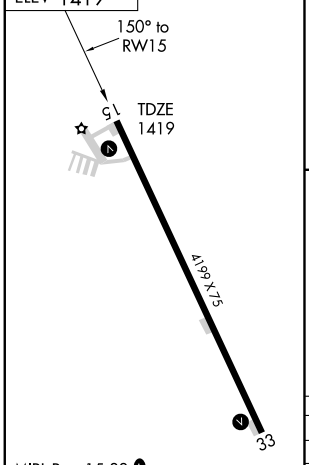
RNAV (GPS) RWY 15
SHELDON MUNI (SHL)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

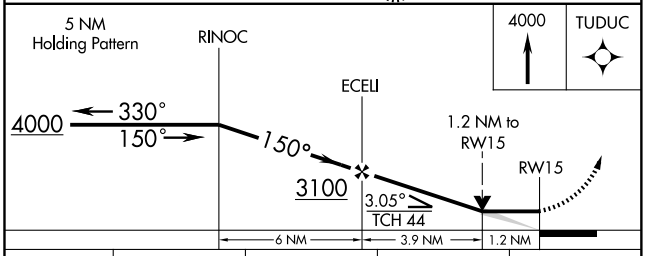
MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1840-1	421 (500-1)	1840-1¼	421 (500-1¼)
CIRCLING	1840-1 421 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

NC-3, 08 APR 2010 to 06 MAY 2010

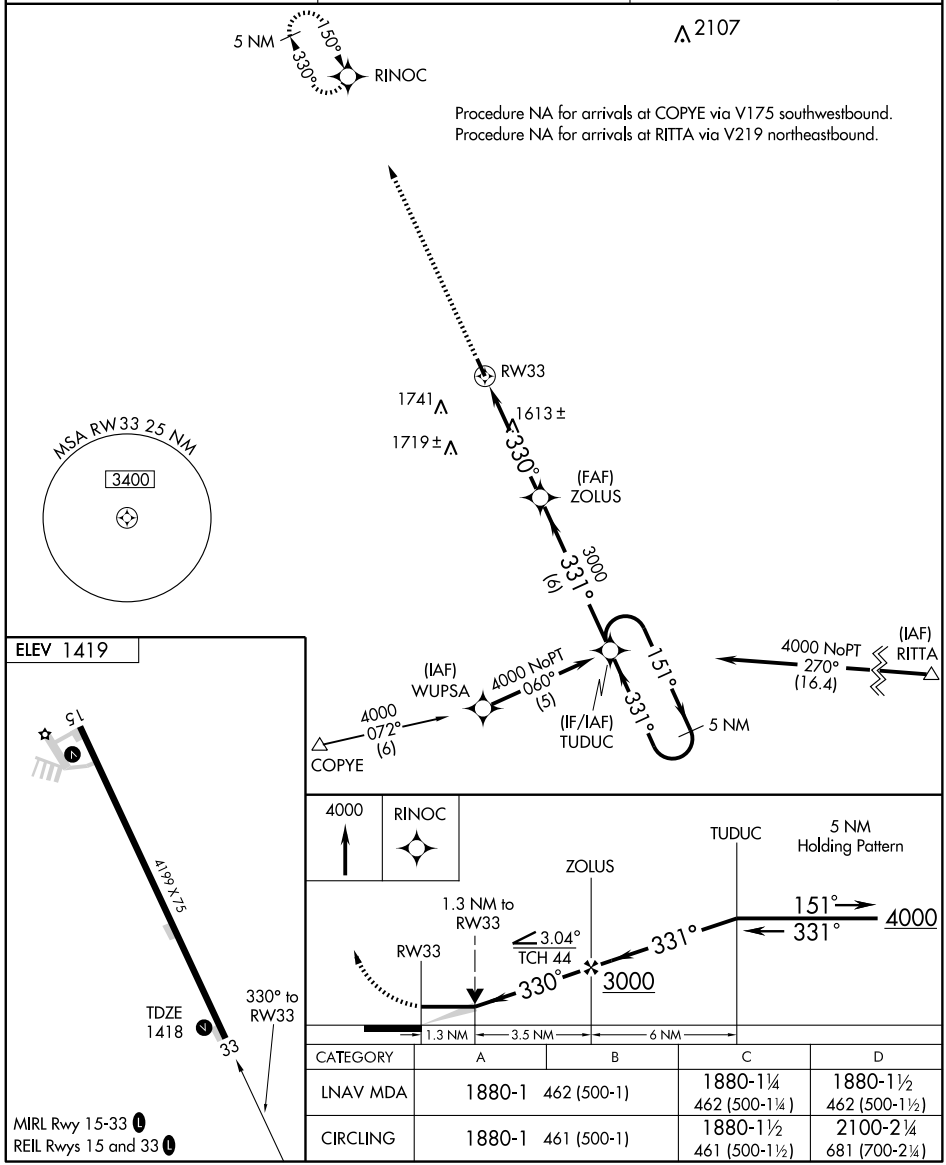
APP CRS		
330°	Rwy Idg	4199
	TDZE	1418
	Apt Elev	1419

RNAV (GPS) RWY 33
SHELDON MUNI (SHL)

DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1880-1 462 (500-1)		1880-1¼ 462 (500-1¼)	1880-1½ 462 (500-1½)
CIRCLING	1880-1 461 (500-1)		1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

NC-3, 08 APR 2010 to 06 MAY 2010

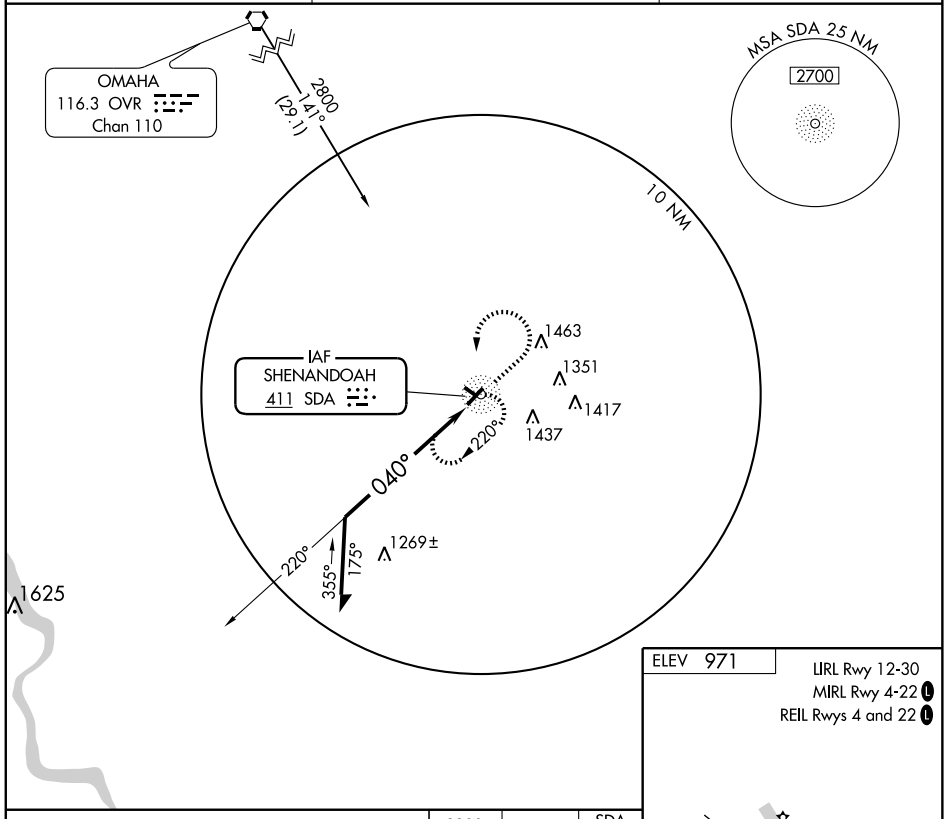
NDB SDA	APP CRS	Rwy Idg	5000
411	040°	TDZE	967
		Apt Elev	971

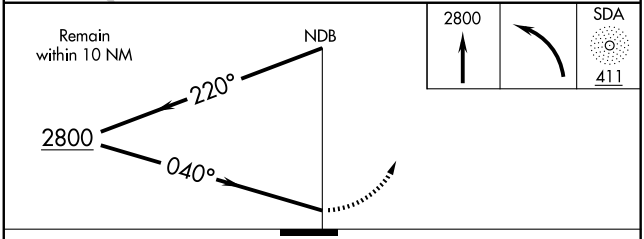
NDB RWY 4
SHENANDOAH MUNI (SDA)

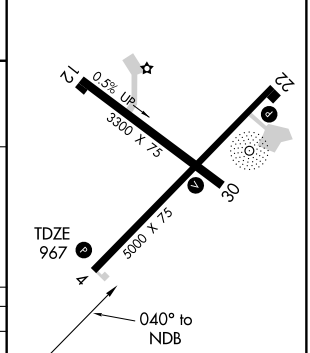
If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)	NA	
CIRCLING	1620-1	649 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg 5000 TDZE 967 Apt Elev 971

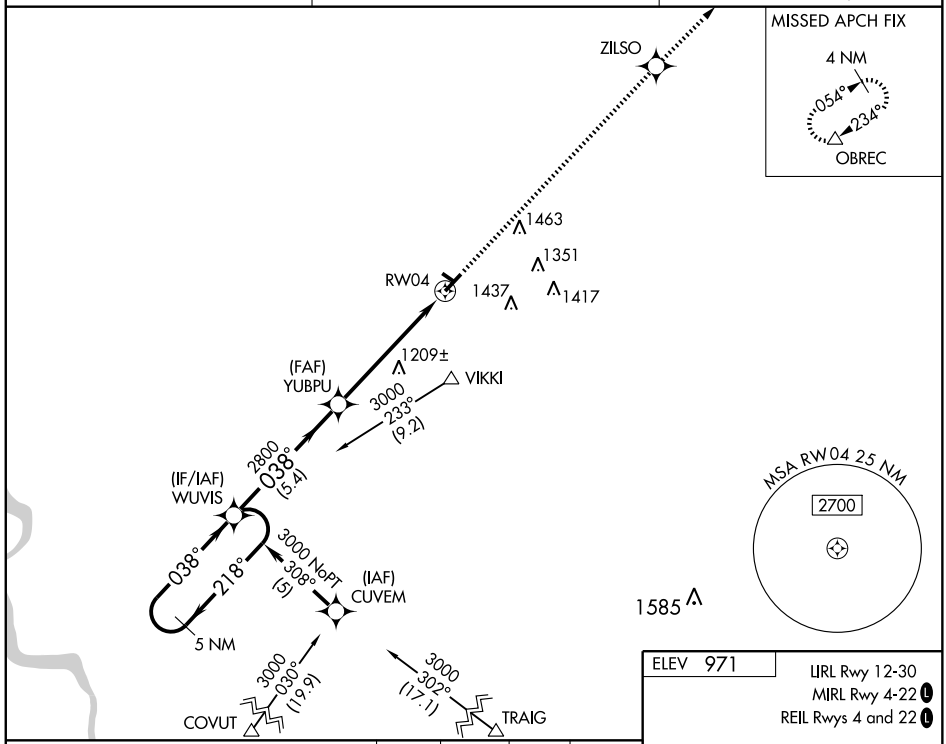
RNAV (GPS) RWY 4

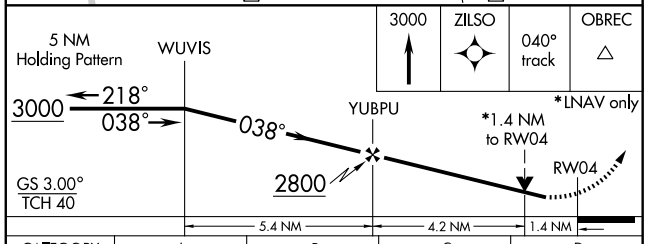
SHENANDOAH MUNI (SDA)

If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when using Clarinda altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

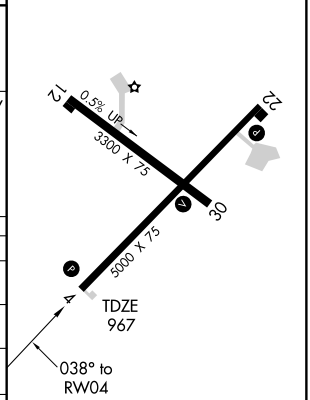
MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1230-1 263 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 493 (500-1)		NA	
CIRCLING	1520-1 549 (600-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

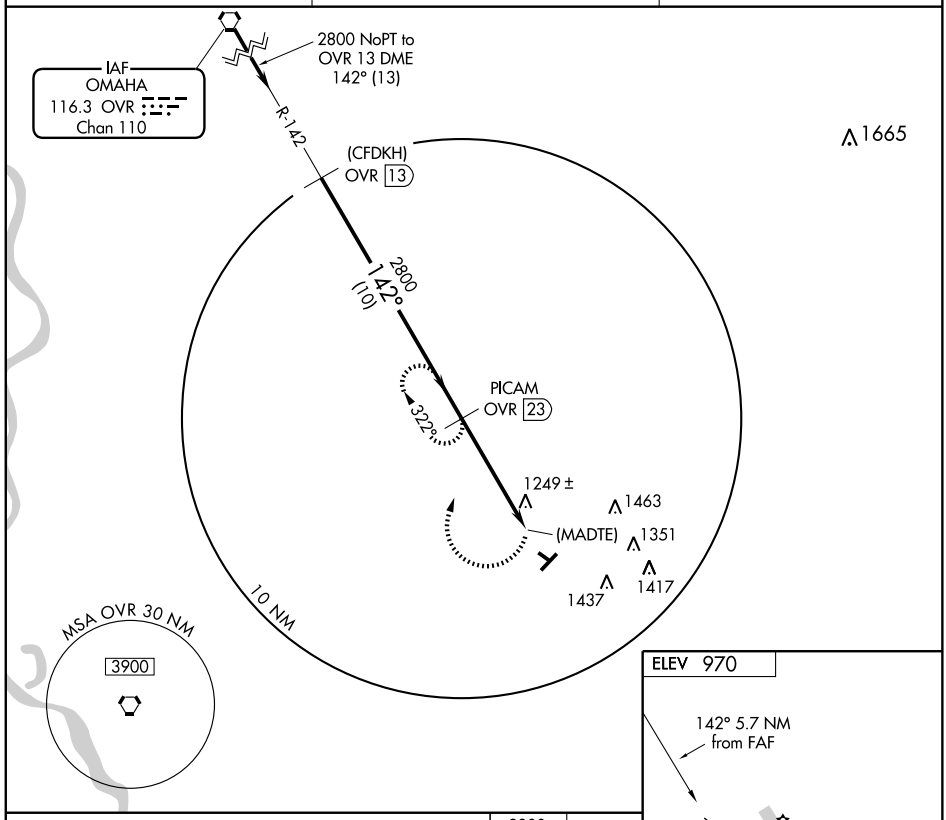
VORTAC OVR	APP CRS		
116.3	142°	Rwy Idg	3300
Chan 110		TDZE	967
		Apt Elev	970

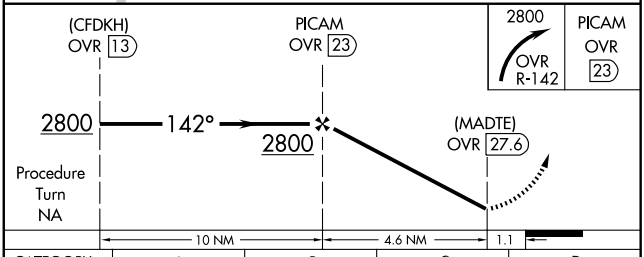
VOR/DME or GPS RWY 12

SHENANDOAH MUNI (SDA)

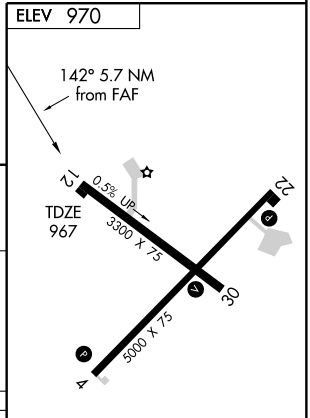
MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1540-1¼ 573 (600-1¼)		NA	
CIRCLING	1540-1¼ 570 (600-1¼)		NA	



LIRL Rwy 12-30
MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB ISB 269	APP CRS 155°	Rwy Idg 3000 TDZE 1537 Apt Elev 1537

NDB or GPS RWY 17

SIBLEY MUNI (ISB)

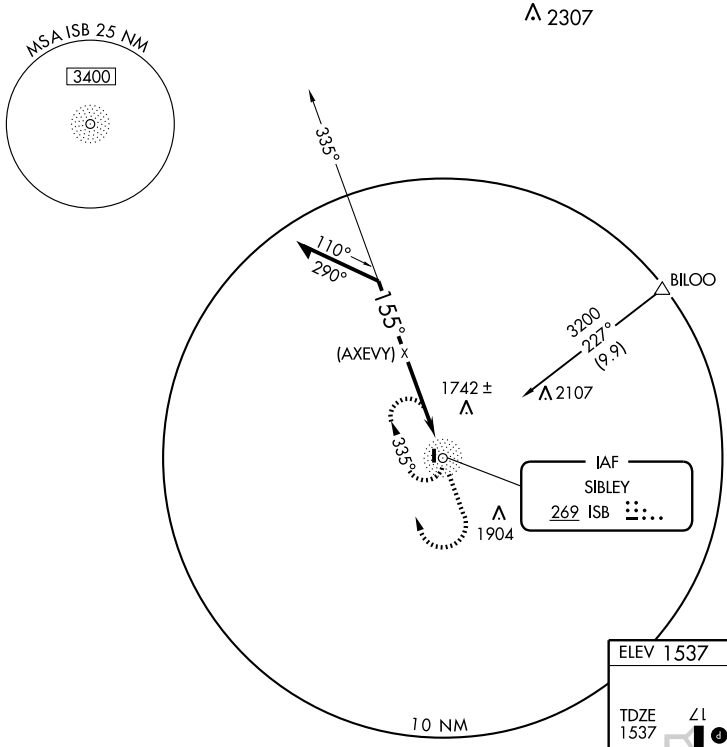
NA

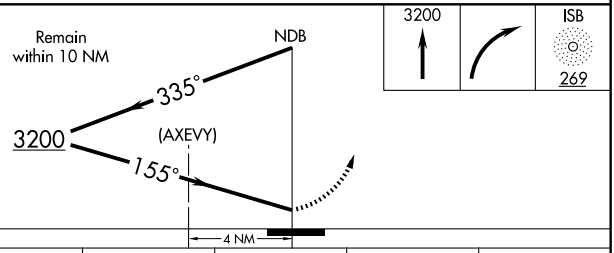
Use Worthington MN altimeter setting.

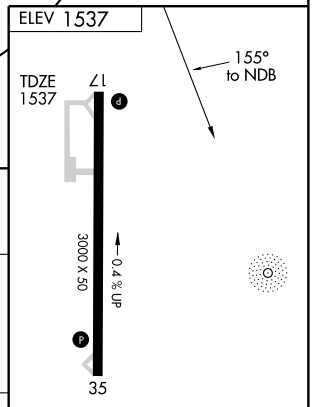
MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.

MINNEAPOLIS CENTER
132.05 317.4

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA
CIRCLING	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA

LIRL Rwy 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB ISB 269	APP CRS 013°	Rwy Idg 3000 TDZE 1537 Apt Elev 1537

NDB or GPS RWY 35

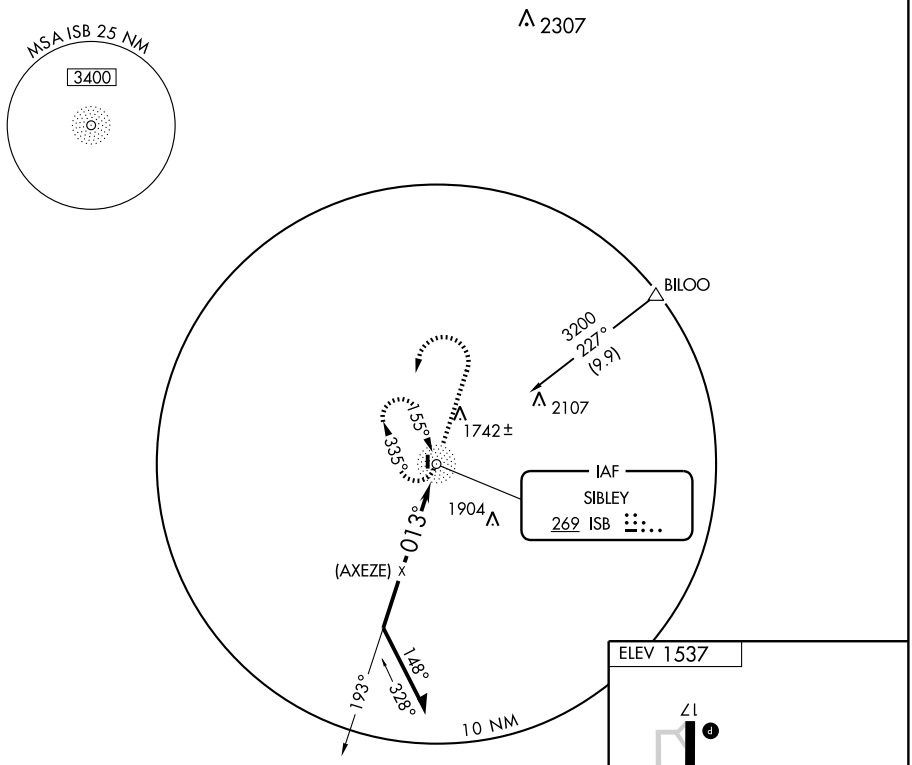
SIBLEY MUNI (ISB)

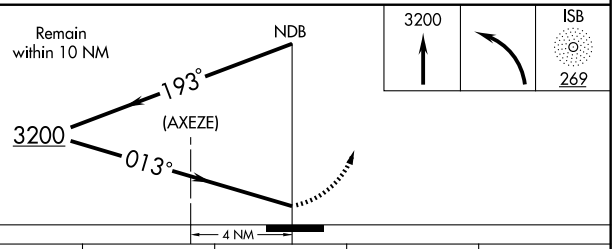
NA

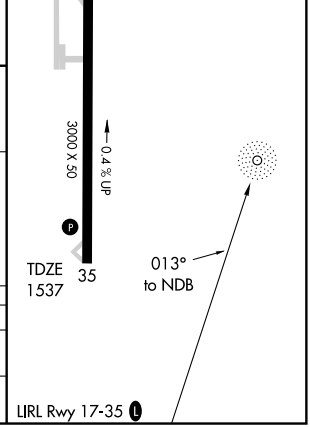
Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.

MINNEAPOLIS CENTER	UNICOM
132.05 317.4	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-35	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA
CIRCLING	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB SOY 368	APP CRS 180°	Rwy Idg 3802 TDZE 1448 Apt Elev 1448

NDB or GPS RWY 18

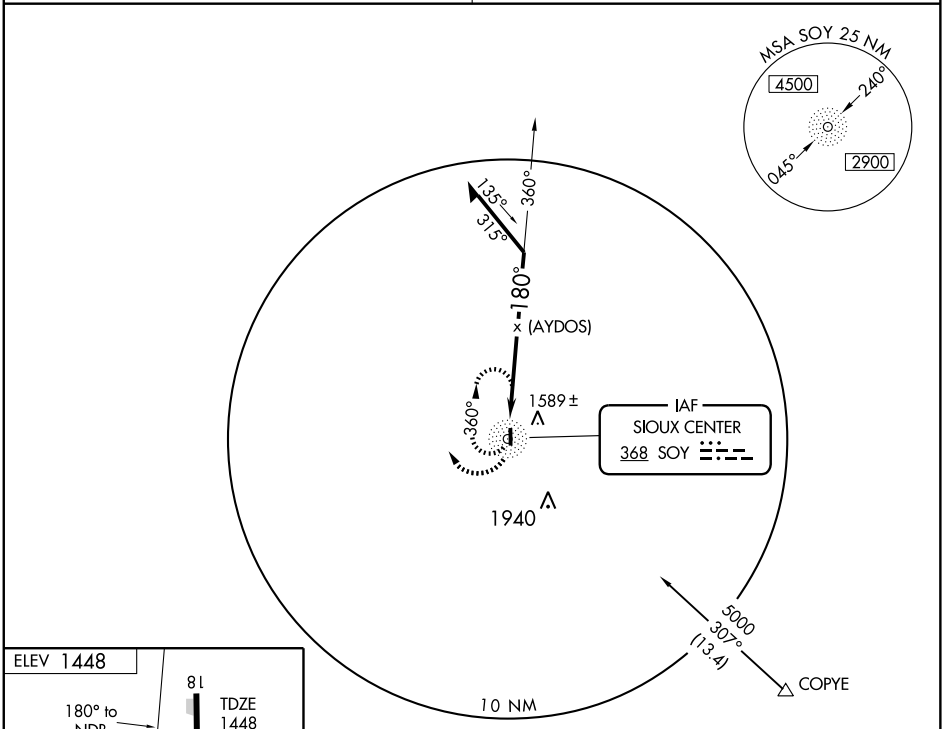
SIOUX CENTER MUNI (SOY)

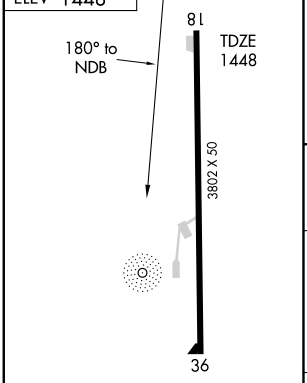
Use Orange City altimeter setting; if not received use Sioux Falls altimeter setting and increase all MDAs 60 feet.

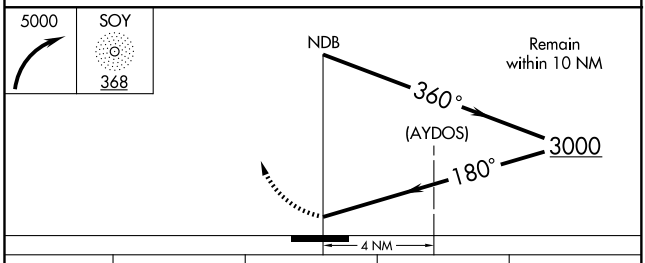
NA

MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.

MINNEAPOLIS CENTER	UNICOM
124.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA
CIRCLING	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA

MIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

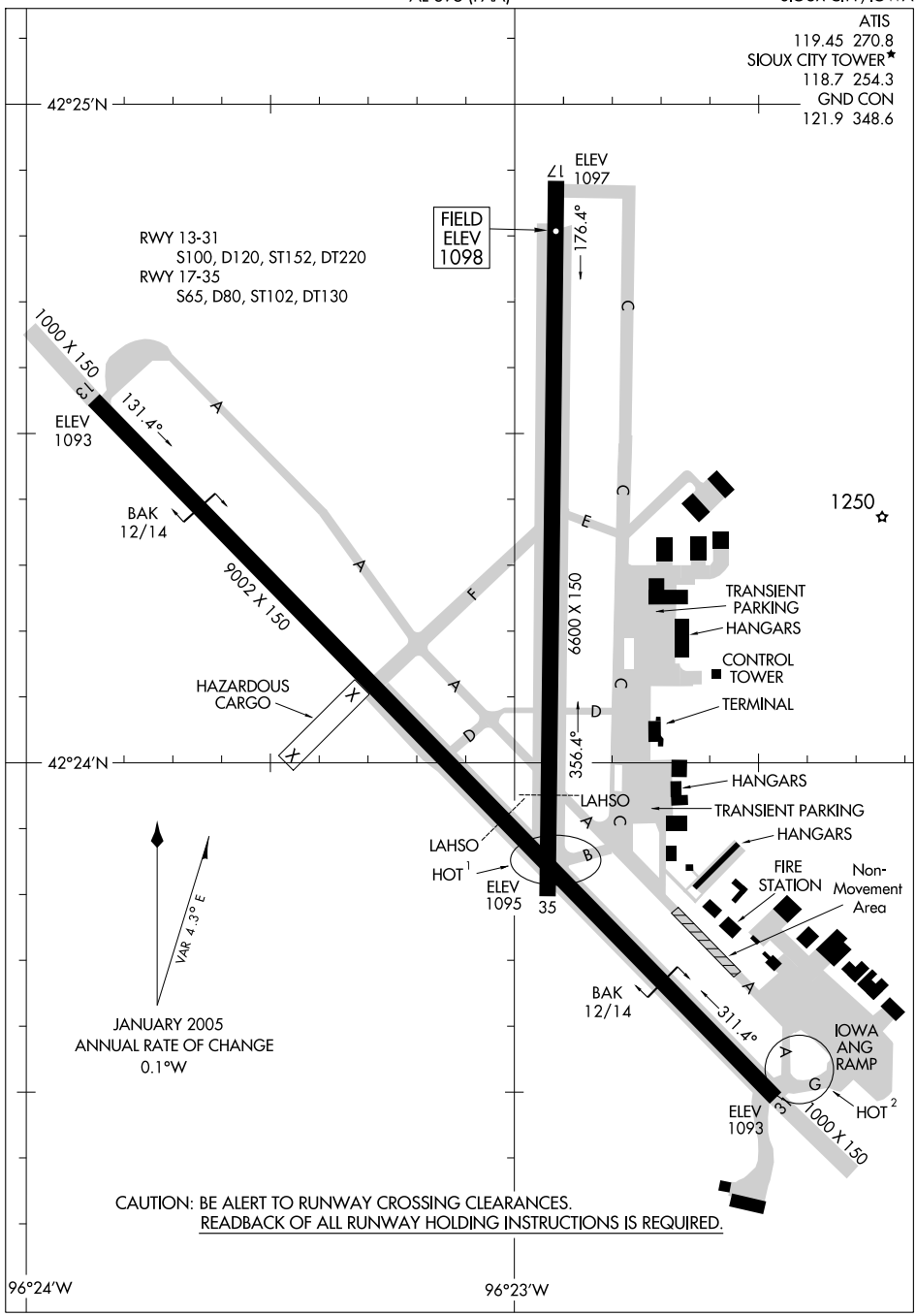
09239

AIRPORT DIAGRAM

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AL-395 (FAA)

SIOUX CITY, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN or VOR/DME RWY 13

VORTAC SUX 116.5 Chan 112	APCH CRS 131°	Rwy ldg 9002 TDZE 1095 Arpt Elev 1098

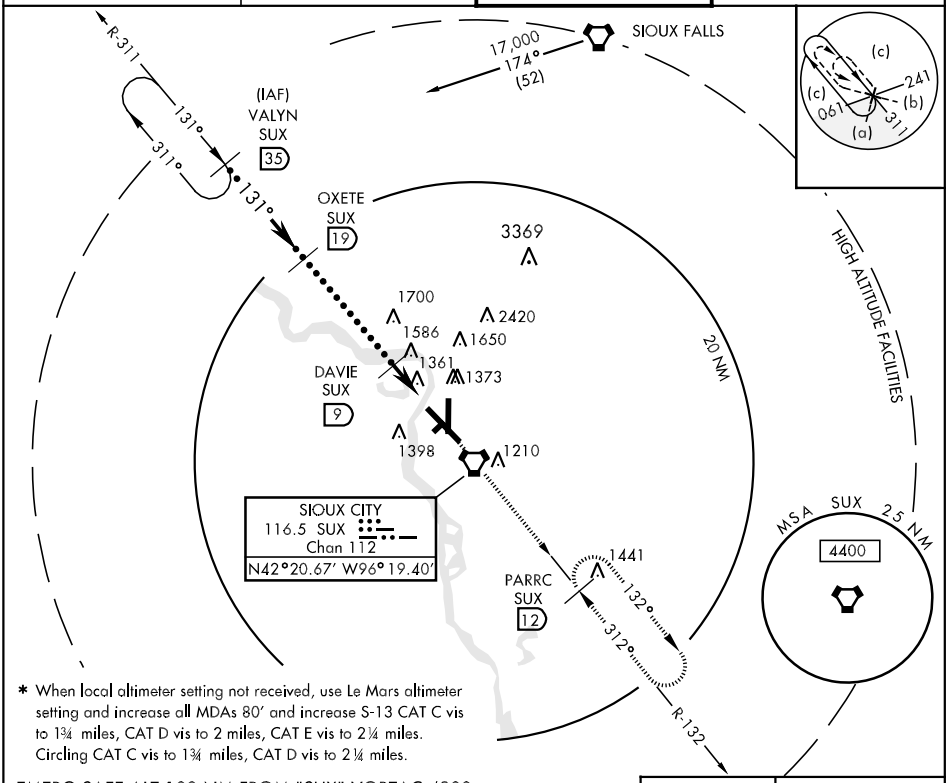
JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

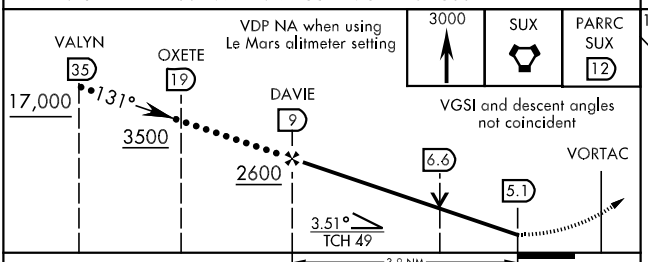
ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6

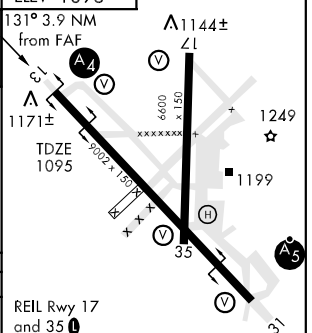


* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-13 CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

ELEV 1098





CATEGORY	C	D	E
S-13 *	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING *	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

REIL Rwy 17 and 35 L

HIRL Rwy 13-31 L

MIRL Rwy 17-35 L

HI-TACAN or VOR/DME RWY 31

VORTAC SUX	APCH CRS	Rwy ldg	9002
116.5	312°	TDZE	1096
Chan 112		Arpt Elev	1098

JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

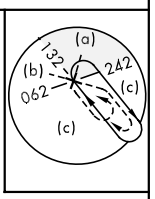
▼ * When ALS inop, increase CAT E vis to 1¾ miles.

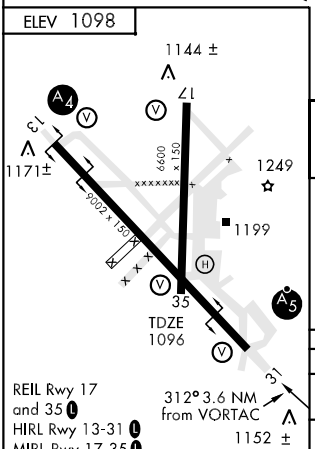
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

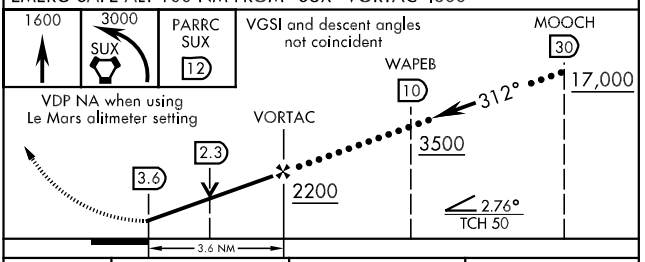
ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6

† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.





EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-31 * †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

LOC I-OIQ	APP CRS	Rwy Idg	9002
111.3	130°	TDZE	1095
		Apt Elev	1098

ILS or LOC RWY 13

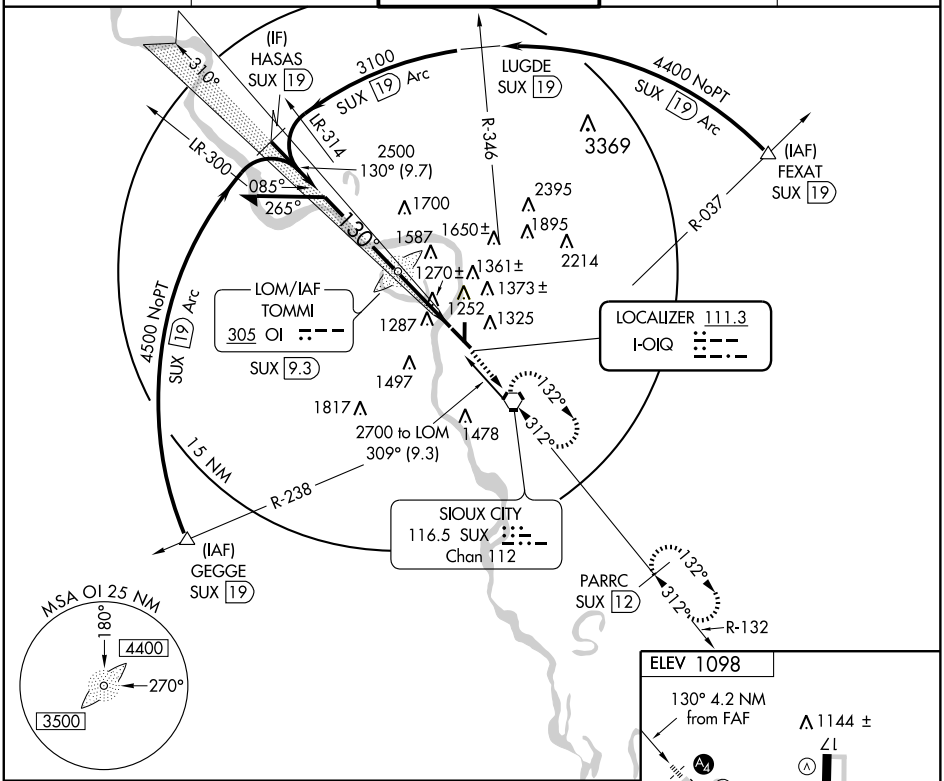
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

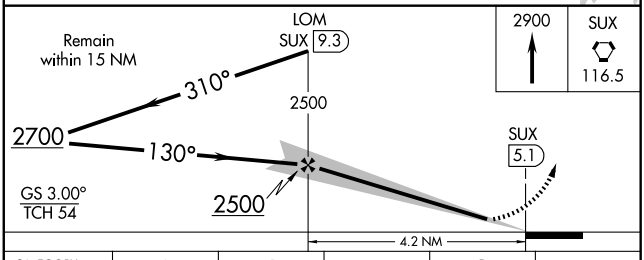
Inoperative table does not apply to S-LOC 13 Cat C.

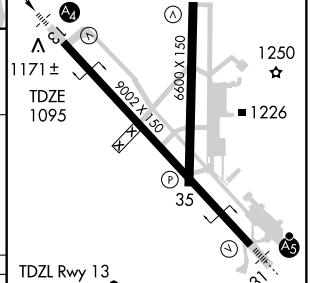
MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 13	1295-¾ 200 (200-¾)				
S-LOC 13	1580-¾ 485 (500-¾)		1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-SUX	APP CRS	Rwy Idg	9002
109.3	310°	TDZE	1096
		Apt Elev	1098

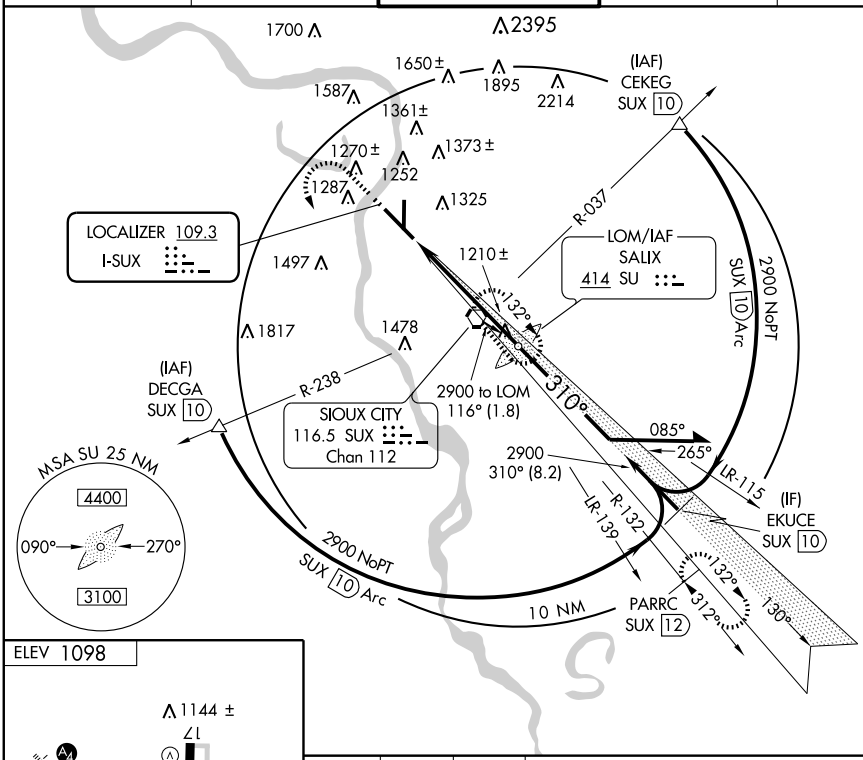
ILS or LOC RWY 31

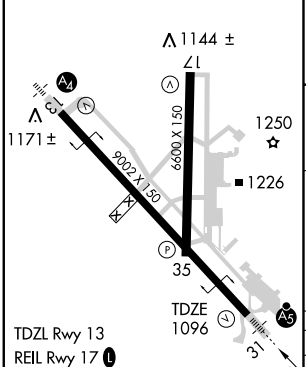
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MALSR

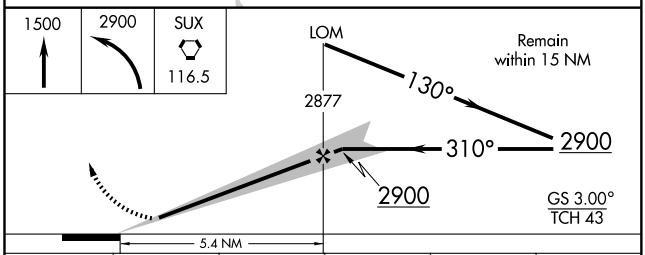
MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1460/24 364 (400-½)			1460/40 364 (400-¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

LOM OI	APP CRS	Rwy Idg	9002
305	130°	TDZE	1093
		Apt Elev	1098

NDB RWY 13

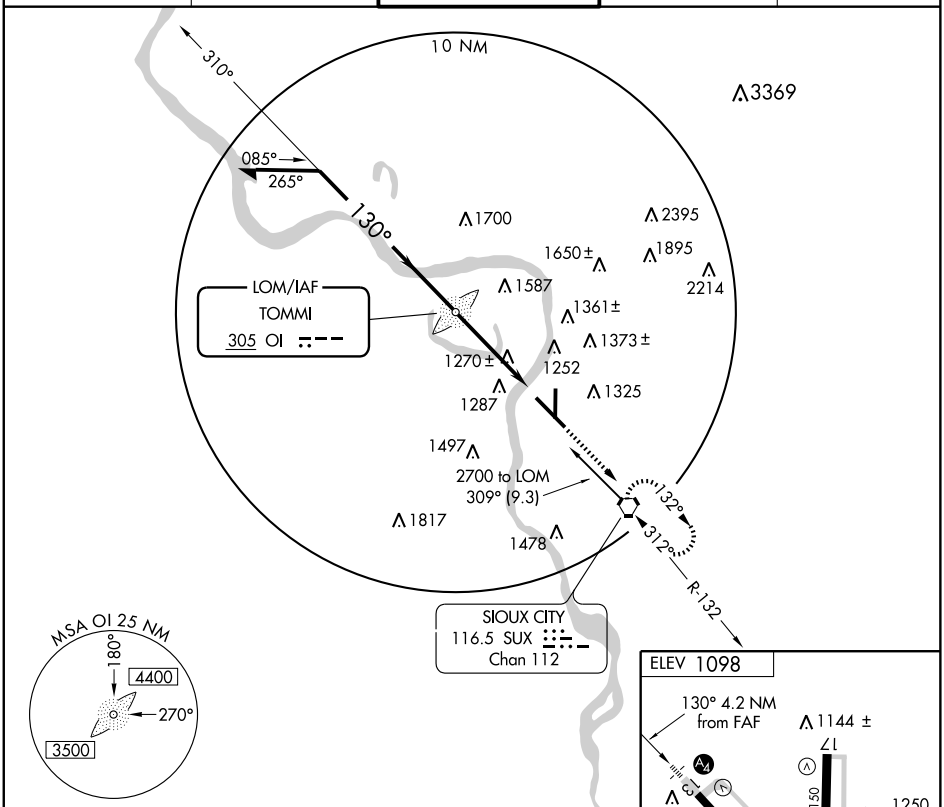
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

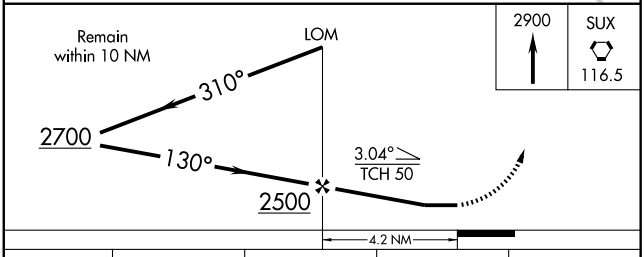
T
NA Cat C inoperative table does not apply.

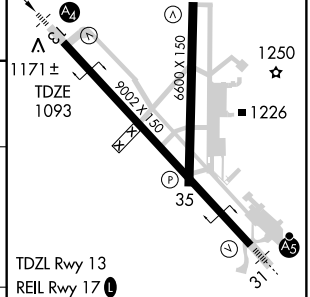
MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-13	1660-¾ 567 (600-¾)		1660-1½ 567 (600-1½)	1660-1¾ 567 (600-1¾)
CIRCLING	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

NDB GAK 233	APP CRS 180°	Rwy Idg 6600 TDZE 1098 Apt Elev 1098

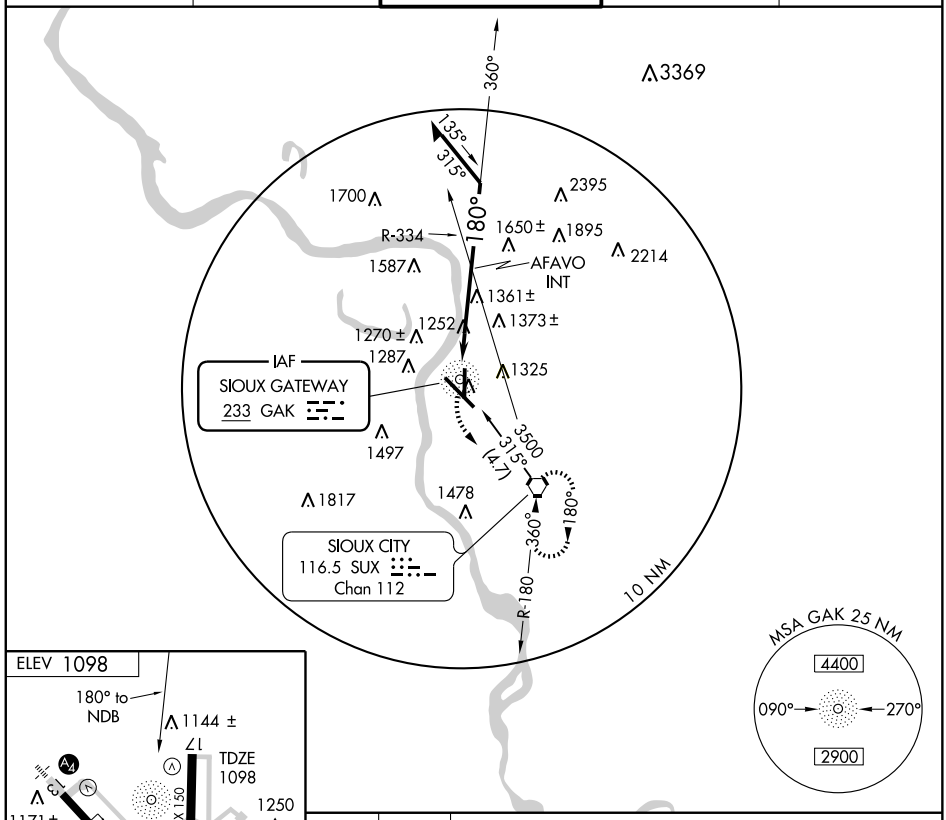
NDB RWY 17

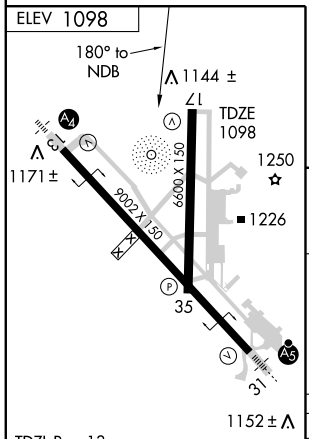
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NA

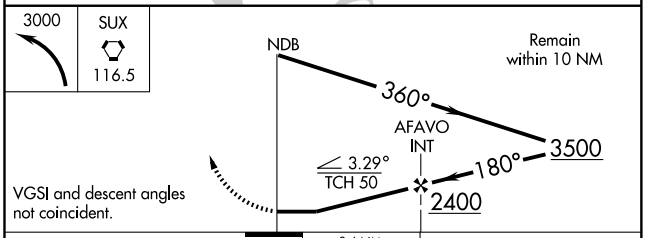
MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





TDZL Rwy 13
REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOM SU	APP CRS	Rwy Idg	9002
414	310°	TDZE	1095
		Apt Elev	1098

NDB RWY 31

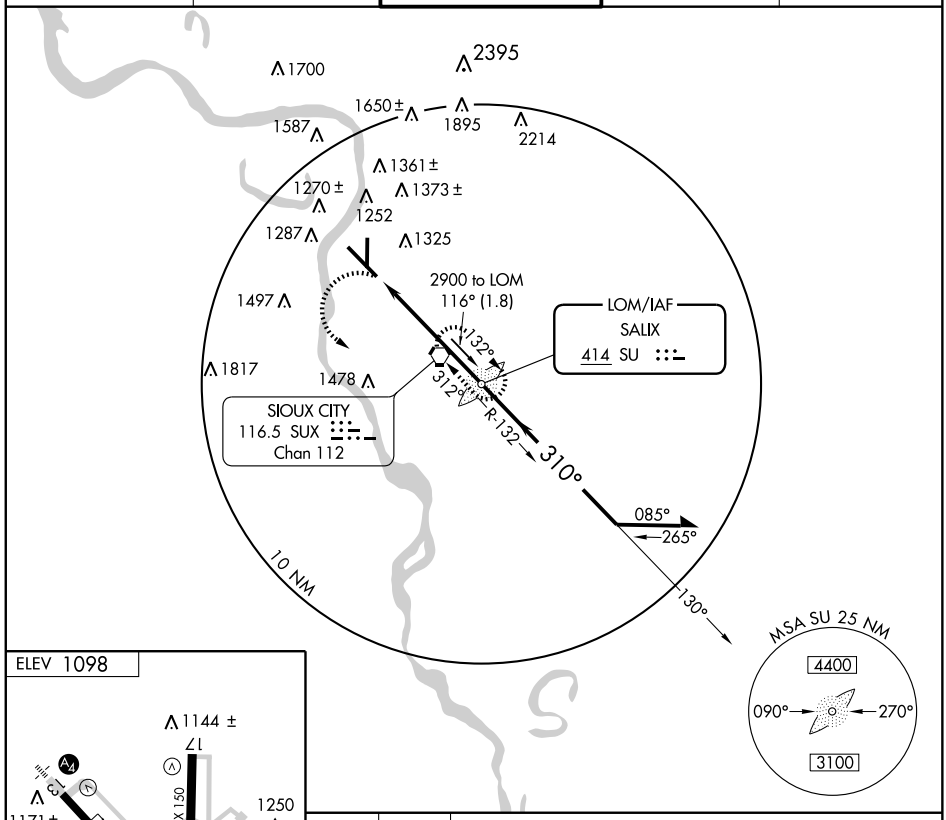
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

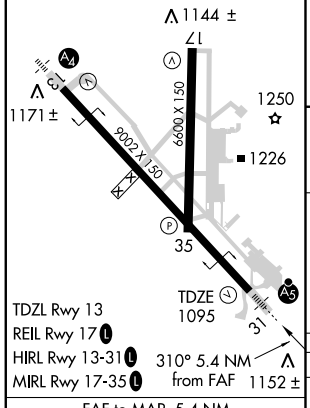
T
NA

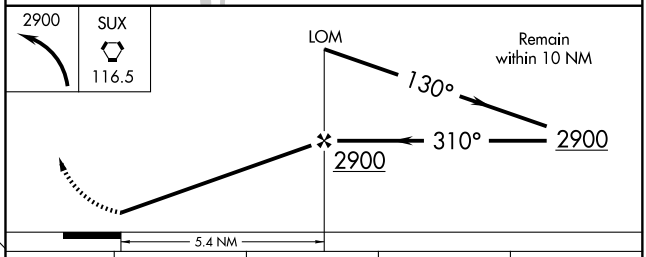
MALSR

MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-31	1620/40	525 (600-¾)	1620/50 525 (600-1)	1620-1½ 525 (600-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

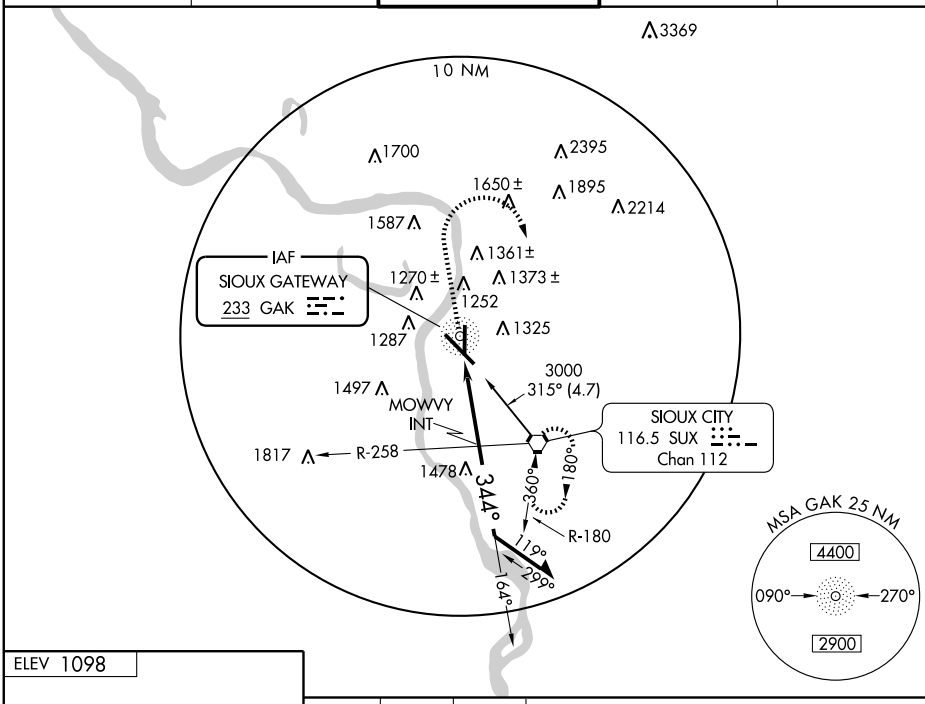
NDB GAK 233	APP CRS 344°	Rwy Idg 6600 TDZE 1096 Apt Elev 1098

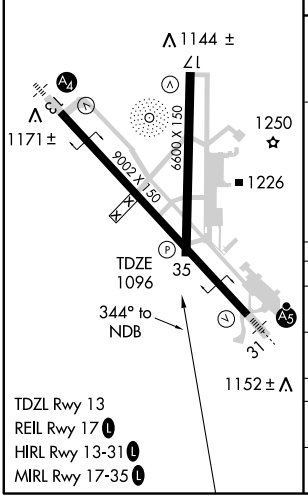
NDB RWY 35

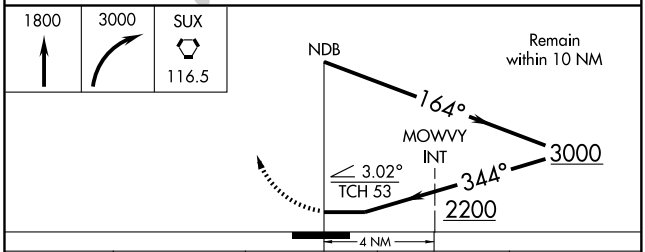
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) Ⓛ 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3 1104 (1200-3)	
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3 1102 (1200-3)	
MOWVY FIX MINIMUMS				
S-35	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9002
CH 57911	130°	TDZE	1095
W13A		Apt Elev	1098

RNAV (GPS) RWY 13

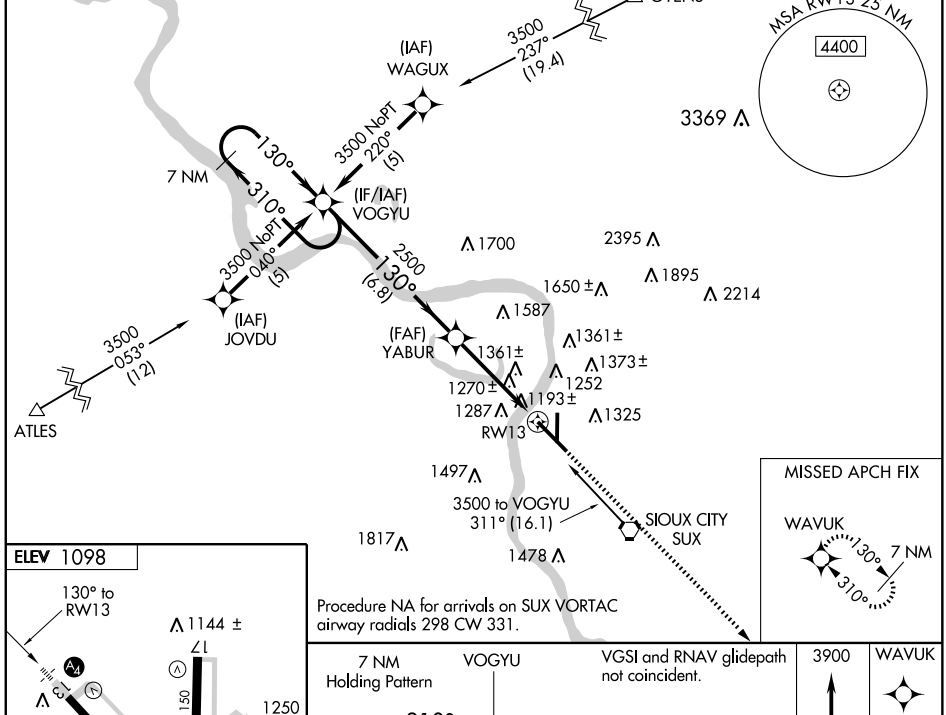
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

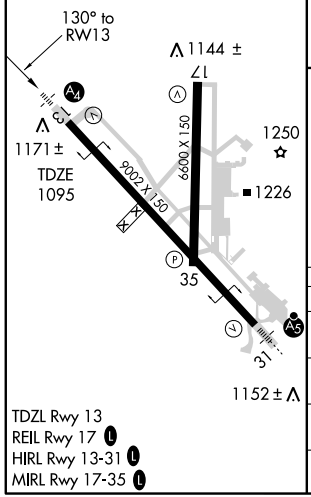
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

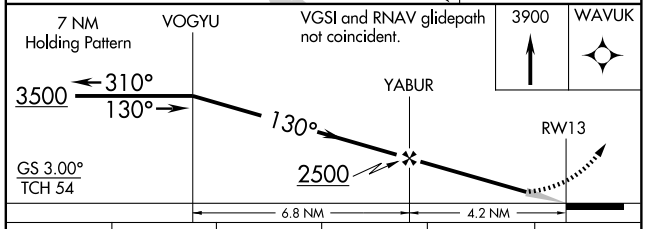
MALS A4

MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	1295/40 200 (200-¾)				
LNAV/VNAV DA	1582-1¾ 487 (500-1¾)				
LNAV MDA	1620/40 525 (600-¾)		1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6600
175°	TDZE	1098
	Apt Elev	1098

RNAV (GPS) RWY 17

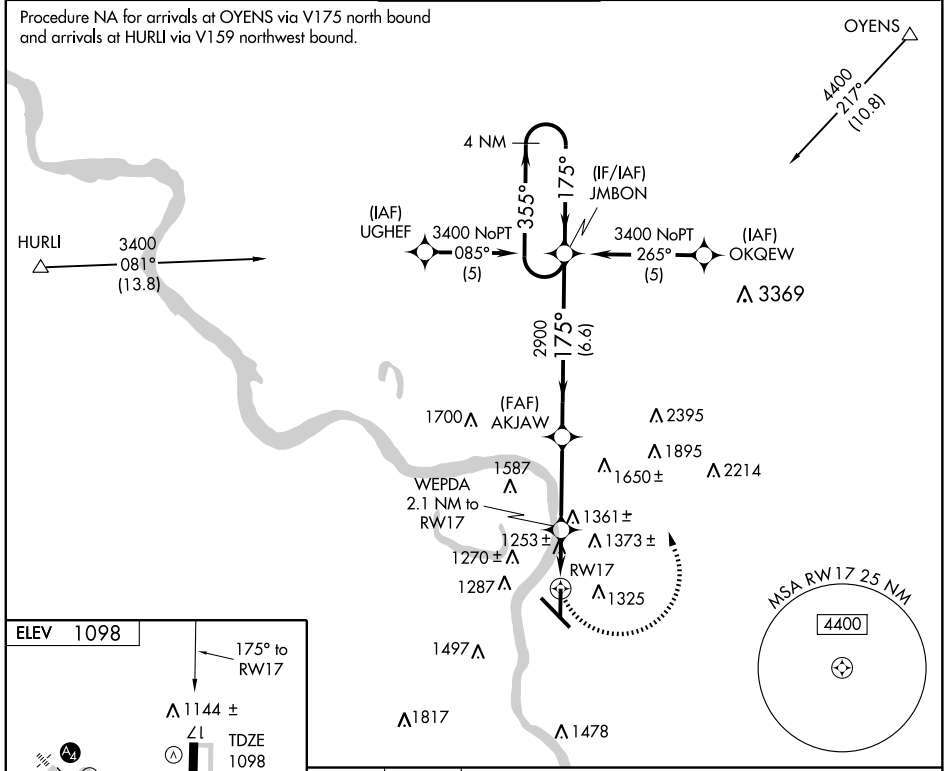
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

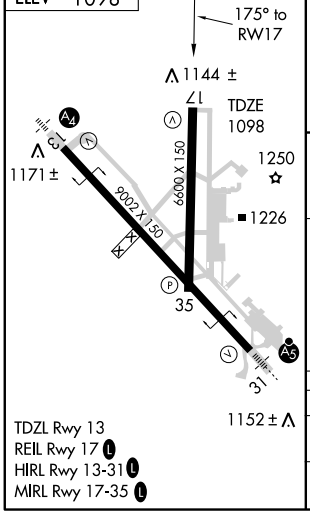
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

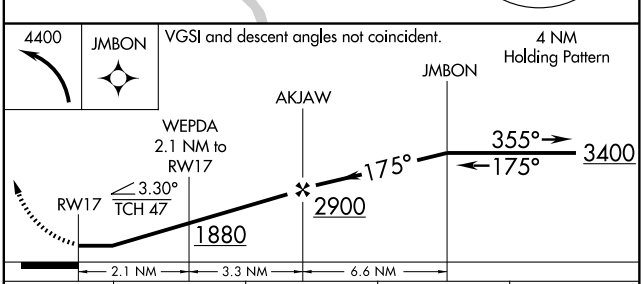
MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 90211 W31A	APP CRS 310°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098

RNAV (GPS) RWY 31

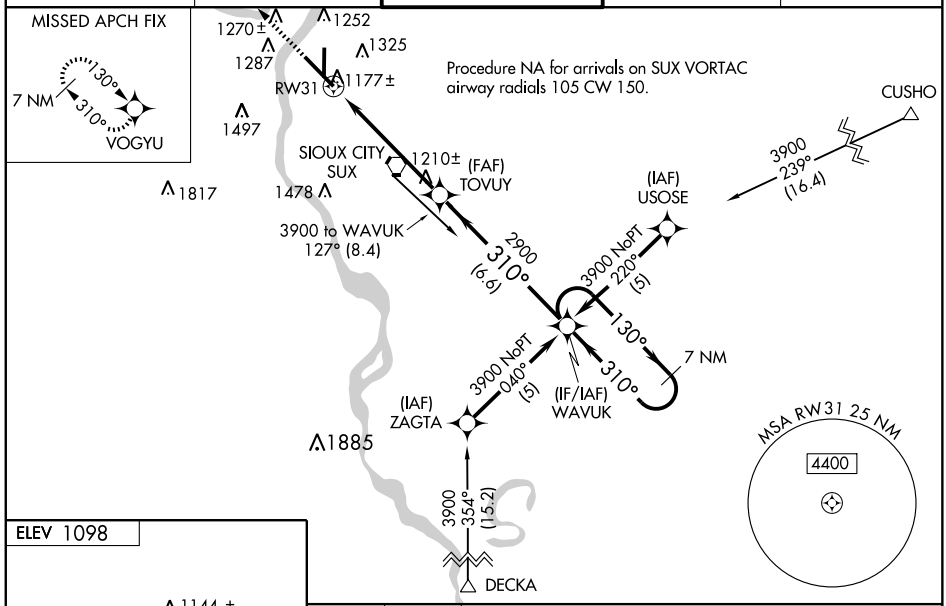
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

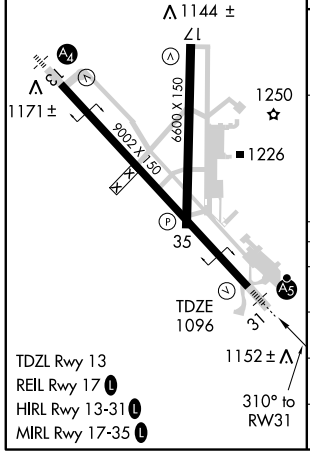
Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾ .
For inoperative MALSR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

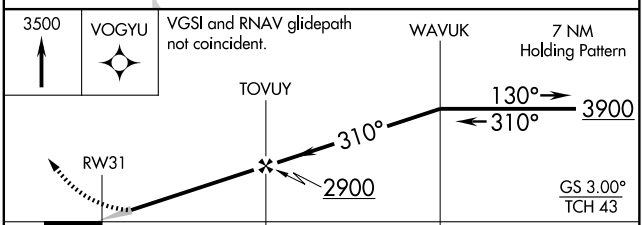
MALSR

MISSED APPROACH: Climb to 3500 direct VOGYU and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	1296/24 200 (200-½)				
LNAV/VNAV DA	1507/50 411 (500-1)				
LNAV MDA	1560/24 464 (500-½)		1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC SUX	APP CRS	Rwy Idg	9002
116.5	131°	TDZE	1095
Chan 112		Apt Elev	1098

VOR/DME or TACAN RWY 13

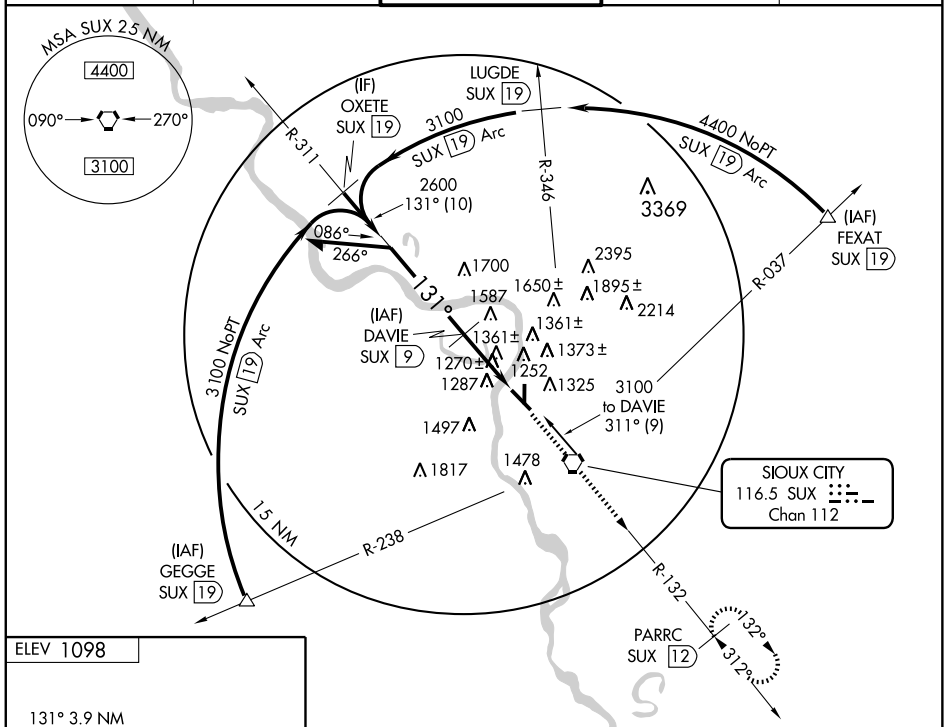
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

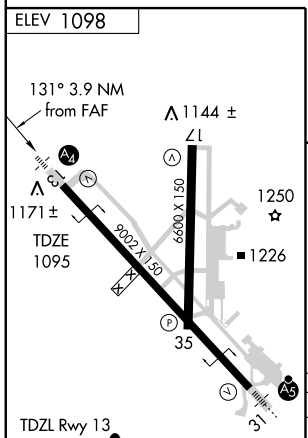
When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

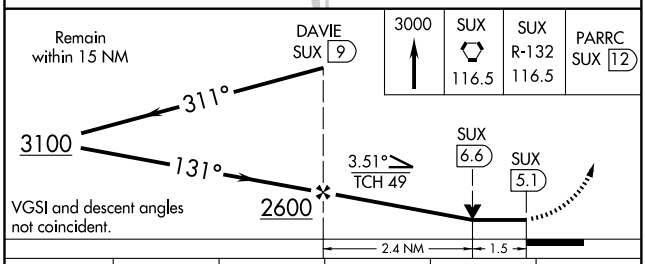
MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-13	1620/40	525 (600-¾)	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SUX	APP CRS	Rwy Idg	9002
116.5	312°	TDZE	1096
Chan 112		Apt Elev	1098

VOR or TACAN RWY 31

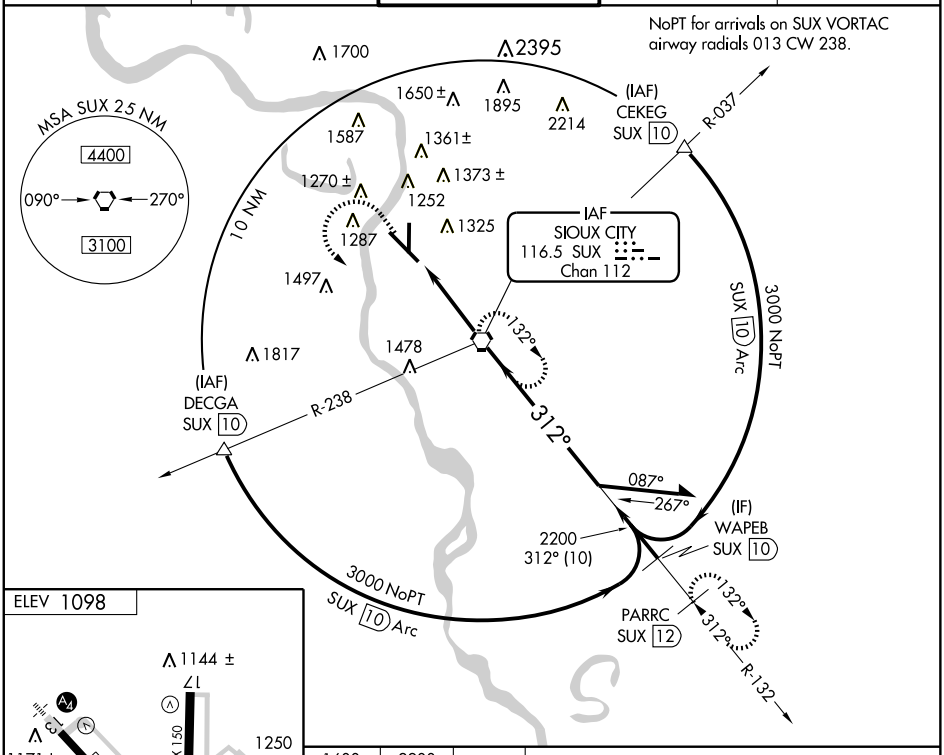
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

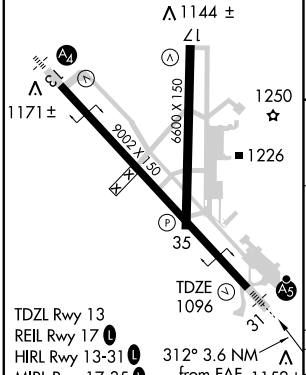
When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

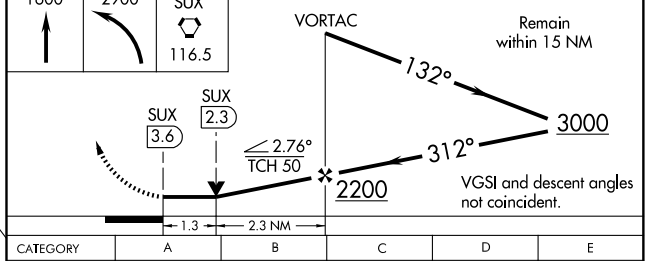
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D	E
S-31	1560/24	464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

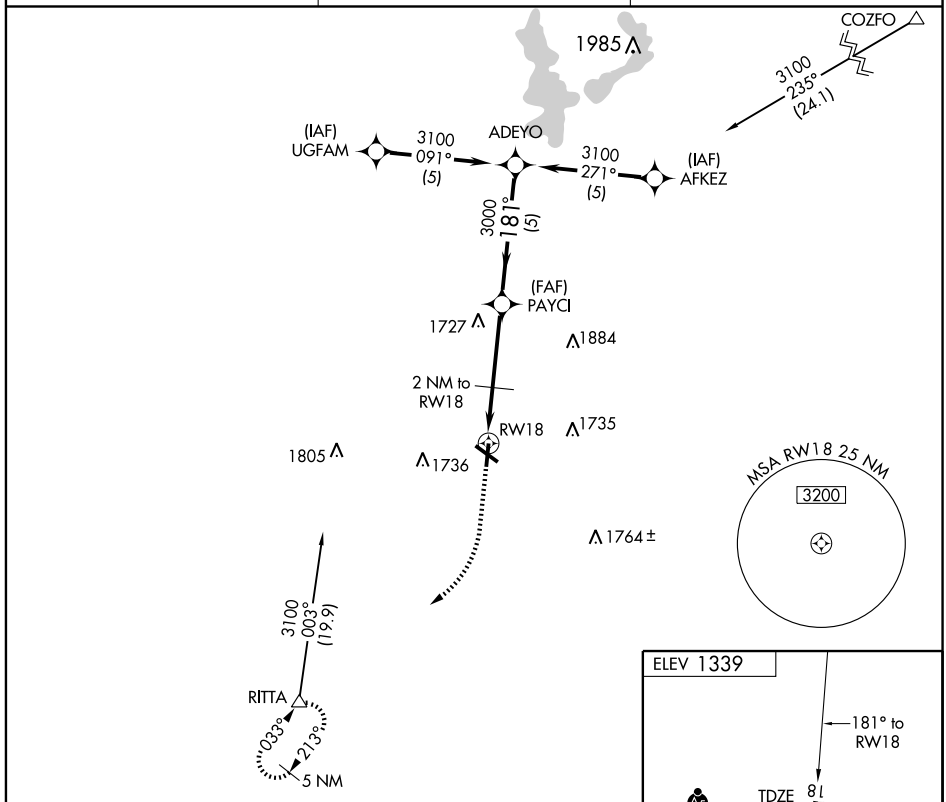
APP CRS		
181°	Rwy Idg	5100
	TDZE	1337
	Apt Elev	1339

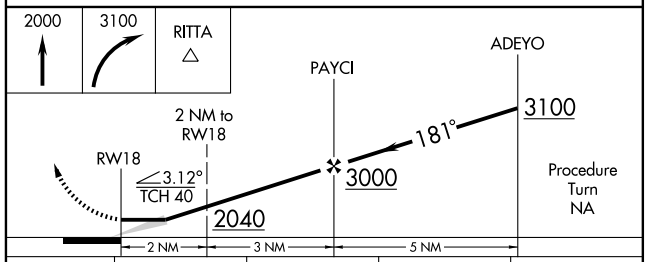
GPS RWY 18
SPENCER MUNI (SPW)

NA

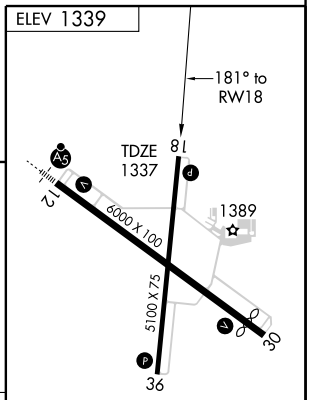
MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct RITTA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-18	1800-1	463 (500-1)	1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)
CIRCLING	1800-1	461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

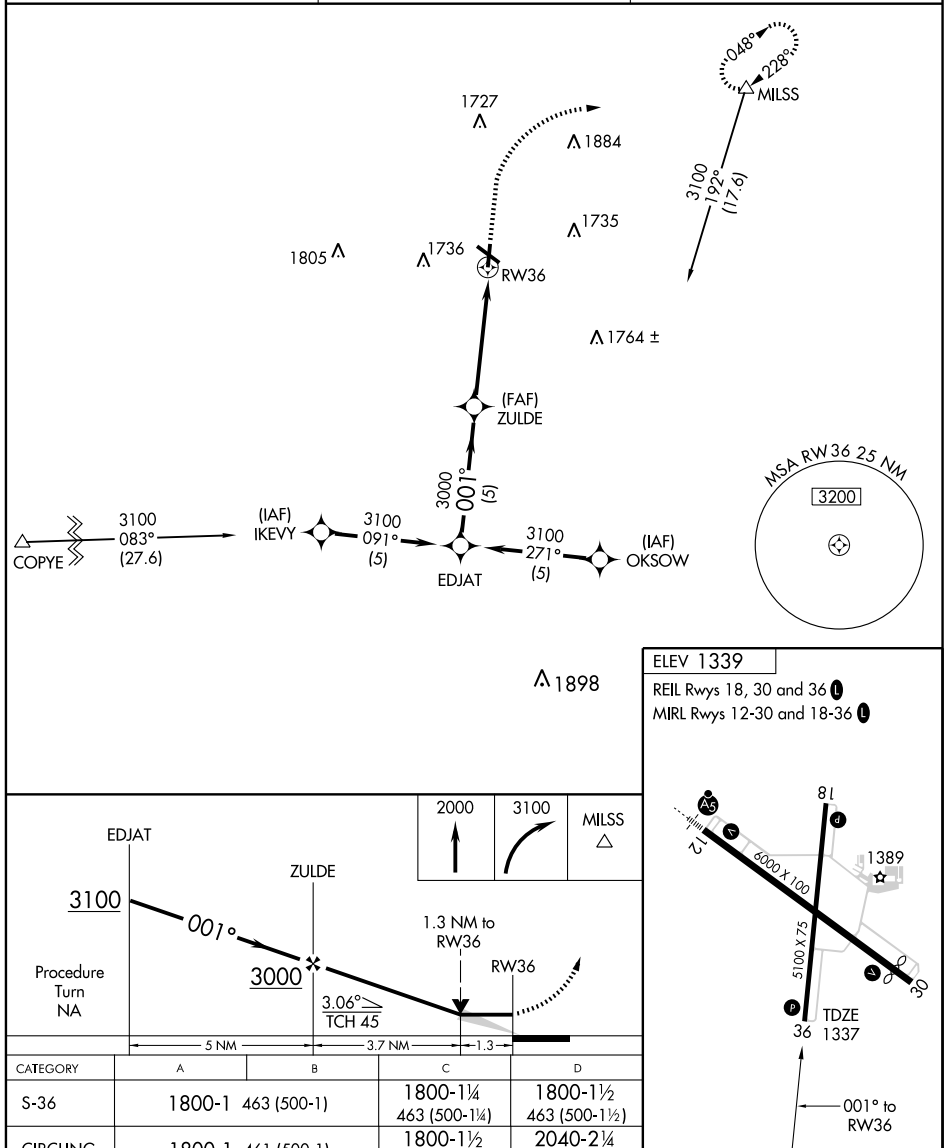
APP CRS	Rwy Idg	5100
001°	TDZE	1337
	Apt Elev	1339

GPS RWY 36
SPENCER MUNI (SPW)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L



ELEV 1339

REIL Rwys 18, 30 and 36 L

MIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-36	1800-1	463 (500-1)	1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)
CIRCLING	1800-1	461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-SPW	APP CRS	Rwy Idg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

ILS RWY 12
SPENCER MUNI (SPW)

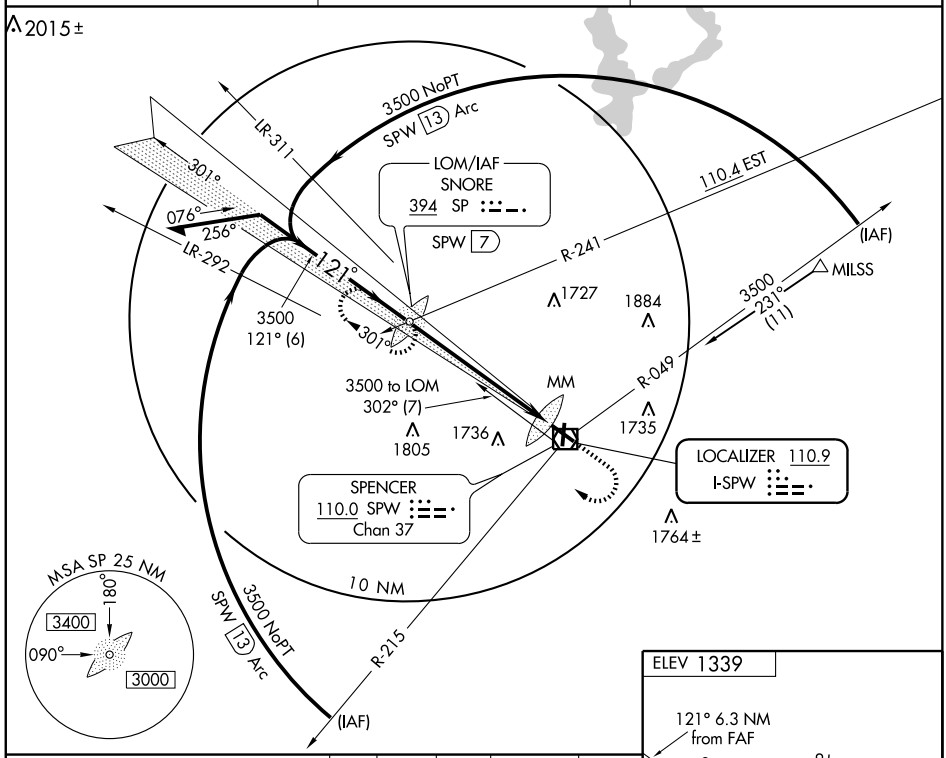
NA

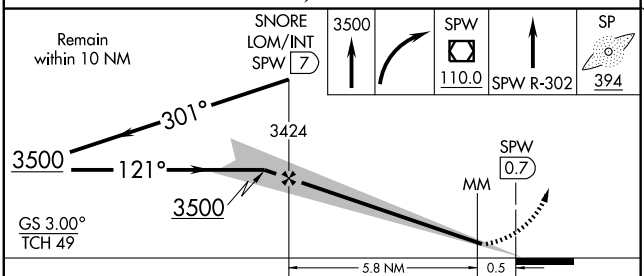
MALSR

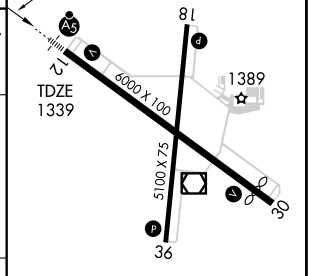
MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L

2015±







CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1820-½ 481 (500-½)		1820-¾ 481 (500-¾)	1820-1 481 (500-1)
CIRCLING	1820-1 481 (500-1)		1820-1½ 481 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NC-3. 08 APR 2010 to 06 MAY 2010

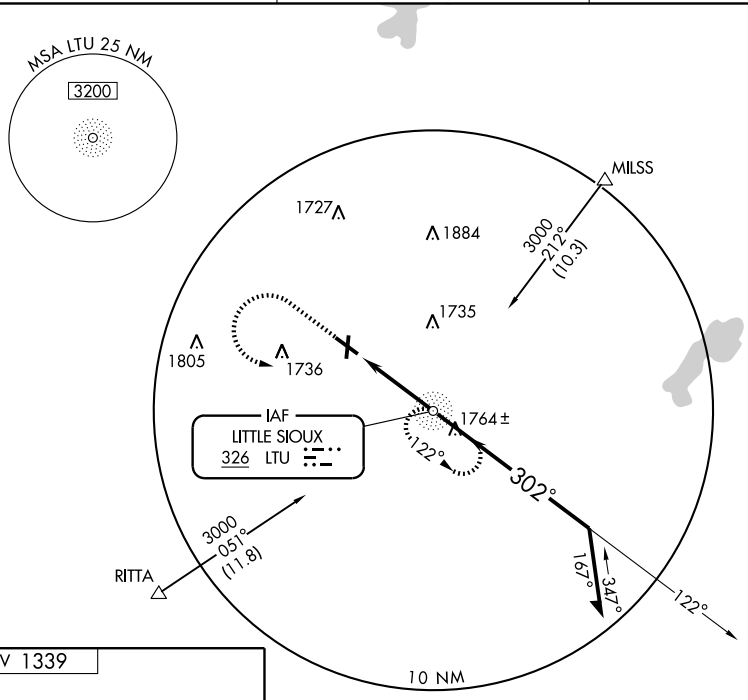
NDB LTU 326	APP CRS 302°	Rwy Idg 5500 TDZE 1337 Apt Elev 1339

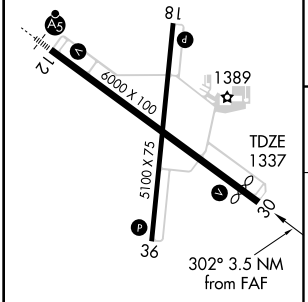
NDB RWY 30
SPENCER MUNI (SPW)

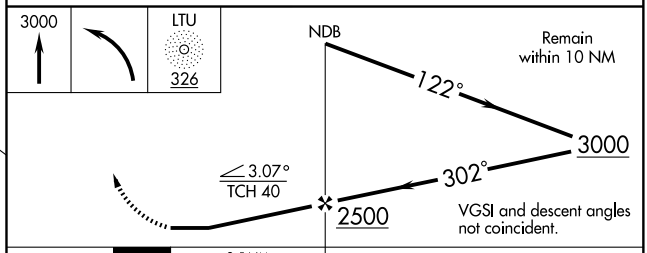
NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-30	1840-1 503 (600-1)		1840-1½ 503 (600-1½)	
CIRCLING	1840-1 501 (600-1)		1840-1½ 501 (600-1½)	2040-2¼ 701 (800-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME SPW	APP CRS	Rwy Idg	6000
110.0	127°	TDZE	1339
Chan 37		Apt Elev	1339

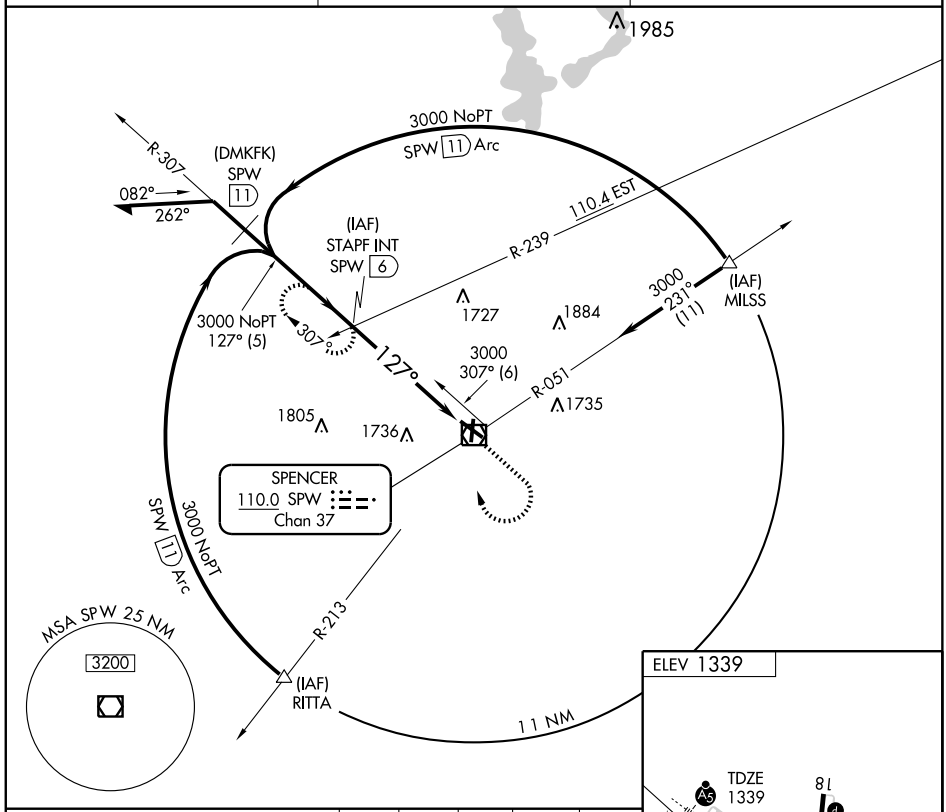
VOR or GPS RWY 12

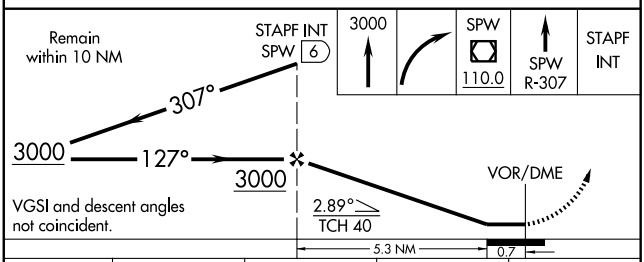
SPENCER MUNI (SPW)

MALSR

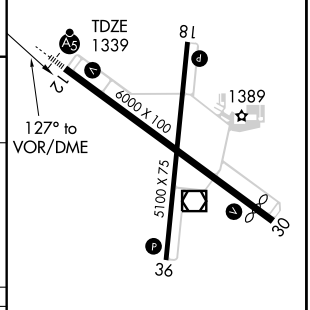
MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAPF INT/SPW 6 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-12	1800-½ 461 (500-½)		1800-¾ 461 (500-¾)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



REIL Rwys 18, 30 and 36 L

MIRL Rwys 12-30 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

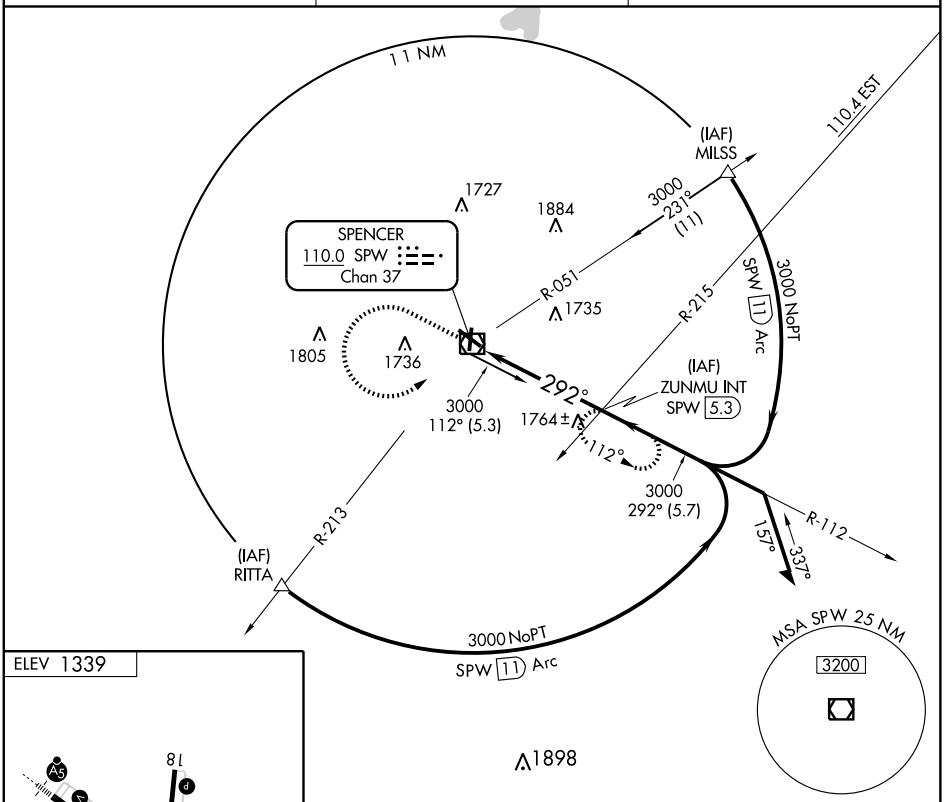
VOR/DME SPW	APP CRS	Rwy Idg	5500
110.0	292°	TDZE	1337
Chan 37		Apt Elev	1339

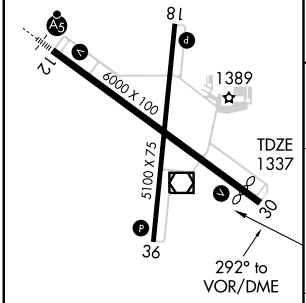
VOR RWY 30

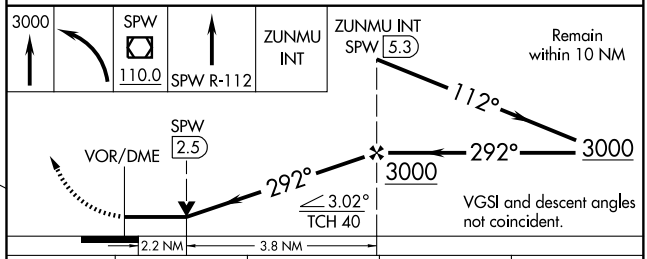
SPENCER MUNI (SPW)

MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-30	2080-1 743 (800-1)	2080-1¼ 743 (800-1¼)	2080-2¼ 743 (800-2¼)	2080-2½ 743 (800-2½)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2080-2¼ 741 (800-2¼)	2080-2½ 741 (800-2½)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB SLB	APP CRS		
434	177°	Rwy Idg	5000
		TDZE	1484
		Apt Elev	1488

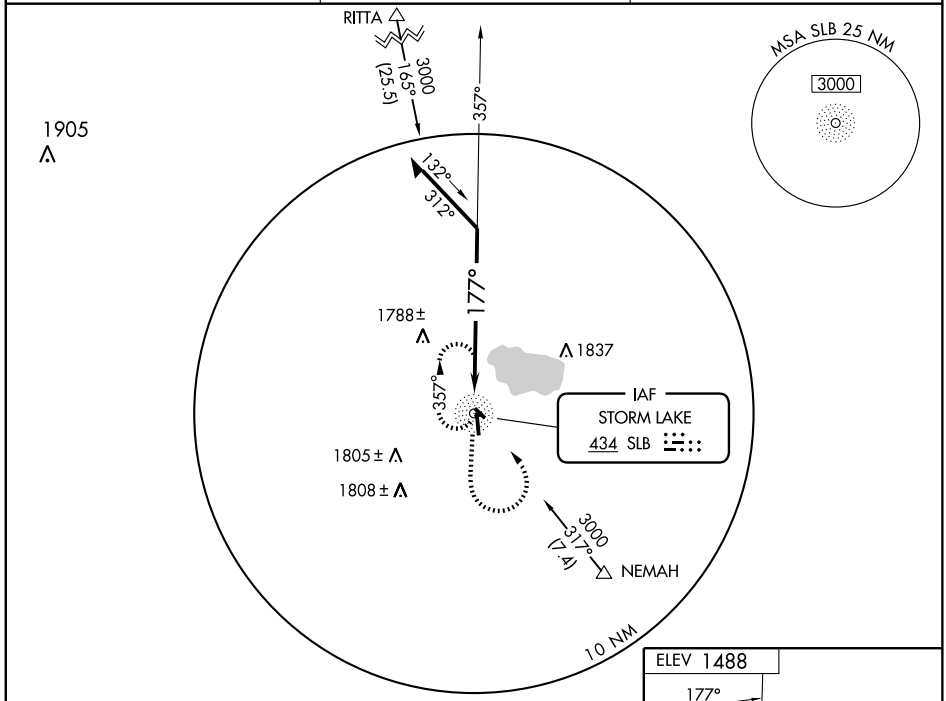
NDB RWY 17

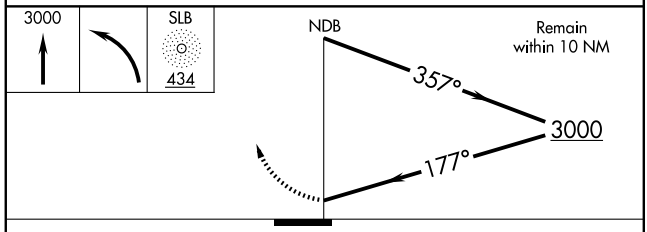
STORM LAKE MUNI (SLB)

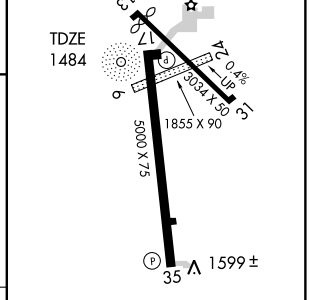
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

REIL Rwy 17 L

MIRL Rwys 13-31 and 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB SLB 434	APP CRS 342°	Rwy Idg 5000 TDZE 1483 Apt Elev 1488

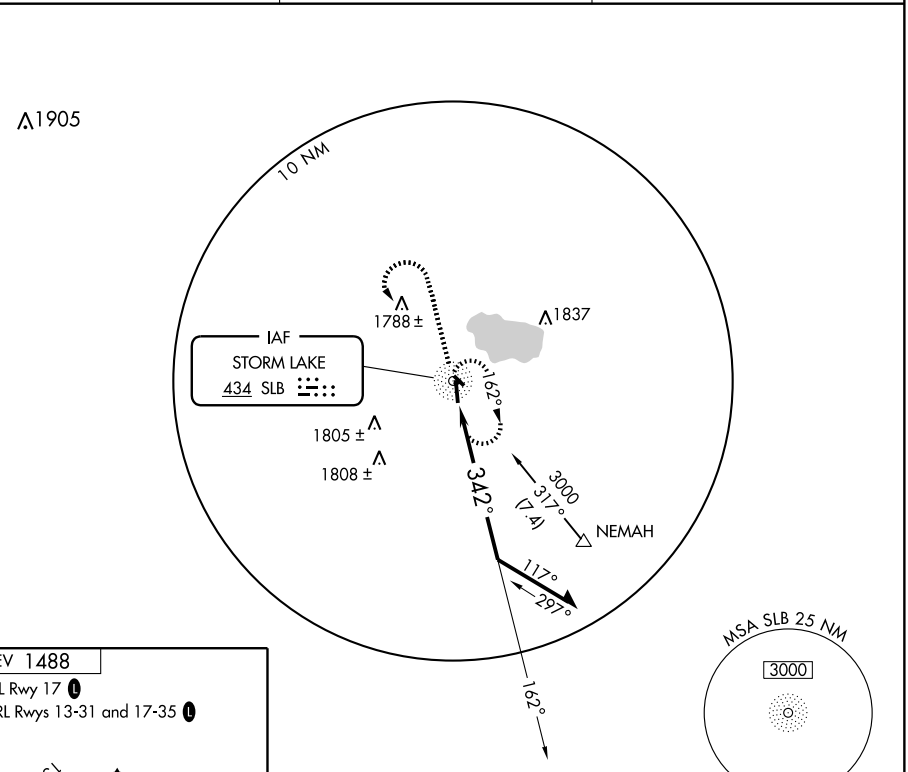
NDB RWY 35

STORM LAKE MUNI (SLB)

When local altimeter setting not received, use Spencer altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

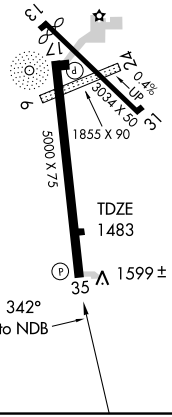
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L

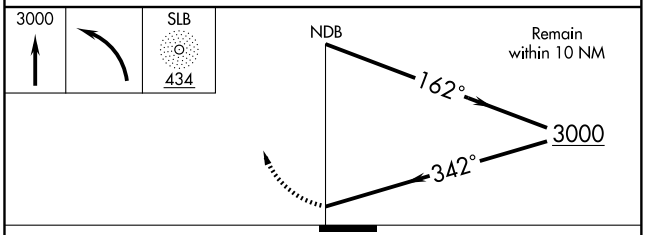


ELEV 1488

REIL Rwy 17 L

MIRL Rwys 13-31 and 17-35 L





CATEGORY	A	B	C	D
S-35	2020-1	536 (600-1)	NA	NA
CIRCLING	2020-1	532 (600-1)	NA	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
171°	TDZE	1484
	Apt Elev	1488

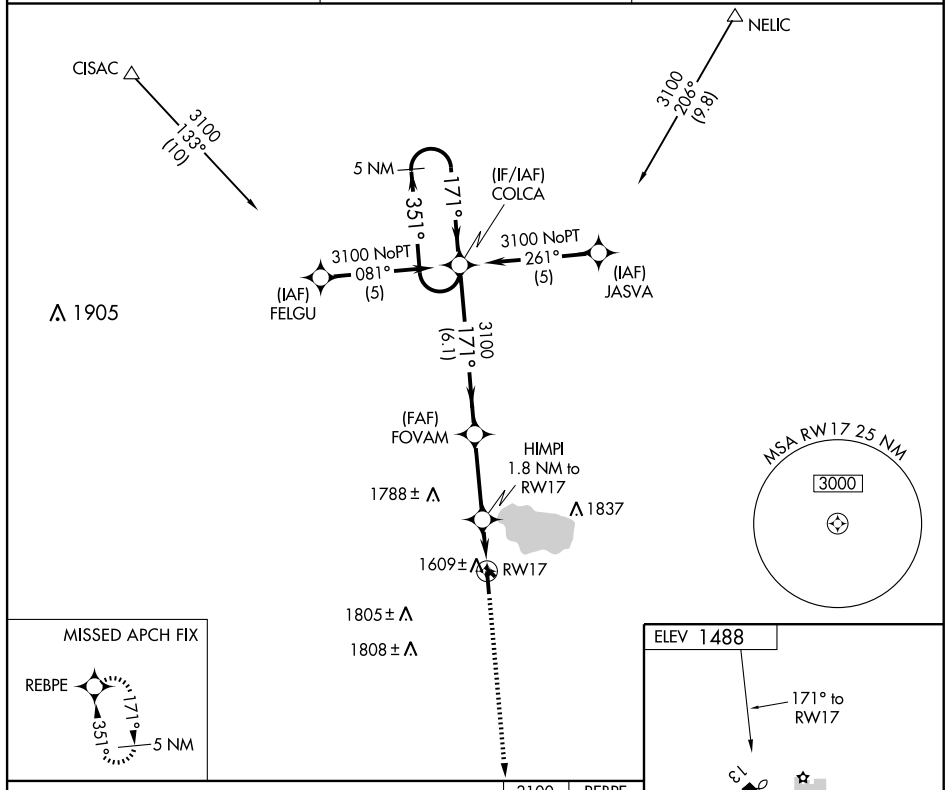
RNAV (GPS) RWY 17

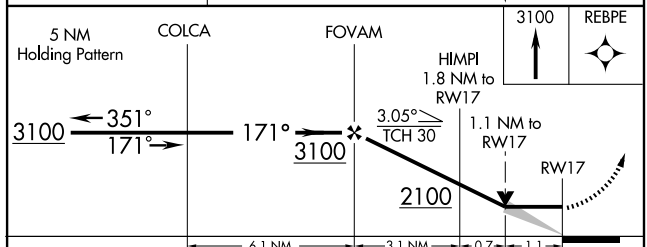
STORM LAKE MUNI (SLB)

⚠ DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting.

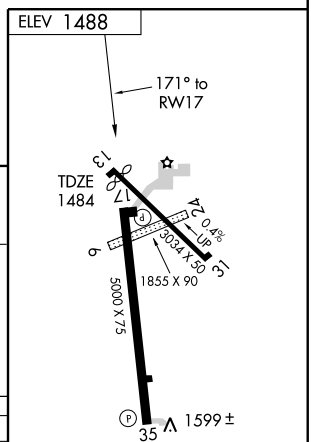
MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	



REIL Rwy 17 L
MIRL Rwys 13-31 and 17-35 L

WAAS	APP CRS	Rwy Idg	5000
CH 86600	351°	TDZE	1484
W35A		Apt Elev	1488

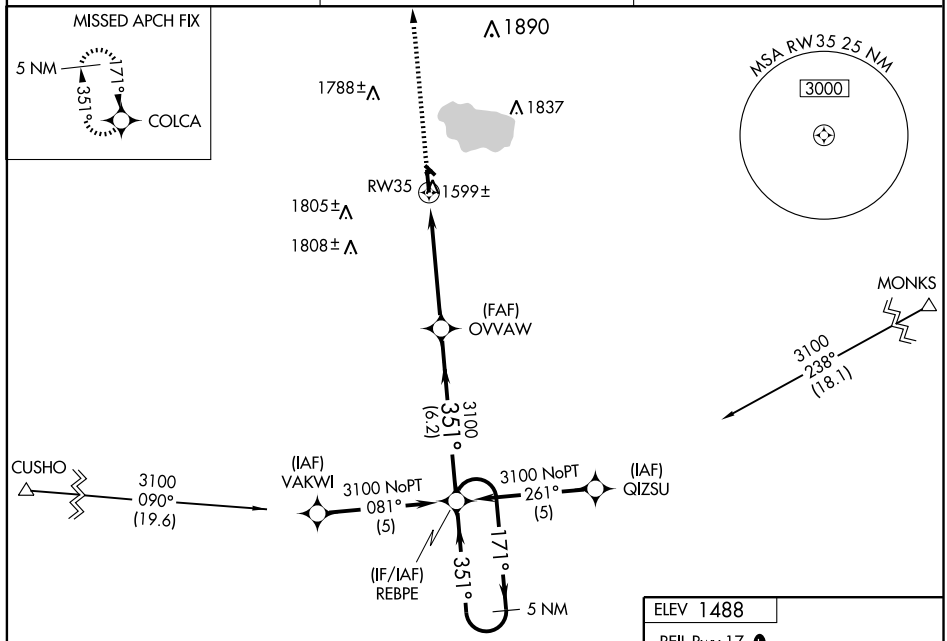
RNAV (GPS) RWY 35

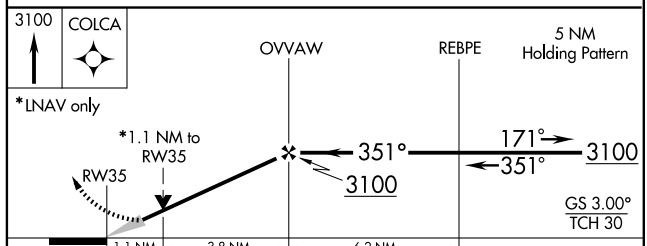
STORM LAKE MUNI (SLB)

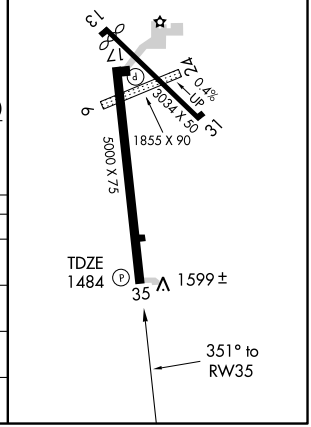
⚠ DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1734-1 250 (300-1)		NA	
LNAV/VNAV DA	1869-1½ 385 (400-1½)		NA	
LNAV MDA	1860-1 376 (400-1)		NA	
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 11

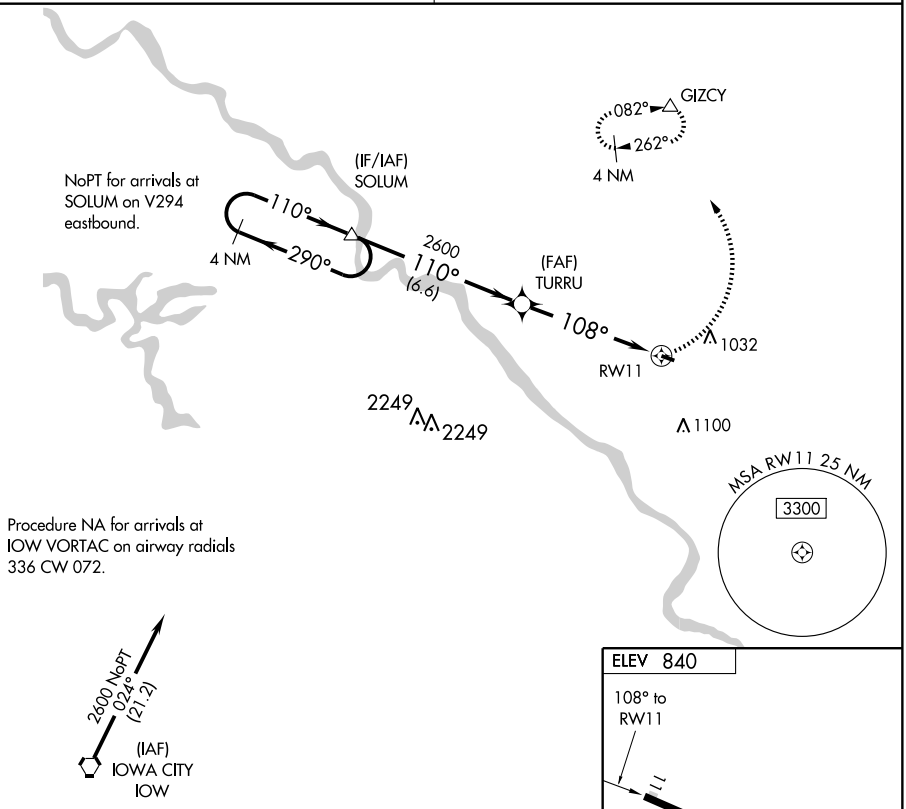
TIPTON/MATHEWS MEMORIAL (8C4)

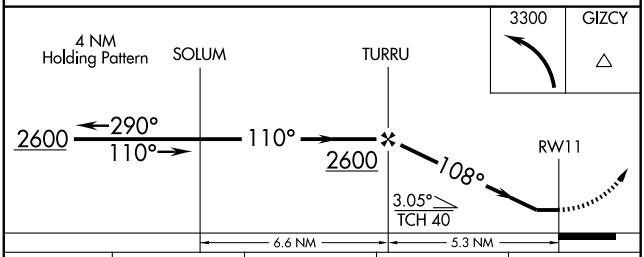
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.

CEDAR RAPIDS APP CON ★	CTAF
119.7 266.8	122.9





CATEGORY	A	B	C	D
LNAV MDA	1360-1	520 (600-1)	NA	
CIRCLING	1460-1	620 (700-1)	NA	

MIRL Rwy 11-29

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME CID	APP CRS	Rwy Idg	3000
114.1	099°	TDZE	840
Chan 88		Apt Elev	840

VOR RWY 11

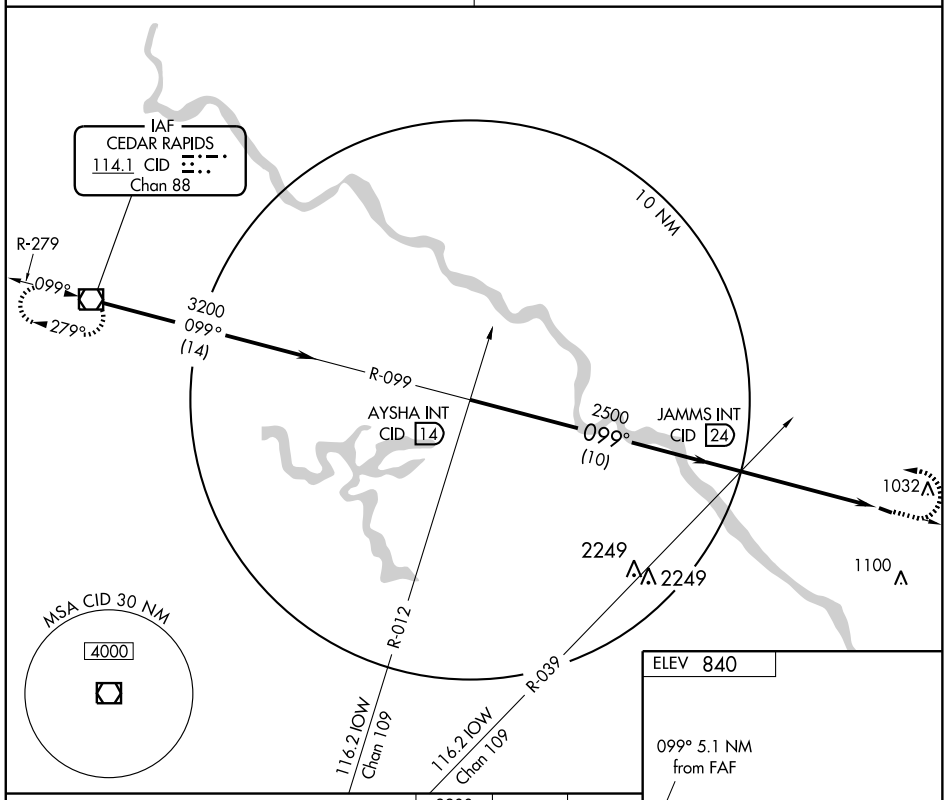
TIPTON/MATHEWS MEMORIAL (8C4)

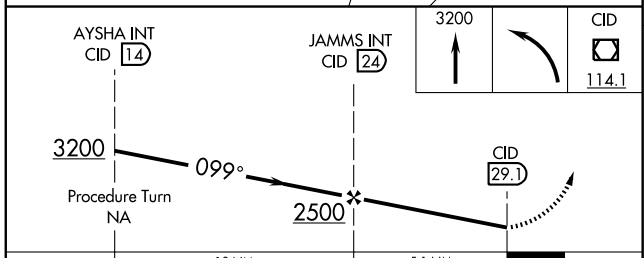
Use Cedar Rapids altimeter setting.

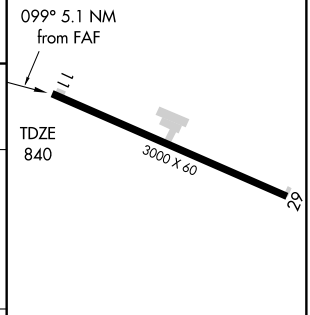
NA

MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★	CTAF
119.7 266.8	122.9







CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1¼ 460 (500-1¼)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1¼ 620 (700-1¼)	NA	

MIRL Rwy 11-29

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
091°	TDZE	836
	Apt Elev	842

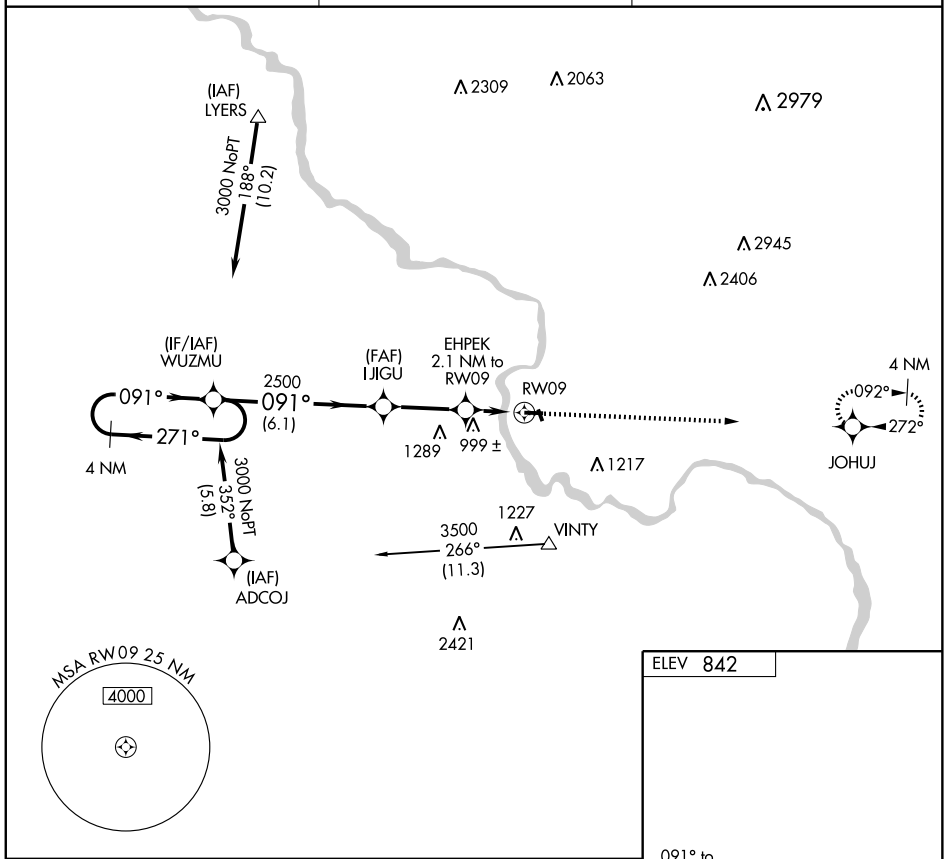
RNAV (GPS) RWY 9

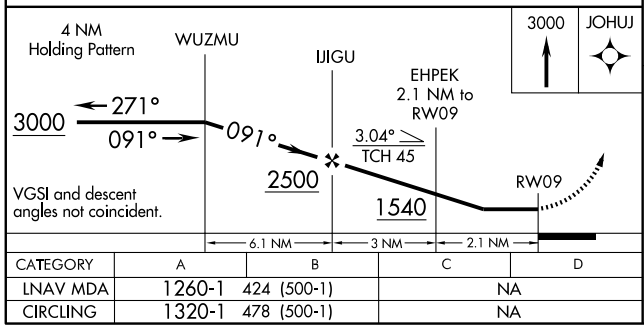
VINTON VETERANS MEMORIAL AIRPARK (VTI)

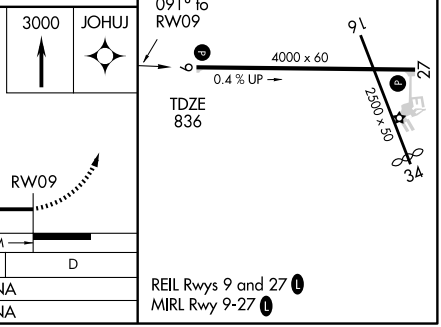
When VGSI inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct JOHUJ and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	424 (500-1)	NA	
CIRCLING	1320-1	478 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 62917	272°	TDZE	839
W27A		Apt Elev	842

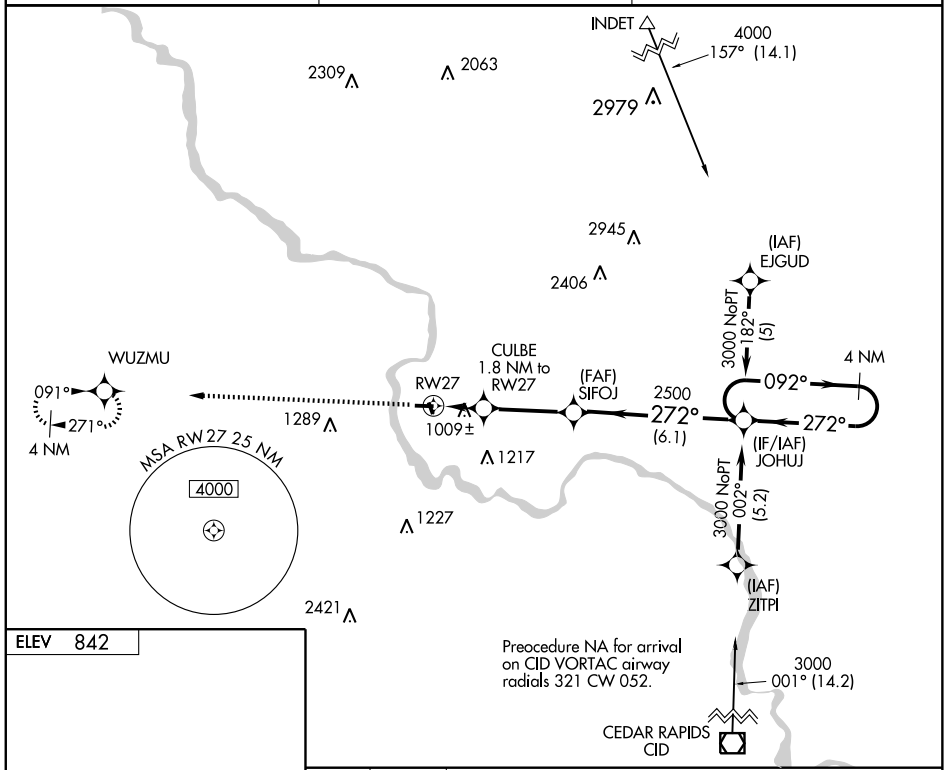
RNAV (GPS) RWY 27

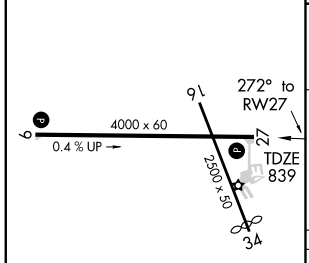
VINTON VETERANS MEMORIAL AIRPARK (VTI)

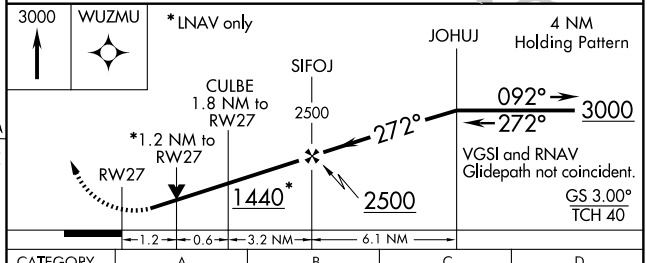
When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH: Climb to 3000 direct WUZMU and hold.

AWOS-3	CEDAR RAPIDS APP CON *	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1089-1 250 (300-1)		NA	
LNAV/VNAV DA	1323-1¾ 484 (500-1¾)		NA	
LNAV MDA	1260-1 421 (500-1)		NA	
CIRCLING	1320-1 478 (500-1)		NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

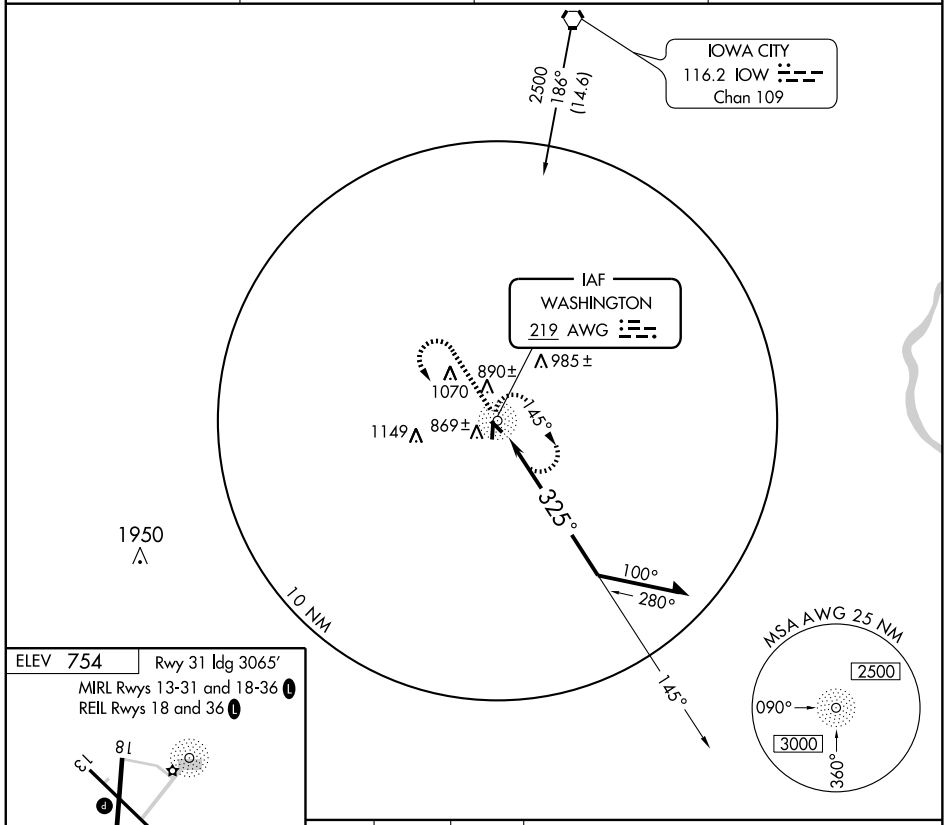
NDB AWG	APP CRS	Rwy Idg	3065
219	325°	TDZE	754
		Apt Elev	754

NDB RWY 31
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

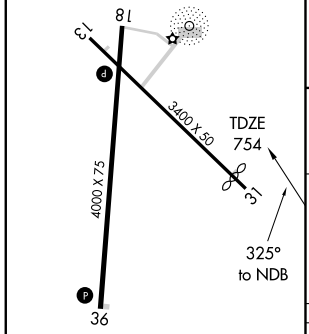
AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L

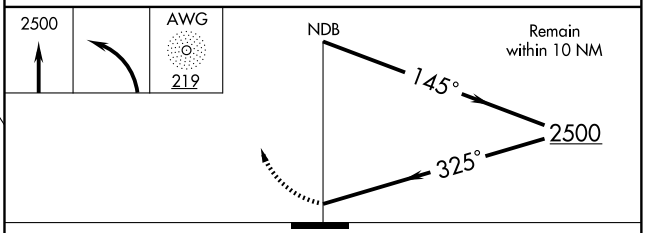


ELEV 754 | Rwy 31 ldg 3065'

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 18 and 36 L





CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 45816	181°	TDZE	752
W18A		Apt Elev	754

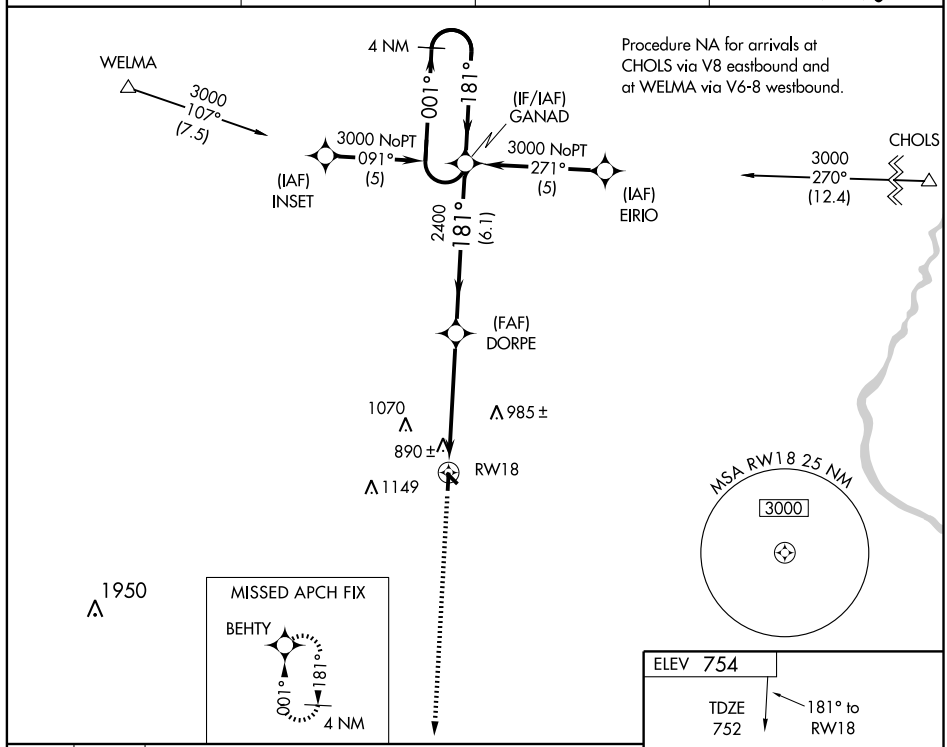
RNAV (GPS) RWY 18

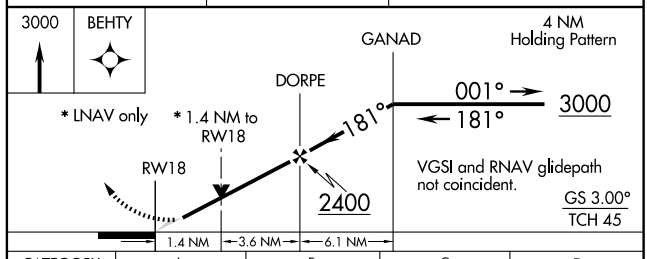
WASHINGTON MUNI (AWG)

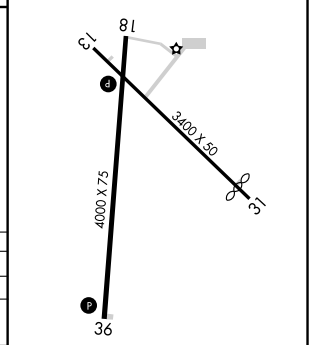
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BEHTY and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	952-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1233-1¾ 481 (500-1¾)			NA
LNAV MDA	1200-1 448 (500-1)		1200-1¼ 448 (500-1¼)	NA
CIRCLING	1240-1 486 (500-1)		1240-1½ 486 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 90416	001°	TDZE	752
W36A		Apt Elev	754

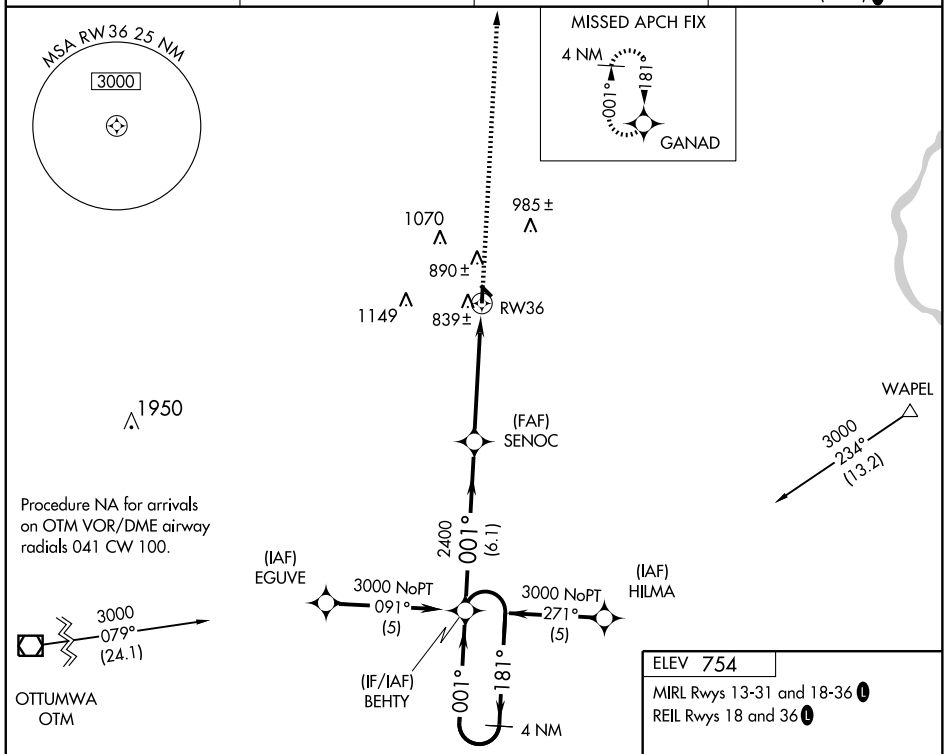
RNAV (GPS) RWY 36

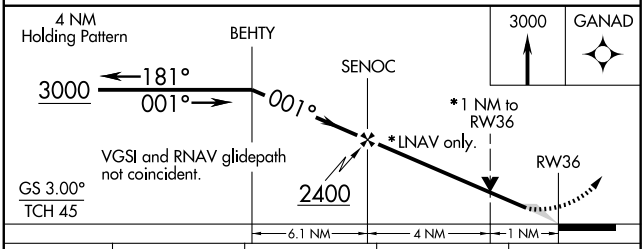
WASHINGTON MUNI (AWG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C/ and LNAV Cat C visibility ¼ mile.

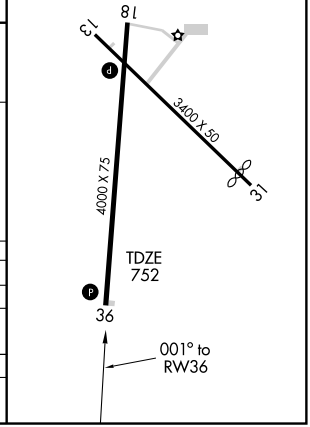
MISSED APPROACH: Climb to 3000 direct GANAD and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	952-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1109-1¼ 357 (400-1¼)			NA
LNAV MDA	1100-1 348 (400-1)			NA
CIRCLING	1240-1 486 (500-1)		1240-1½ 486 (500-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg 4000 TDZE 752 Apt Elev 754

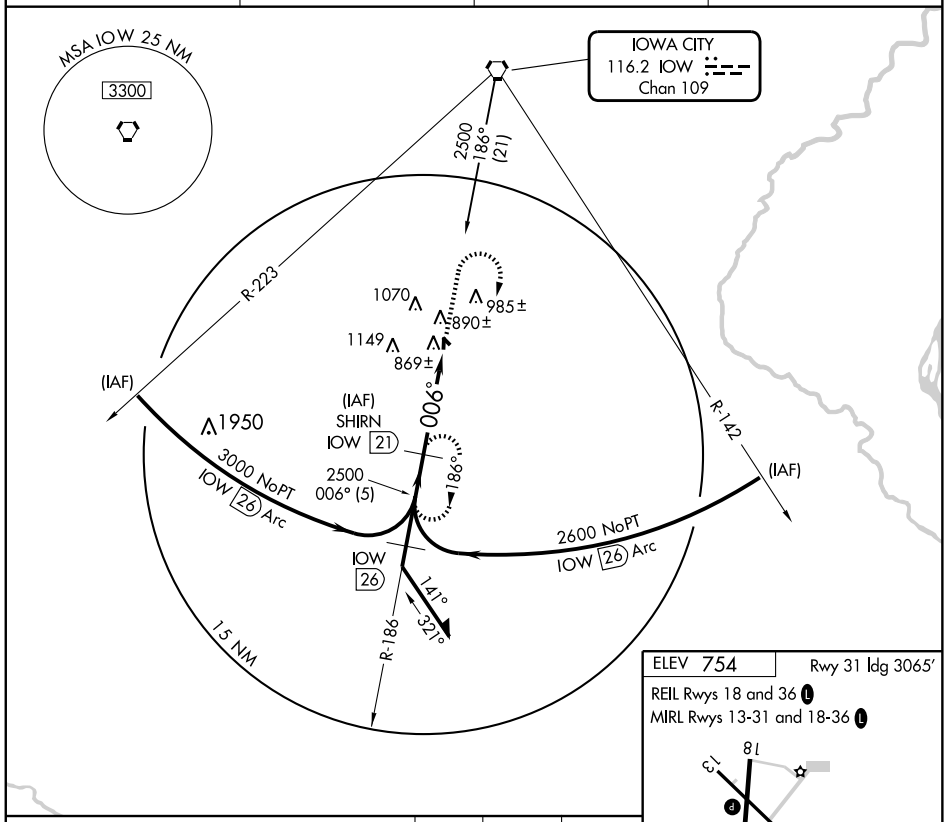
VOR/DME RWY 36

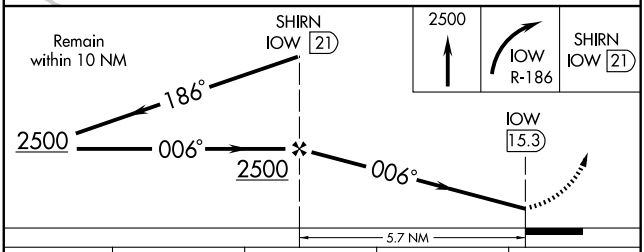
WASHINGTON MUNI (AWG)

T
NA

MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L



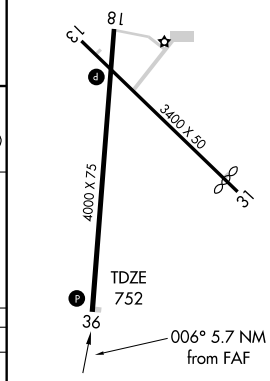


CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)		1120-1¼ 368 (400-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754 Rwy 31 ldg 3065′

REIL Rwys 18 and 36 L

MIRL Rwys 13-31 and 18-36 L



NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

ATIS
120.65
WATERLOO TOWER★
125.075 257.8
GND CON
121.9 269.1

FIELD ELEV 873

VAR 1.0° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°34'N

12
126.8°
ELEV 870
8
186.8°
C1
B
B1
C
B
LAHSO
LAHSO
923
B
C
HOT 1
8400 X 150
6002 X 150
ELEV 866
24
246.8°
LAHSO
ANG HANGAR
HOT 3
B
5403 X 129
A
HOT 4
LAHSO
ANG RAMP
CONTROL TOWER 977
A
A
306.8°
ELEV 867
30
LAHSO
B
A
F
ELEV 868
066.8°
9
006.8°
LAHSO GENERAL AVIATION
TERMINAL
FBO
A
A
42°33'N
36
ELEV 867
FBO
FIRE STATION
HOT 2

RWY 6-24
S29.5, D37
RWY 12-30
S55, D75, ST95, DT140
RWY 18-36
S50, D75, ST95, DT180

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92° 24'W

92° 23'W

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 12

WATERLOO RGNL (ALO)

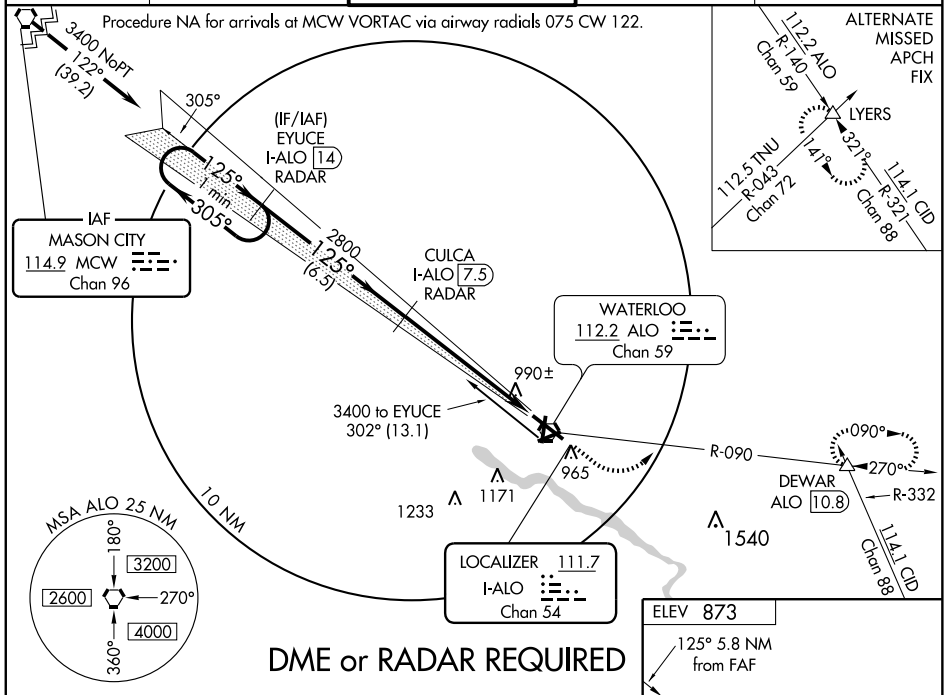
LOC/DME I-ALO	APP CRS	Rwy Idg	8400
111.7	125°	TDZE	873
Chan 54		Apt Elev	873

For inoperative MALSR when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required ** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.

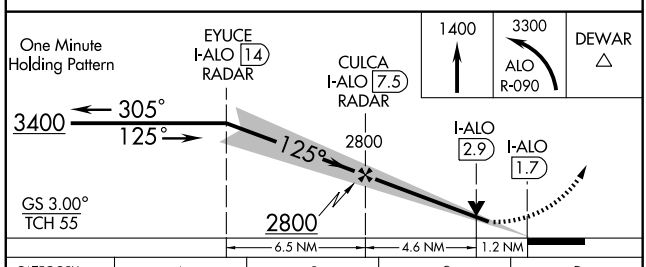
MALSR

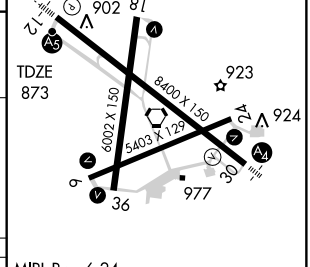
MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON *	WATERLOO TOWER *	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



NC-3. 08 APR 2010 to 06 MAY 2010





CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

LOC/DME I-ALO	APP CRS	Rwy Idg	8400
111.7	305°	TDZE	867
Chan 54		Apt Elev	873

LOC BC RWY 30
WATERLOO RGNL (ALO)

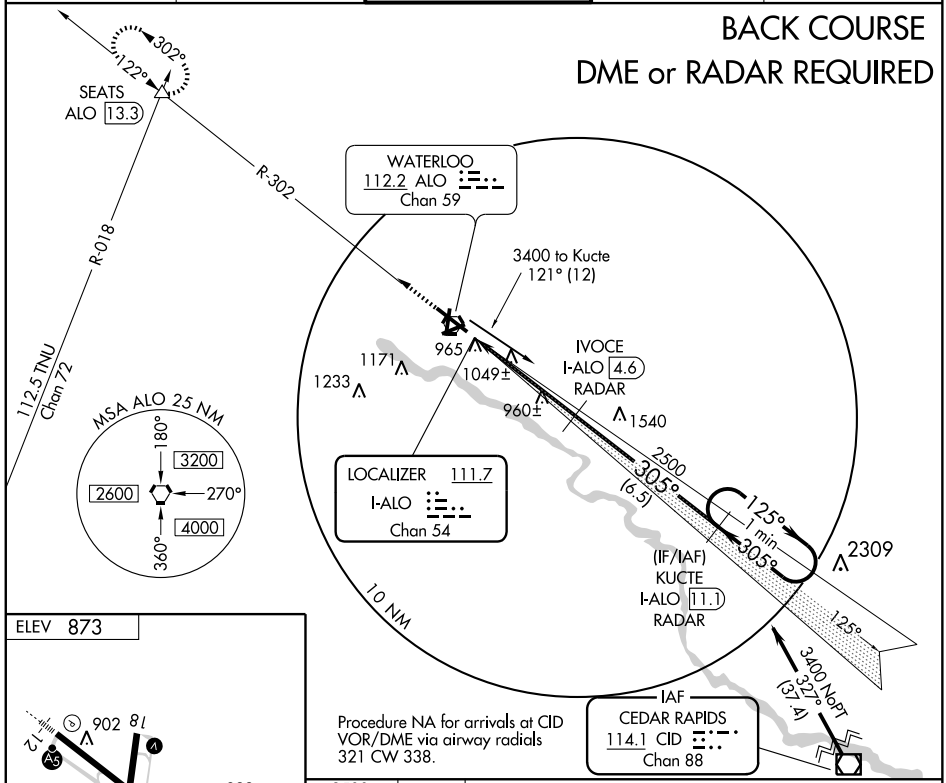
Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, radar not available.

MALS

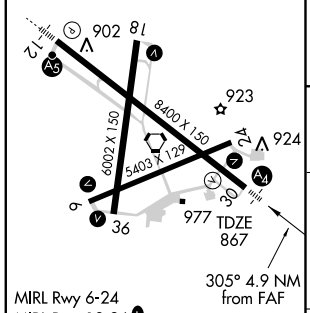
MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95

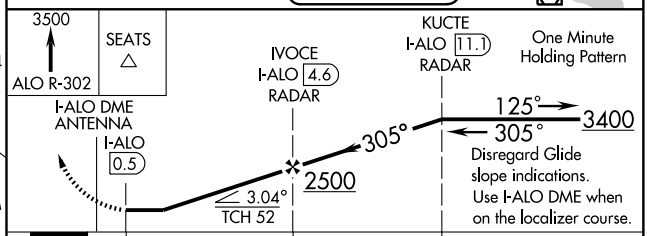
BACK COURSE
DME or RADAR REQUIRED



Procedure NA for arrivals at CID VOR/DME via airway radials 321 CW 338.



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

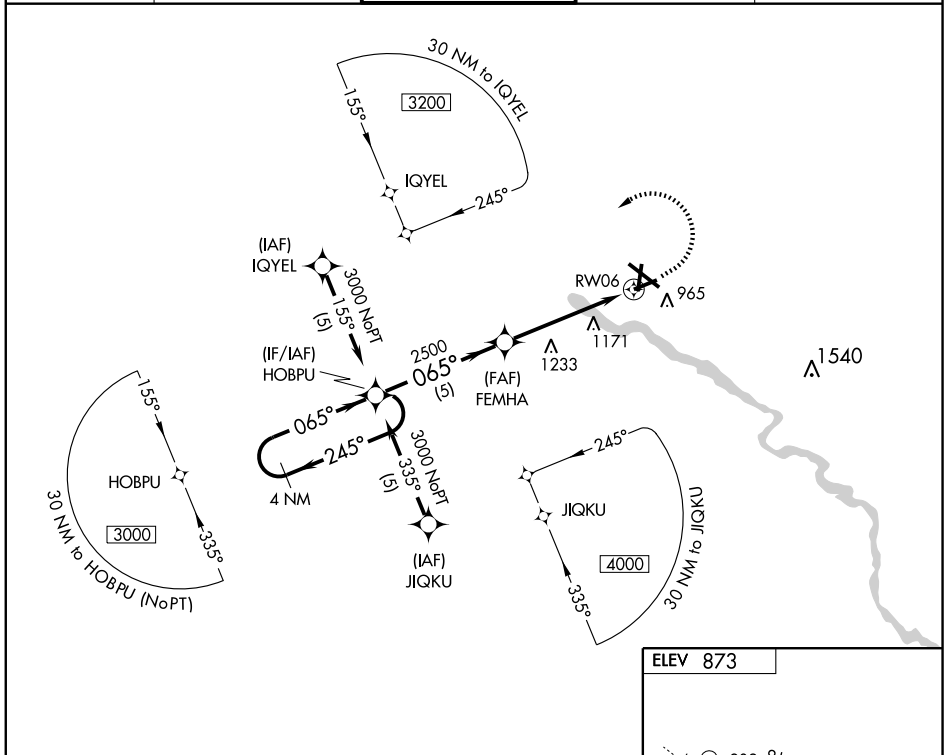
APP CRS	Rwy Idg	5403
065°	TDZE	868
	Apt Elev	873

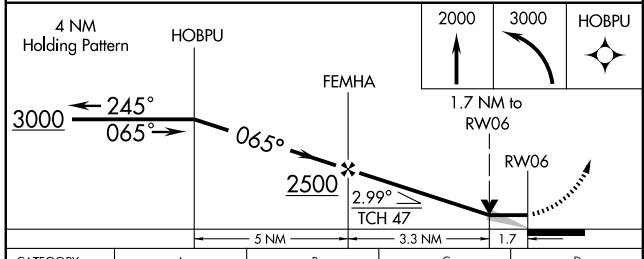
RNAV (GPS) RWY 6
WATERLOO RGNL (ALO)

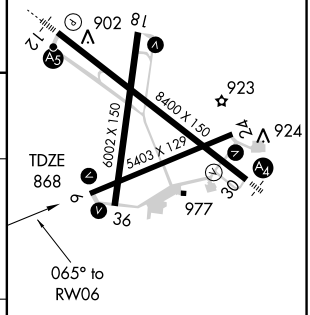
T
NA When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg 8400 TDZE 873 Apt Elev 873

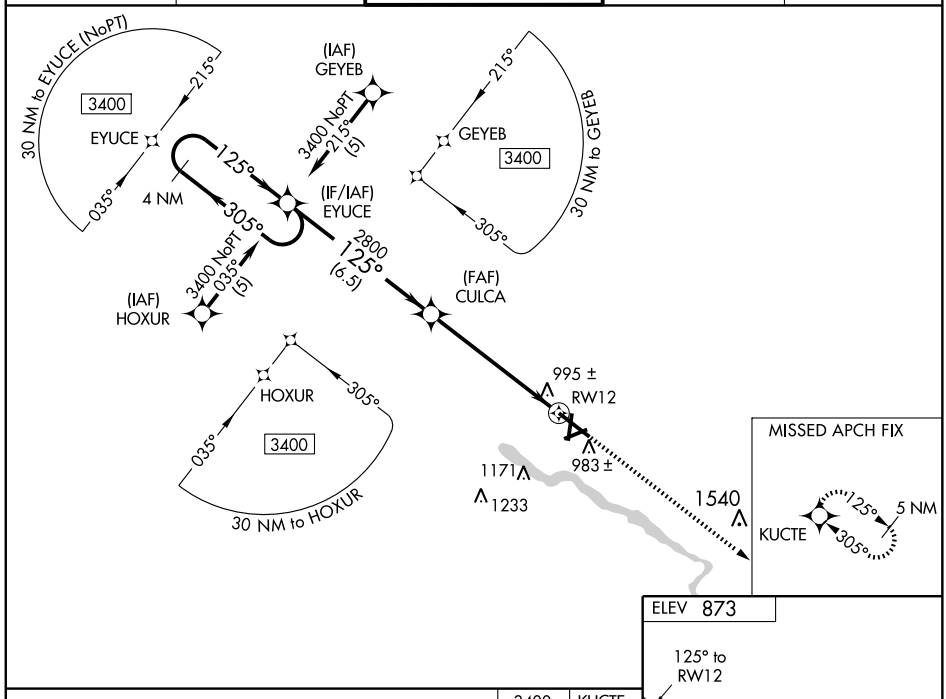
RNAV (GPS) RWY 12
WATERLOO RGNL (ALO)

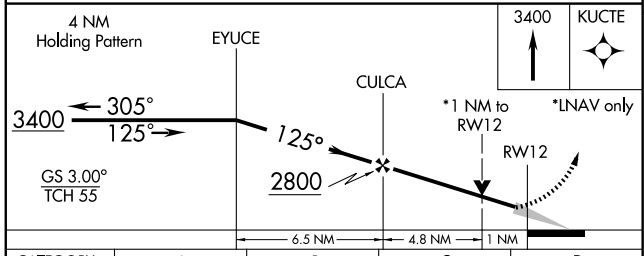
For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4F°) or above 47C (117F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
Baro-VNAV and VDP NA when using Independence altimeter setting.

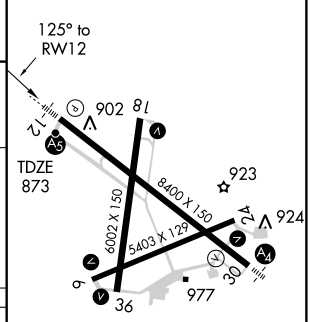
MALSR

MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LPV DA	1123/24 250 (300-½)			
LNAV/ VNAV DA	1273/40 400 (400-¾)			
LNAV MDA	1260/24 387 (400-½)			1260/50 387 (400-1)
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

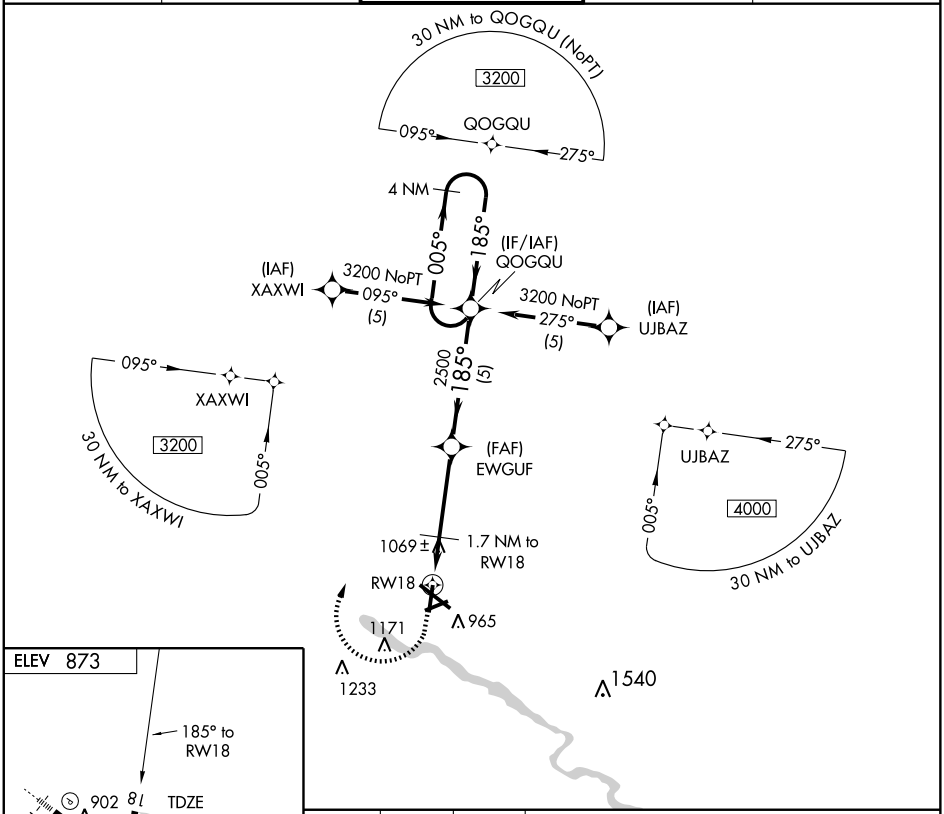
APP CRS	Rwy Idg	6002
185°	TDZE	870
	Apt Elev	873

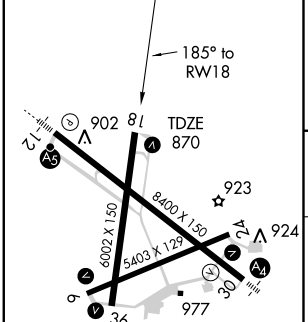
RNAV (GPS) RWY 18
WATERLOO RGNL (ALO)

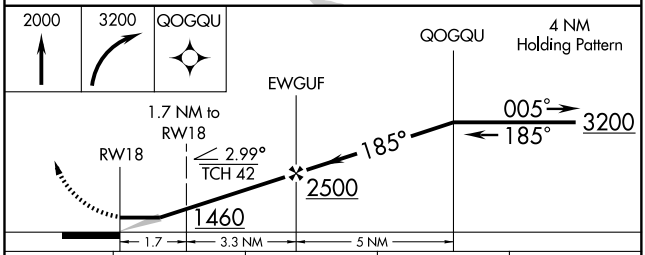
T GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
A NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

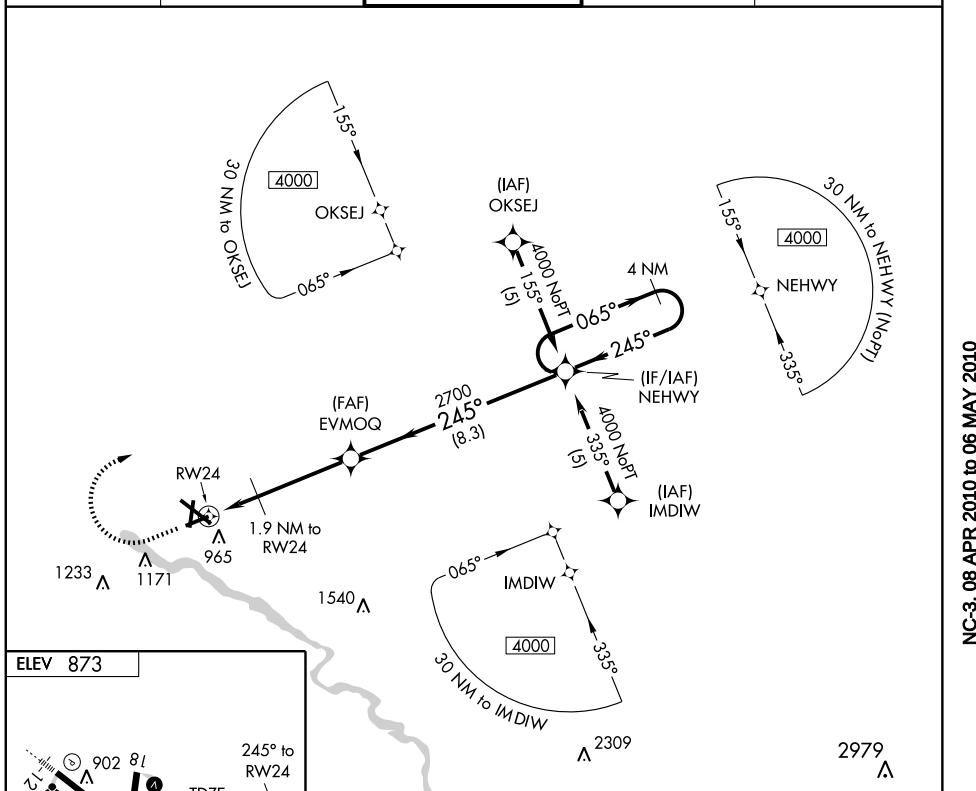
APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

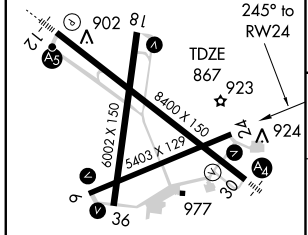
RNAV (GPS) RWY 24
WATERLOO RGNL (ALO)

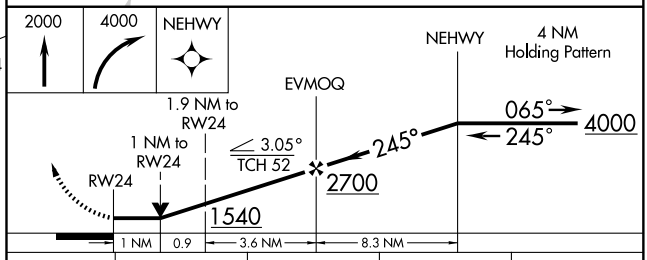
T ANA When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg 8400 TDZE 867 Apt Elev 873

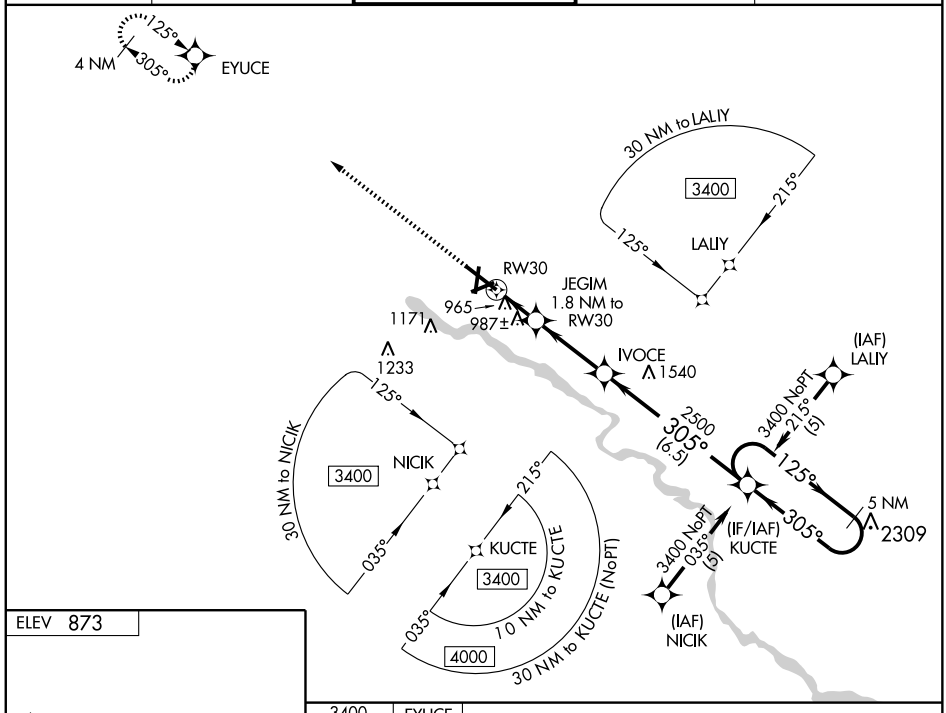
RNAV (GPS) RWY 30
WATERLOO RGNL (ALO)

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence atimeter setting.

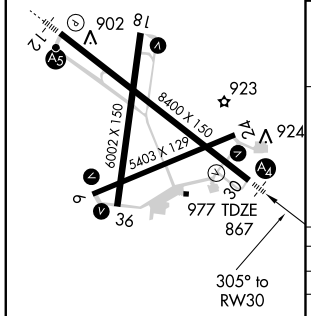
MALSR

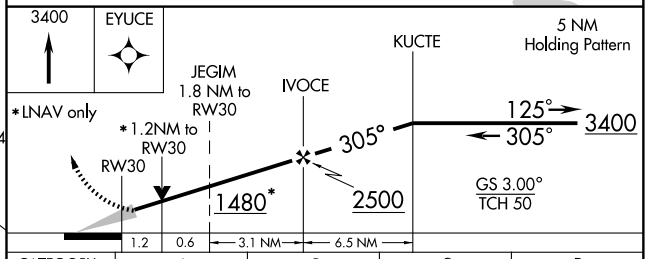
MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



ELEV 873





CATEGORY	A	B	C	D
LPV DA	1117-¾ 250 (300-¾)			
LNAV/VNAV DA	1299-1½ 432 (500-1½)			
LNAV MDA	1300- ¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1380-1½ 507 (600-1½)			1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6002
005°	TDZE	869
	Apt Elev	873

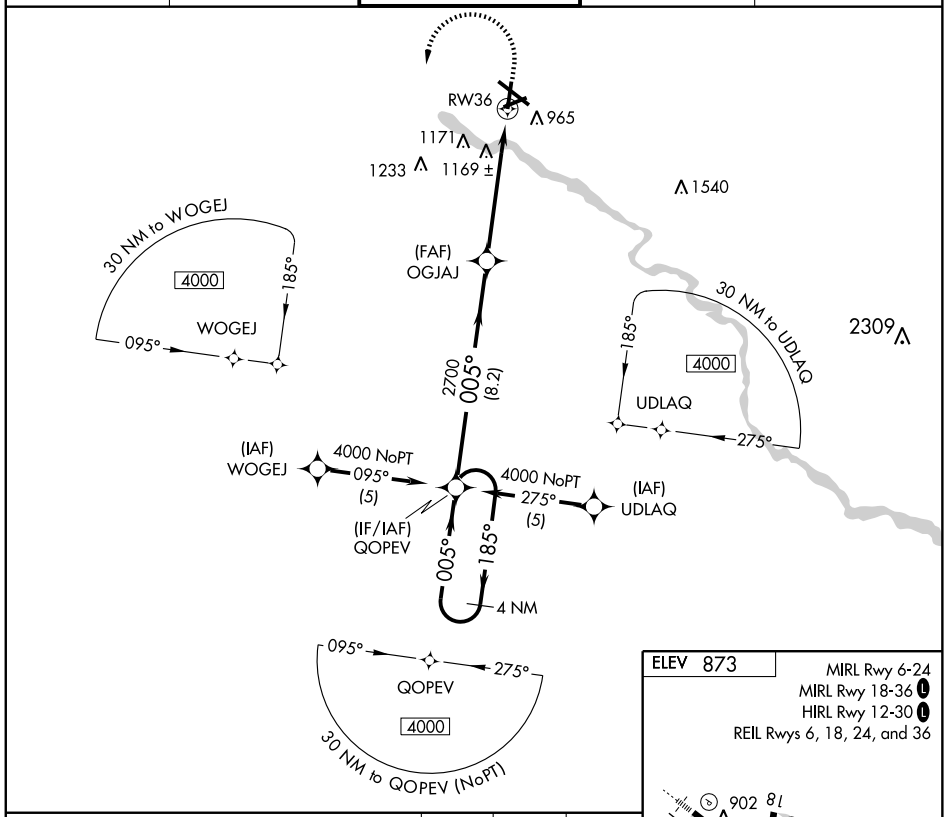
RNAV (GPS) RWY 36
WATERLOO RGNL (ALO)

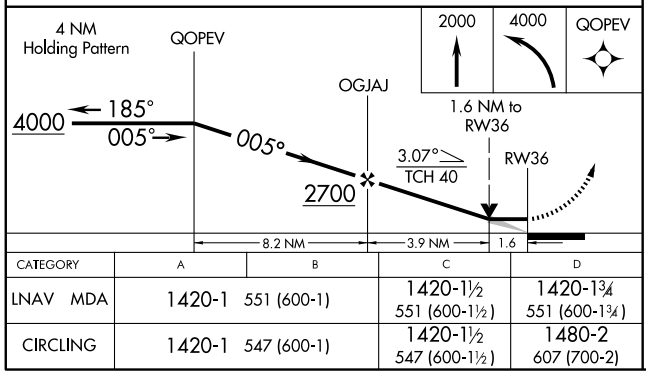
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95

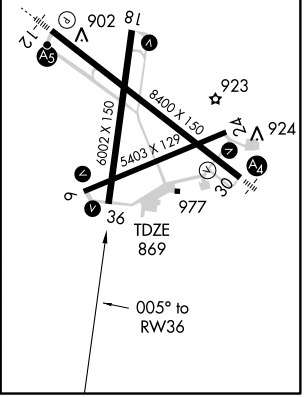




CATEGORY	A	B	C	D
LNAV MDA	1420-1	551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

ELEV 873

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ALO 112.2 Chan 59	APP CRS 294°	Rwy Idg 8400 TDZE 867 Apt Elev 873

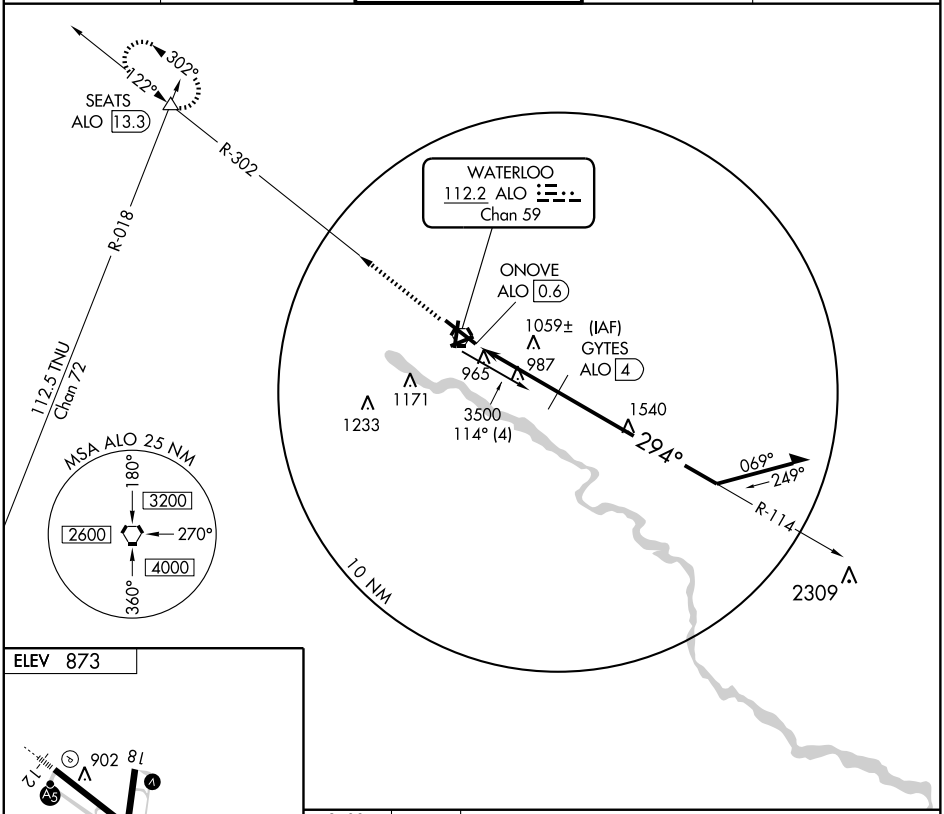
VOR/DME RWY 30
WATERLOO RGNL (ALO)

Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

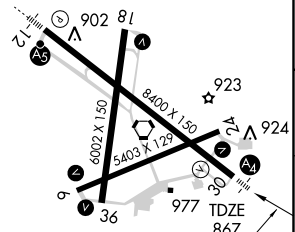
MALSR

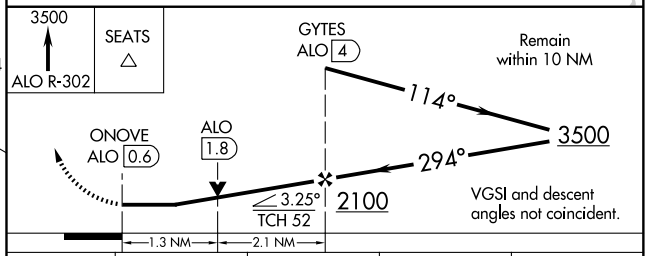
MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



ELEV 873





CATEGORY	A	B	C	D
S-30	1320-¾ 453 (500-¾)		1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

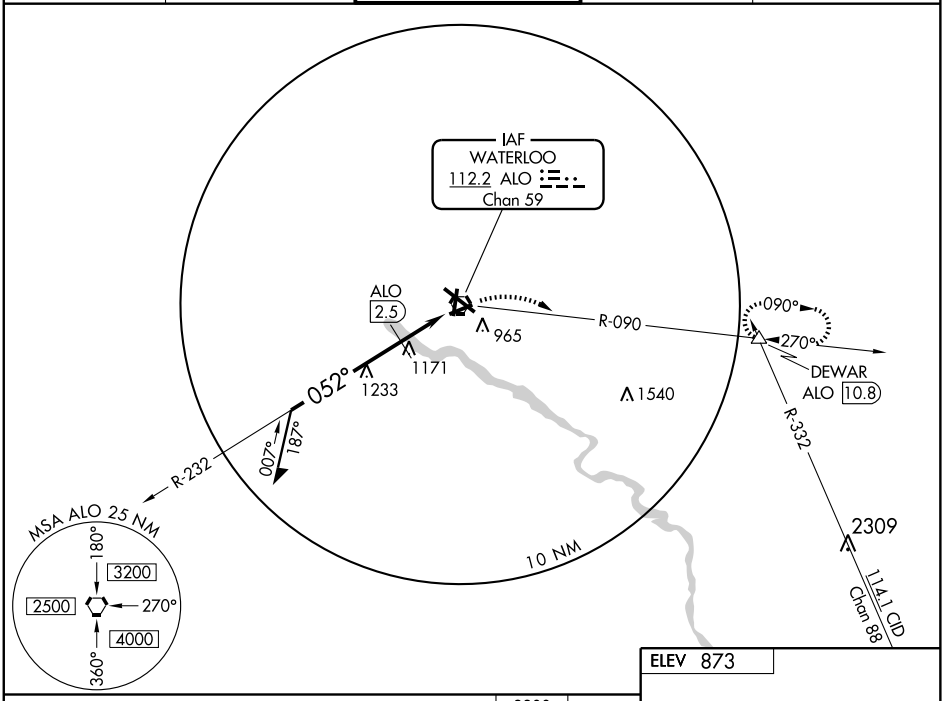
VORTAC ALO 112.2 Chan 59	APP CRS 052°	Rwy Idg 5403 TDZE 868 Apt Elev 873

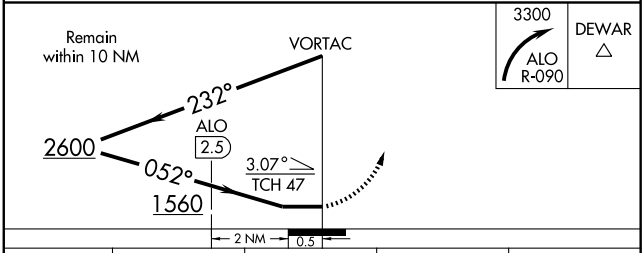
VOR RWY 6
WATERLOO RGNL (ALO)

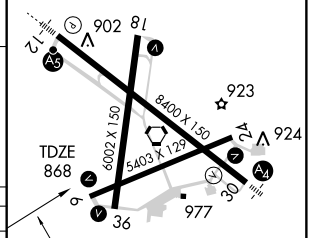
T NA — When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ALO 112.2 Chan 59	APP CRS 127°	Rwy Idg 8400 TDZE 873 Apt Elev 873

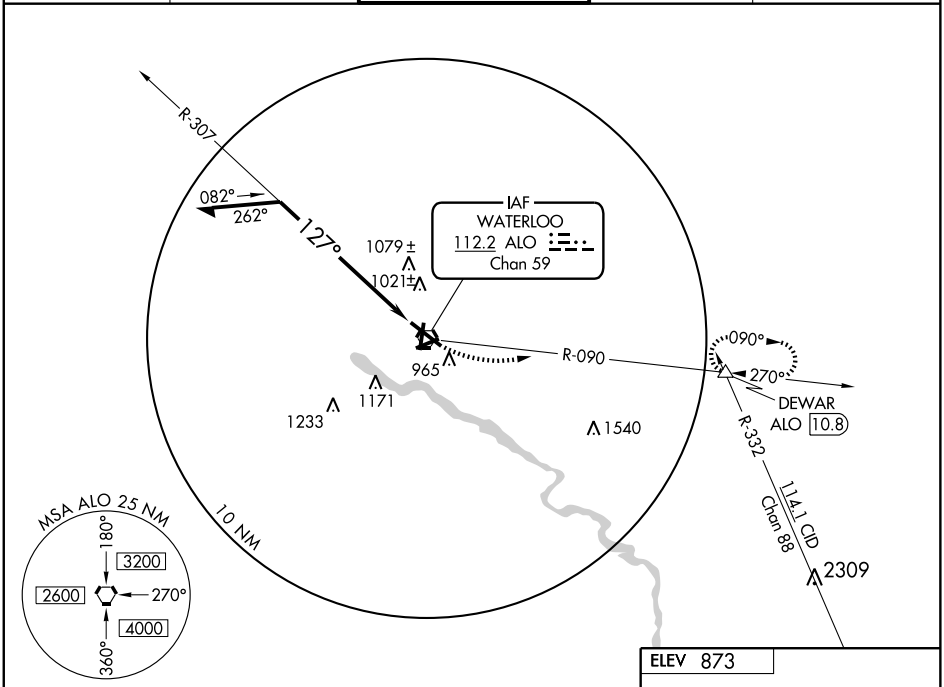
VOR RWY 12
WATERLOO RGNL (ALO)

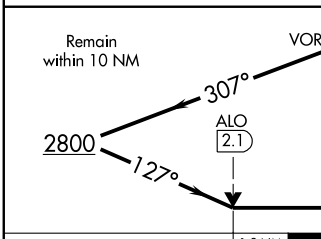
▼ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MALSR

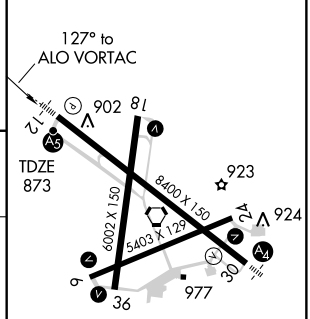
MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





3300
ALO
R-090
DEWAR



CATEGORY	A	B	C	D
S-12	1340/24	467 (500-½)	1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

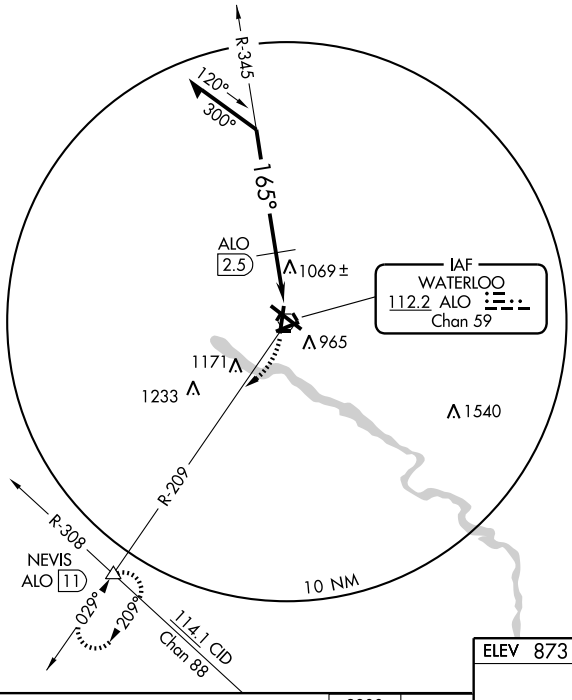
VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	165°	TDZE	870
Chan 59		Apt Elev	873

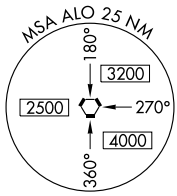
VOR RWY 18
WATERLOO RGNL (ALO)

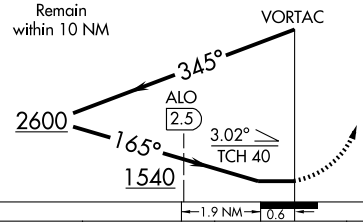
T
NA

MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

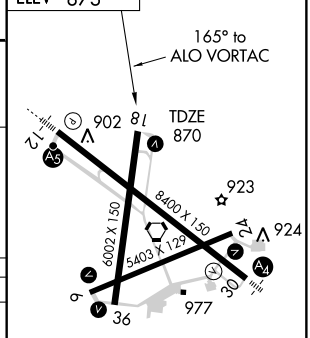
ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95











CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¾ 670 (700-1¾)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 08 APR 2010 to 06 MAY 2010

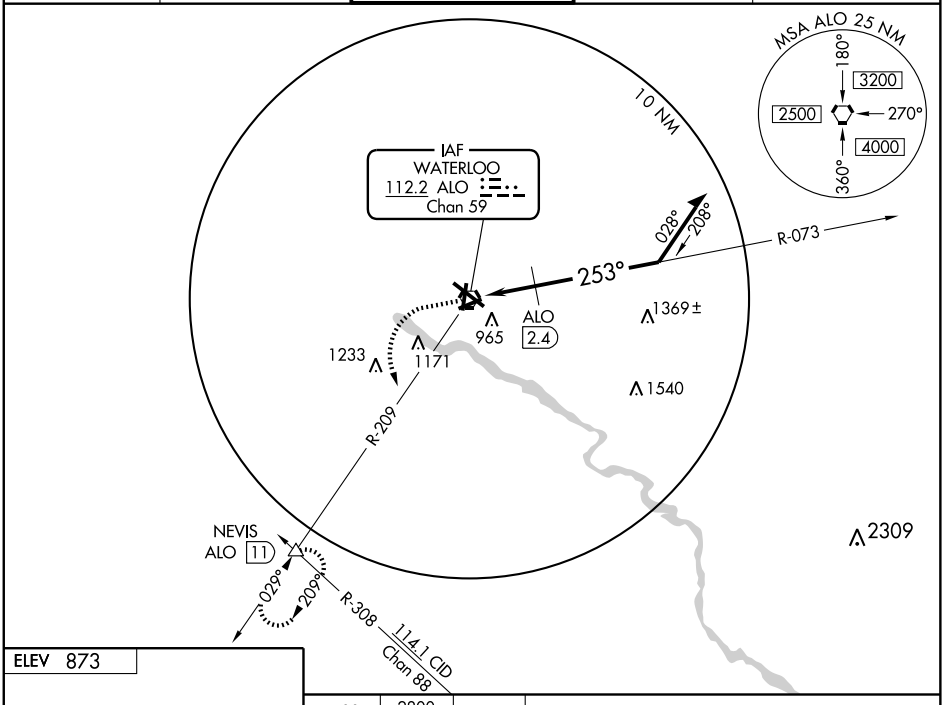
VORTAC ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg 5403 TDZE 867 Apt Elev 873

VOR RWY 24
WATERLOO RGNL (ALO)

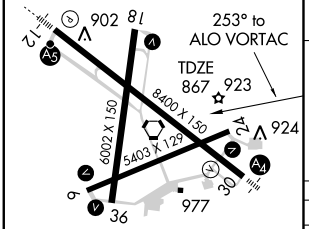
When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

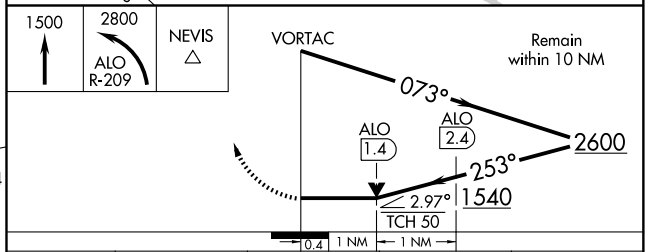
ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 30



CATEGORY	A	B	C	D
S-24	1540-1 673 (700-1)		1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1 667 (700-1)		1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

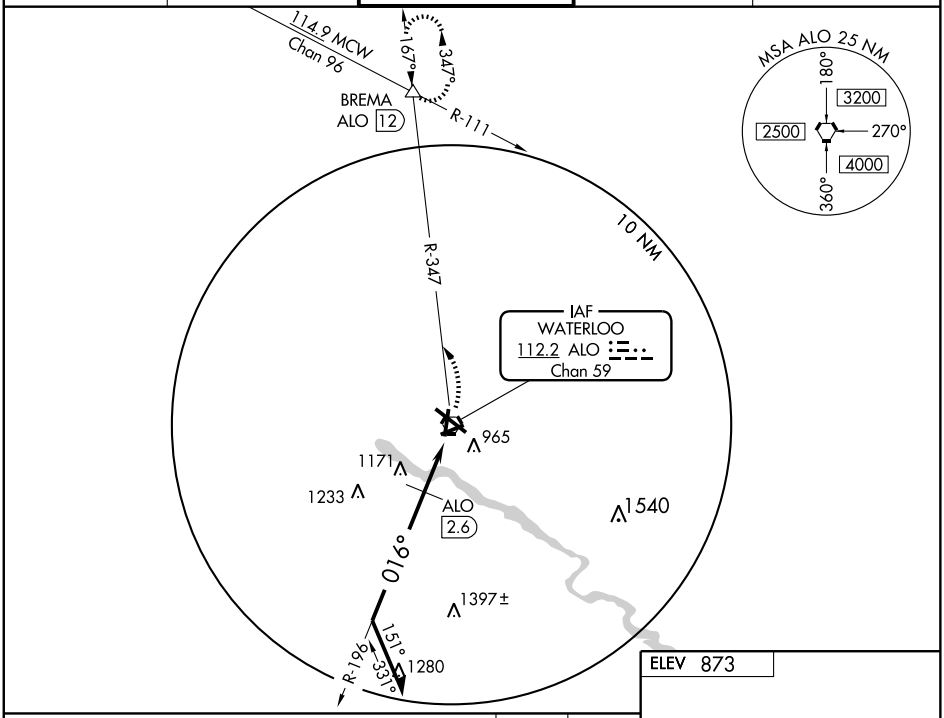
VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	016°	TDZE	869
Chan 59		Apt Elev	873

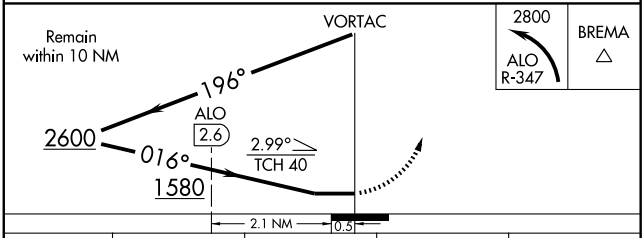
VOR RWY 36
WATERLOO RGNL (ALO)

NA

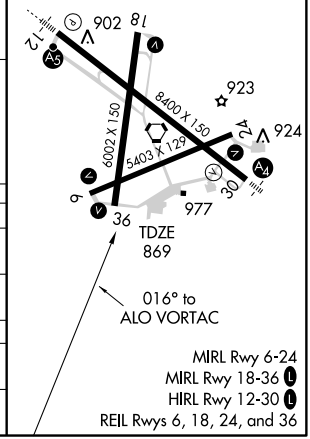
MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
S-36	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1	707 (800-1)	1580-2 707 (800-2)	1580-2¼ 707 (800-2¼)
DME MINIMUMS				
S-36	1440-1	571 (600-1)	1440-1½ 571 (600-1½)	1440-1¾ 571 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)



MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg N/A TDZE N/A Apt Elev 992

VOR or GPS-A
WAVERLY MUNI (C25)

RADAR not available when Waterloo Tower is closed. Use Waterloo altimeter setting.

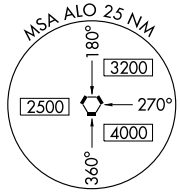
NA

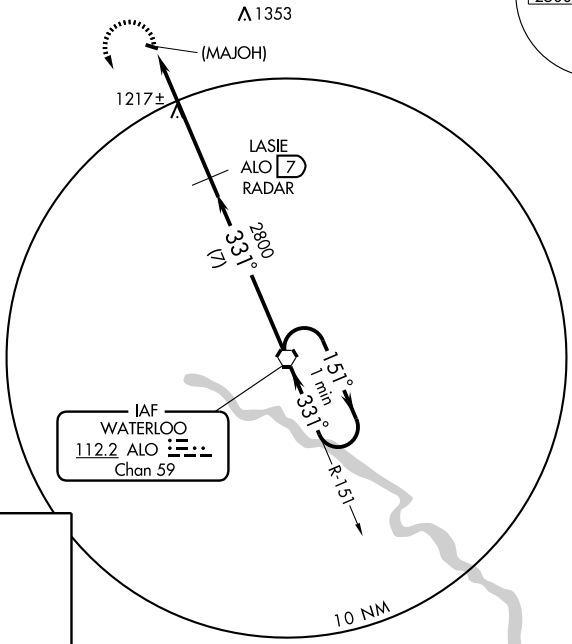
MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) L

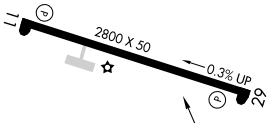
DME or RADAR REQUIRED





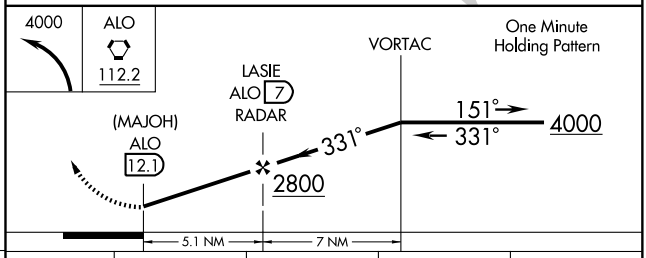
NoPT for arrivals on ALO VORTAC airway radials 090° clockwise 209°

ELEV 992



331° 5.1 NM from FAF

REIL Rwys 11 and 29
LIRL Rwy 11-29 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1540-1	550 (600-1)	1540-1½	550 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

NDB EBS	APP CRS	Rwy Idg	4007
323	330°	TDZE	1121
		Apt Elev	1121

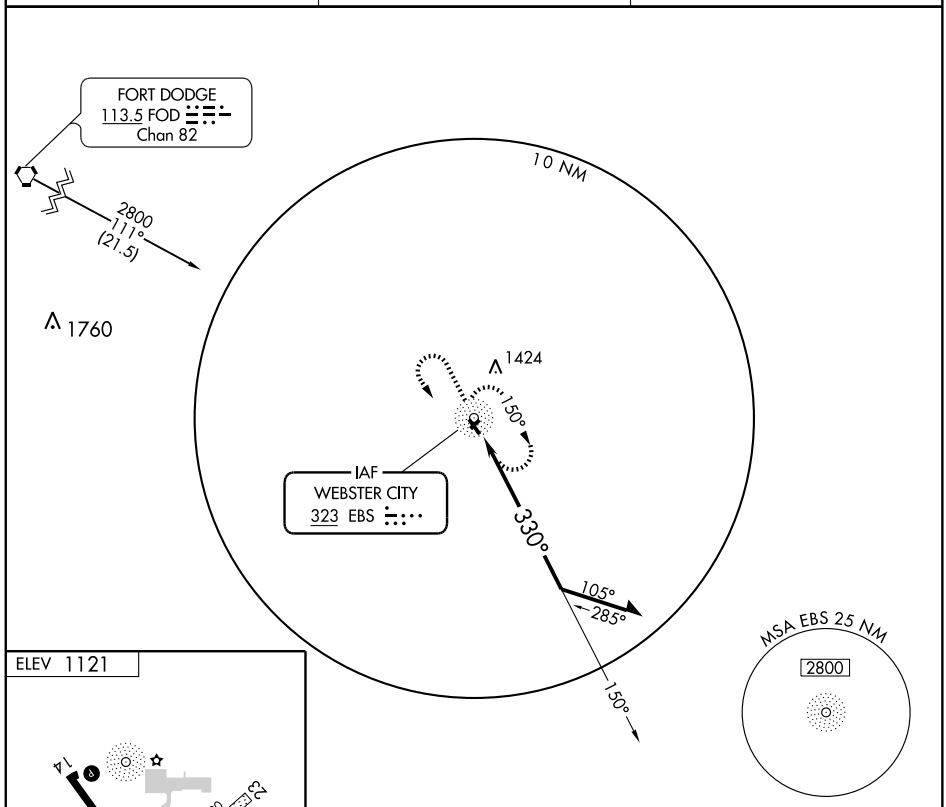
NDB RWY 32

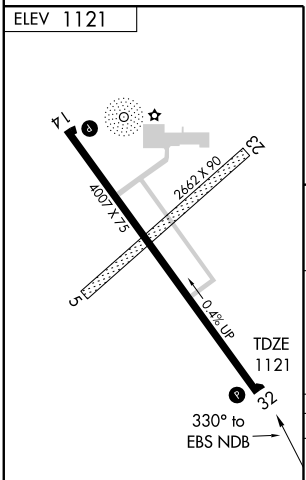
WEBSTER CITY MUNI (EBS)

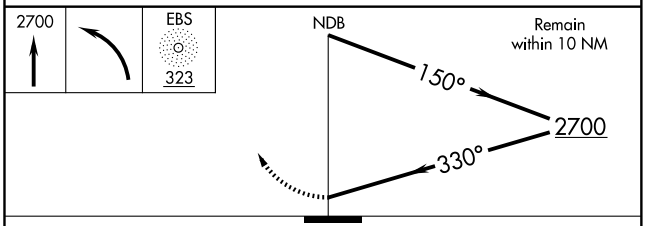
NA

MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 32

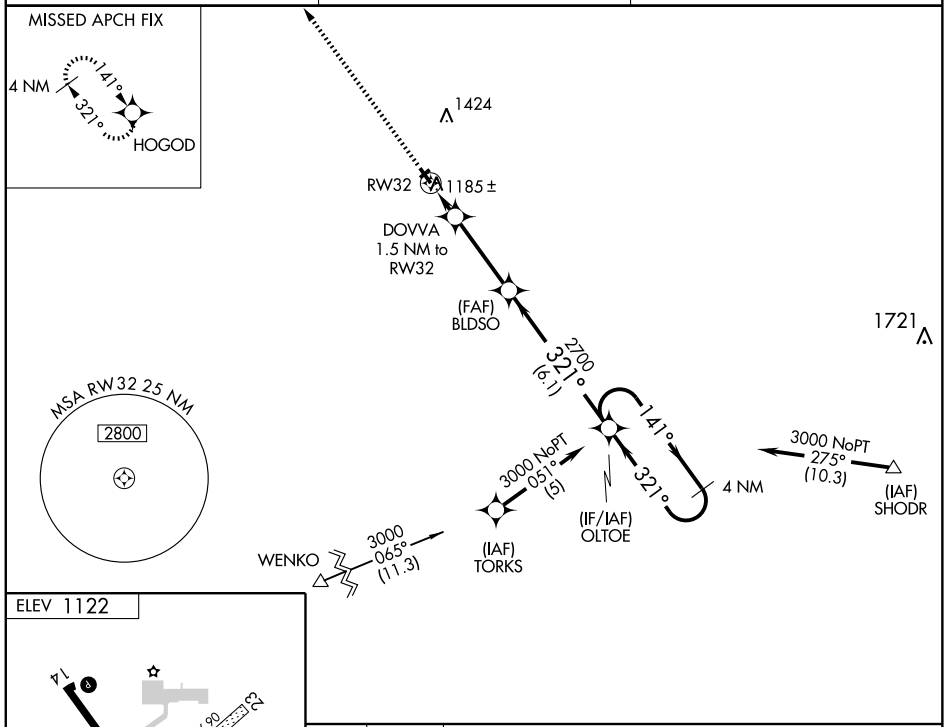
WEBSTER CITY MUNI (EBS)

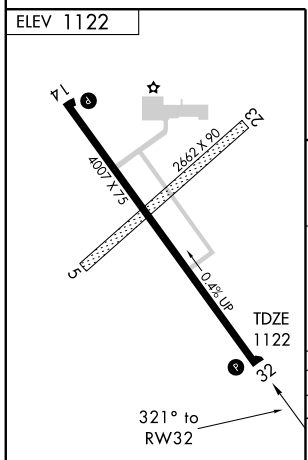
WAAS	APP CRS		
CH **90516**	**321°**	Rwy Idg	**4007**
W32A		TDZE	**1122**
		Apt Elev	**1122**

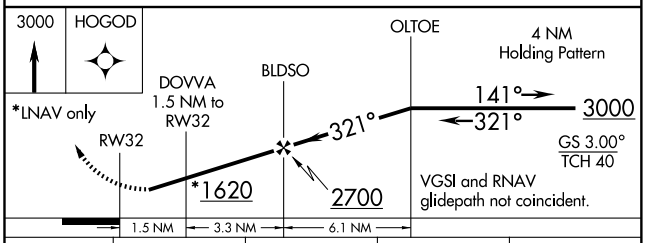
Baro-VNAV NA when using Clarion altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Clarion altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	**134.0 288.3**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1397-1 275 (300-1)			NA
LNAV/VNAV DA	1435-1 313 (400-1)			NA
LNAV MDA	1480-1 358 (400-1)			NA
CIRCLING	1540-1 418 (500-1)	1580-1 458 (500-1)	1640-1½ 518 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

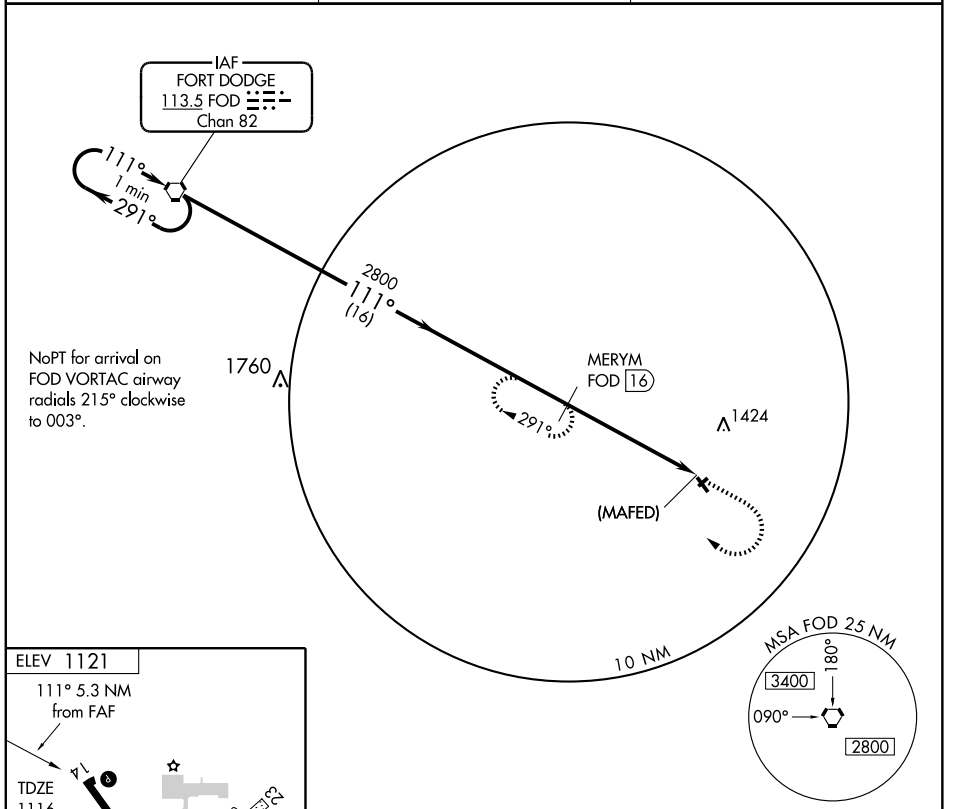
VORTAC FOD	APP CRS	Rwy Idg	4007
113.5	111°	TDZE	1116
Chan 82		Apt Elev	1121

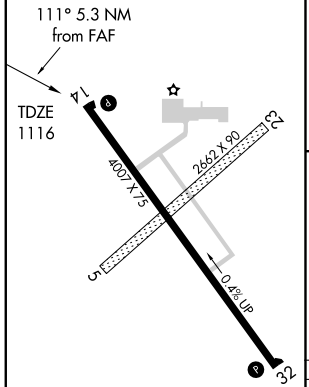
VOR/DME or GPS RWY 14

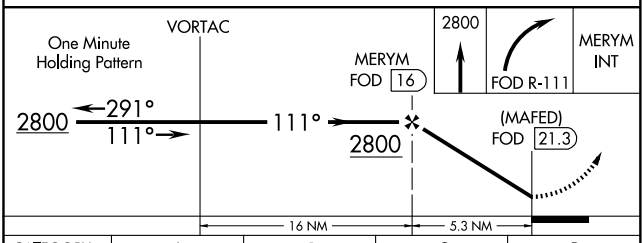
WEBSTER CITY MUNI (EBS)

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
171°	Rwy Idg	4248
	TDZE	1232
	Apt Elev	1232

GPS RWY 17

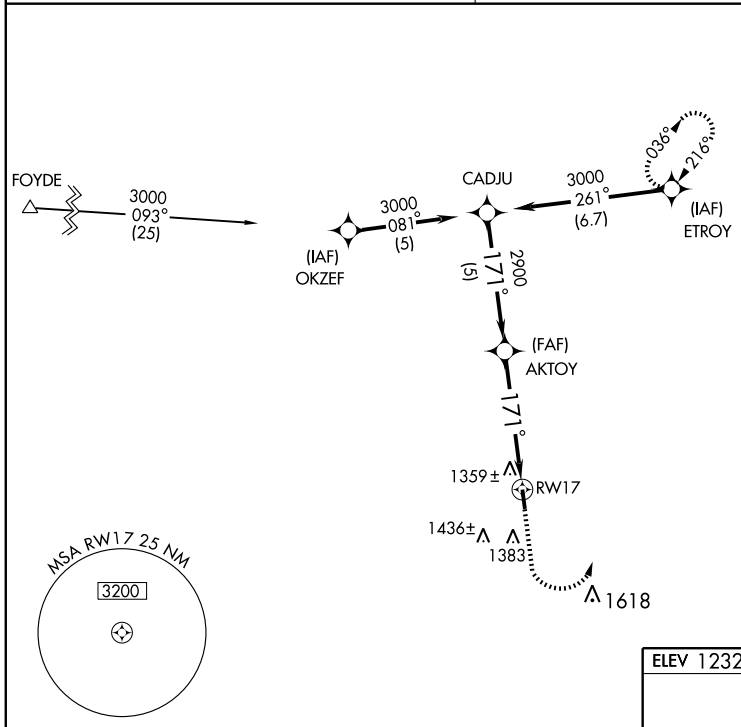
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

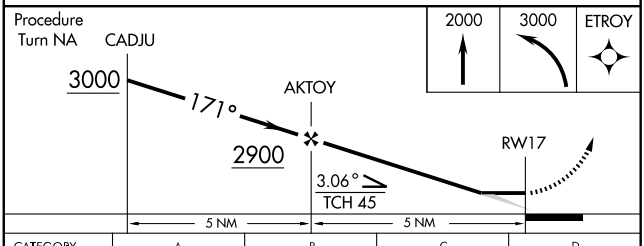
Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
NA Descent angle NA with Waterloo altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

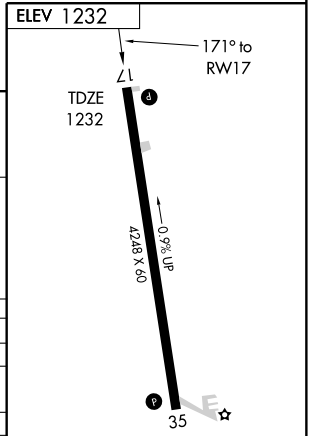
MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1620-1 388 (400-1)			NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-17	1760-1	528 (600-1)	1760-1½ 528 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA



MIRL Rwy 17-35

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

GPS RWY 35

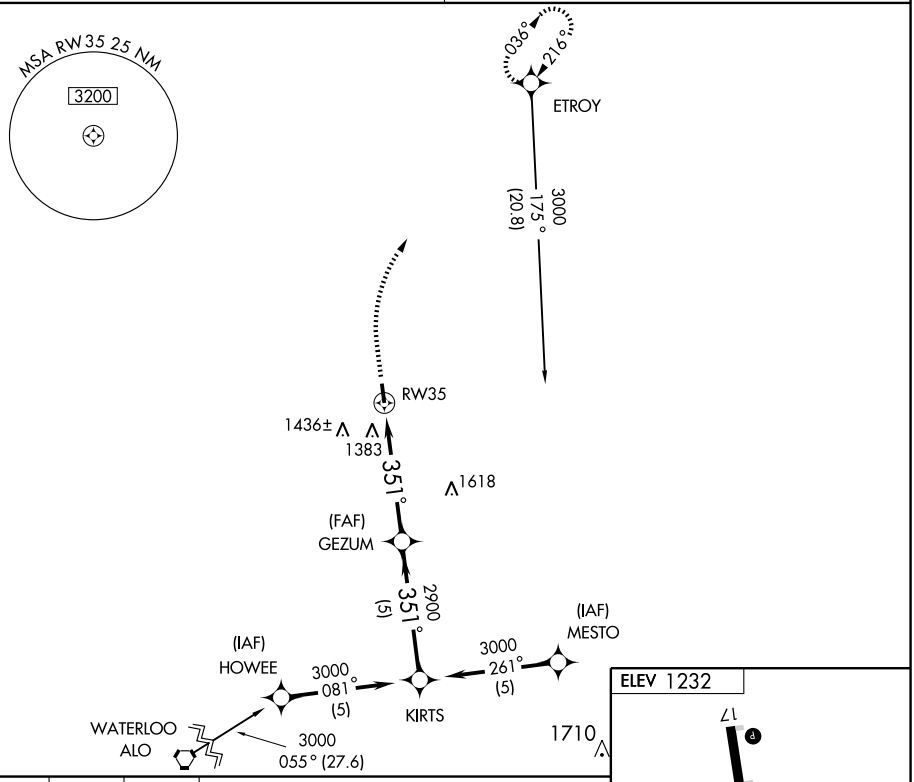
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

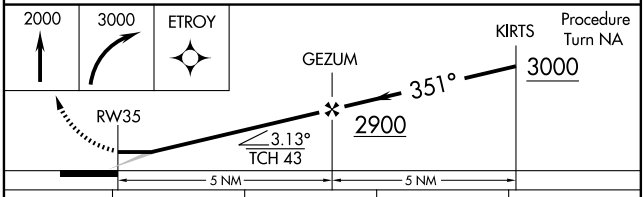
Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
Descent angle NA with Waterloo altimeter setting.

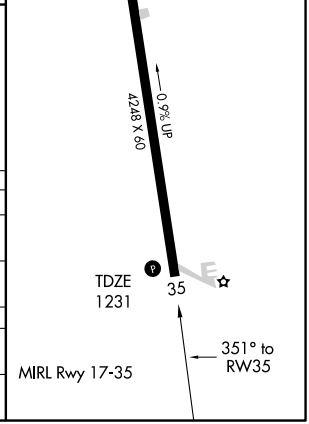
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1640-1	409 (500-1)	1640-1¼ 409 (500-1¼)	NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1	549 (600-1)	1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg NA TDZE NA Apt Elev 1232

VOR/DME or GPS-A

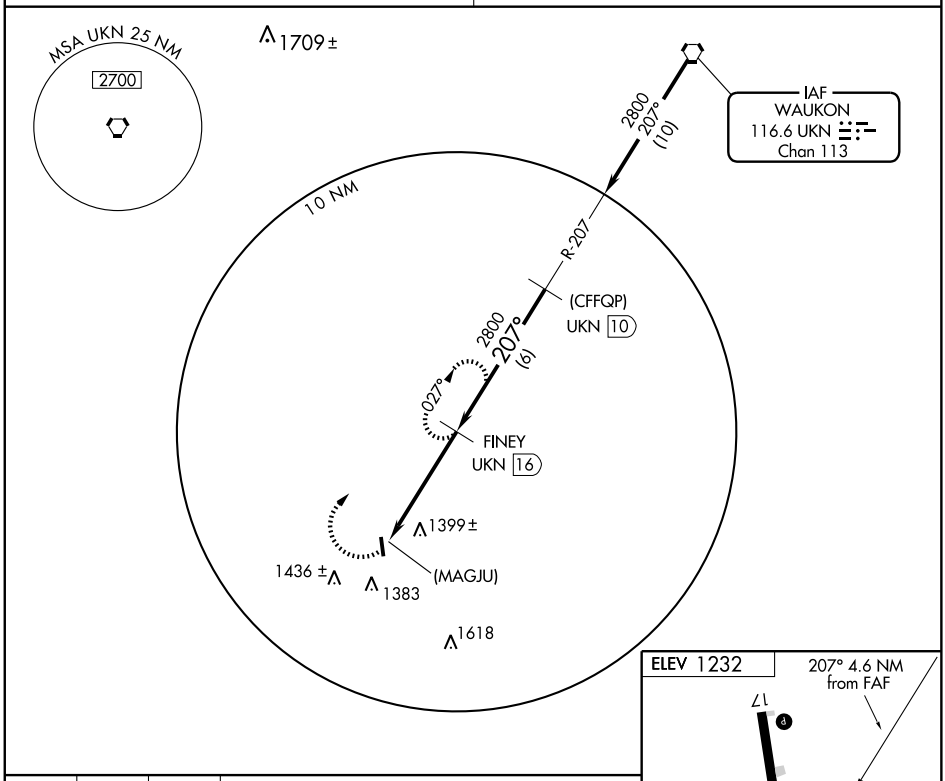
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

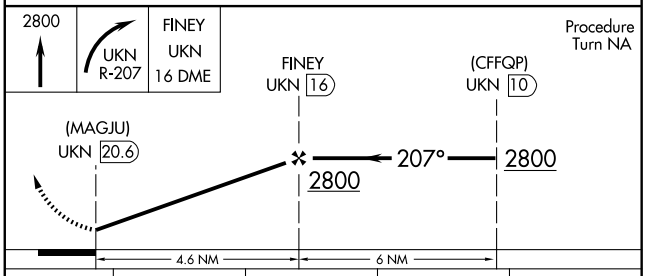
Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.

MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.

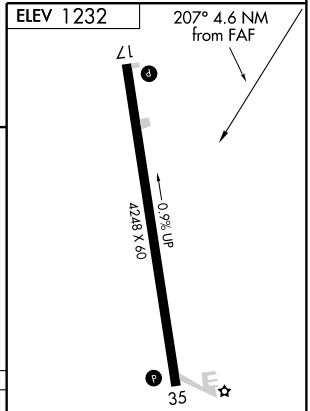
MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1700-1 468 (500-1)	1700-1¼ 468 (500-1¼)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700- 1¾)	NA



MIRL Rwy 17-35

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC DSM	APP CRS	Rwy Idg	N/A
117.5	069°	TDZE	N/A
Chan 122		Apt Elev	1110

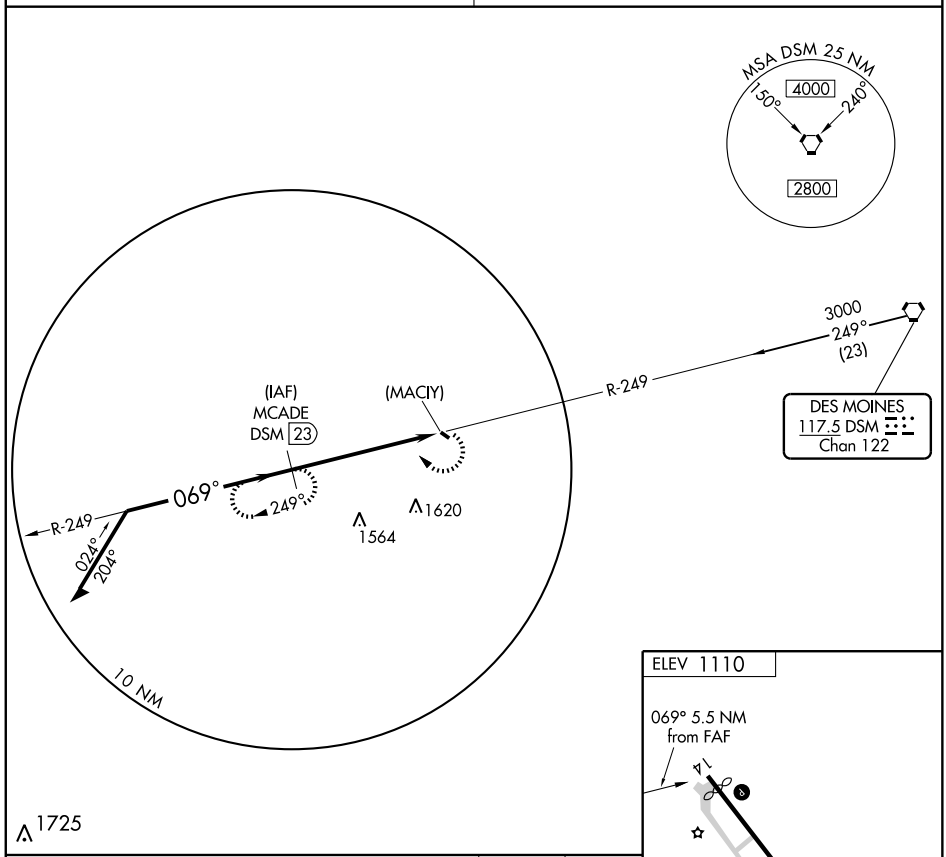
VOR/DME or GPS-A
WINTERSET-MADISON COUNTY (3Y3)

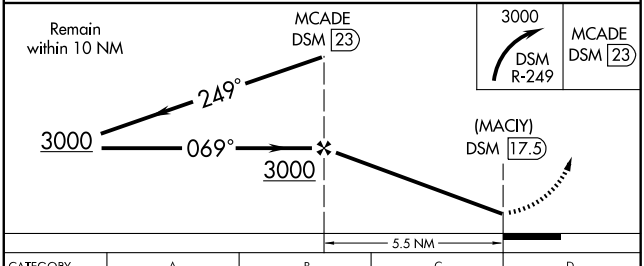
T
NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON	UNICOM
135.2 360.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1780-1	670 (700-1)	NA	

MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 31[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 35[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALBION, NE

ALBION MUNI ..... **NDB Rwy 33**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI ..... **RNAV (GPS) Rwy 17[12]**
RNAV (GPS) Rwy 35[12]
VOR Rwy 13[12]
VOR Rwy 17[3]
VOR Rwy 35[12]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME — ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

BROKEN BOW, NE

BROKEN BOW MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ..... **ILS Rwy 2[12]**
NDB Rwy 20[1]
VOR/DME Rwy 2[34]
VOR/DME Rwy 20[35]

[1]NA when Chadron weather not available,except for operators with approved weather reporting service.
[2]ILS, 700-2.
[3]NA except for operators with approved weather reporting service.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[5]Categories A,B, 1300-2; Categories C, D, 1300-3.

COLUMBUS, NE

COLUMBUS MUNI ..... **LOC/DME Rwy 14[1]**
VOR Rwy 14[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL ..... **ILS or LOC Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FALLS CITY, NE

BRENNER FIELD ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

FREMONT, NE

FREMONT MUNI ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

GARDEN CITY, KS

GARDEN CITY RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Ryw 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35
NA when local weather not available.

GRAND ISLAND, NE

CENTRAL NEBRASKA
RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 31[2]
[1]DME required.
[2]NA when local weather not available.

GREAT BEND, KS

GREAT BEND MUNI ..... **NDB Rwy 35**
RNAV (GPS) Rwy 35
NA when local weather not available.

HASTINGS, NE

HASTINGS MUNI ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

HAYS, KS

HAYS RGNL ..... **VOR Rwy 16**
Category D, 800-2¼.

HILL CITY, KS

HILL CITY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE

BREWSTER FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A[1]
A when local weather not available.
[1]Category C, 800-2¼;Category D, 800-2½.

NAME ALTERNATE MINIMUMS

HUTCHINSON, KS

HUTCHINSON MUNI ..... **ILS or LOC Rwy 13[1]**
LOC BC Rwy 31[1]
NDB Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

IMPERIAL, NE

IMPERIAL MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

KEARNEY, NE

KEARNEY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

LAWRENCE, KS

LAWRENCE MUNI ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.
[1]ILS, Category C, 700-2.

LEXINGTON, NE

JIM KELLY FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LIBERAL, KS

LIBERAL-MID
AMERICA RGNL ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4[1]
VOR Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

LINCOLN, NE

LINCOLN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS

MANHATTAN RGNL ..... **ILS Rwy 3**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

MC COOK, NE

MC COOK BEN
NELSON RGNL ..... **ILS or LOC/DME Rwy 12**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30
NA when local weather not available.

MC PHERSON, KS

MC PHERSON ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI ... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY . **ILS or LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NORFOLK, NE

KARL STEFAN
MEMORIAL ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT
LEE BIRD FIELD ..... **ILS or LOC Rwy 30[1]**
VOR Rwy 35[2]
[1]Categories B, C, D, 700-2.
[2]Category C, 800-2¼; Category D, 800-2½.

OGALLALA, NE

SEARLE FEILD ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

OLATHE, KS

NEW CENTURY
AIR CENTER ..... **ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR-A[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OMAHA, NE

EPPLEY
AIRFIELD ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC/DME Rwy 14R[1]
ILS or LOC/DME Rwy 18[1]
ILS or LOC Rwy 32L[3]
ILS or LOC 32R[2]
ILS Rwy 36[1]
RNAV (GPS) Rwy 14L[4]
RNAV (GPS) Rwy 14R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 32L[5]
RNAV (GPS) Rwy 32R[6]
RNAV (GPS) Rwy 36[4]
6097VOR Rwy 32L[4]
[1]ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D,800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.
[6]Categories A,B,C,D, 800-2½.

MILLARD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-
JOHN L BAKER FIELD .... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

ORD, NE

EVELYN SHARP FIELD ..... **NDB Rwy 13[1]**
RNAV (GPS) Rwy 13
RNAV (GPS) Y Rwy 31
RNAV (GPS) Z Rwy 31
NA when local weather not available.
[1]Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATTSMOUTH, NE

PLATTSMOUTH MUNI ..... **NDB Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

SALINA, KS

SALINA MUNI ..... **ILS or LOC Rwy 35[1]**
NDB Rwy 35[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR Rwy 17[3][4]
[1]LOC, NA when control tower closed.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¼.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
WILLIAM B. HEILIG FIELD ..... **ILS Rwy 30[1]**
ILS or LOC/DME Rwy 12[2][3]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 12[3][4]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 30[3]
VOR/DME Rwy 5[3]
VOR or TACAN Rwy 23[3]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D,800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SIDNEY, NE

SIDNEY MUNI/
LLOYD W CARR FIELD ... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
VOR/DME or TACAN Rwy 13
VOR/DME or TACAN Rwy 31
NA when local weather not available.
[1]Category D, 800-2¼.

TEKAMAH, NE

TEKAMAH MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

TOPEKA, KS

FORBES FIELD ..... **ILS or LOC Rwy 31[1][2]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

PHILIP BILLARD MUNI .... **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

VALENTINE, NE

MILLER FIELD ..... **NDB Rwy 32,** 900-2.

WICHITA, KS

COLONEL
JAMES JABARA ..... **ILS or LOC/DME Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
RNAV (GPS)-E[2]
VOR-A[2]

NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

WICHITA
MID-CONTINENT ..... **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[1]
ILS Rwy 19R[1]
ILS or LOC Rwy 19L[2]
VOR Rwy 14[3]

[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

MARSHALL AAF (KFRI), KS (Fort Riley) (10070 USA) ELEV 1065

RADAR - (E) 121.25 254.35

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	4	3.0°/36/683	ABCD	**1265**-¾	200	(200-¾)
ASR[1]	4		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1700**-2	635	(700-2)
	22		AB	**1680**-1	616	(700-1)
			C	**1680**-1¾	616	(700-1¾)
			D	**1680**-2	616	(700-2)
CIR	All Rwy[2]		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1760**-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.
[1]Opr 1300-0530Z++ Mon-Sat exc hol. [2]Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF) ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	30[456]	2.8°/57/1178	ABCDE	**1189**/24	200	(200-½)
	12[23578]	3.0°/46/1066	ABCDE	**1293**/50	250	(300-1)

[1]PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. [2]When ALS inop, RVR/vis increase not required. [3]VGSI and procedure TCH not coincident. [4]When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾. [5]CAUTION: Extensive light aircraft in vicinity Millard Muni. [6]MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. [7]CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. [8]MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)
NOTE: **Rwy 31,** fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 15,** trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33,** trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA.

NAME	TAKE-OFF MINIMUMS

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)
NOTE: **Rwy 16,** trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34,** fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE
ROCK COUNTY (RBE)
AMDT2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 13,** fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31,** rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE
BEATRICE MUNI (BIE)
ORIG 08045 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS
MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26,** NA.
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb to 2400 before turning east on course.

BLAIR, NE
BLAIR MUNI (BTA)
ORIG 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 13,** climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.
NOTE: **Rwy 13,** rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31,** trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE
BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CLAY CENTER, KS
CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS
COFFEYVILLE MUNI (CFV)
ORIG 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35,** 300-1.

COLBY, KS
SHALZ FIELD (CBK)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30,** N/A-Environmental.
NOTE: **Rwy 17,** terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35,** terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE
COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb o f 331' per NM to 1800.
NOTE: **Rwy 2,** tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14,** multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20,** tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32,** multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA.

COZAD, NE

COZAD MUNI (CZD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA - Environmental.

NOTE: **Rwy 13,** grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL .Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31,** multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE

CRETE MUNI (CEK)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA - Environmental.

NOTE: **Rwy 17,** numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35,** numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-turf runway.

NOTE: **Rwy 32,** trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1¼ or std. with a min. climb of 237' per NM to 4300.

NOTE: **Rwy 22,** tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19,** tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)
ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-VFR/Turf Rwy.

NOTE: **Rwy 17,** multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35,** multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14,** pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32,** tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS
SHERMAN AAF (FLV)
ORIG 05300 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** Climb via heading 155° to 1700 before turning southwest.
NOTE: **Rwy 15,** road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33,** multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS
FORT SCOTT MUNI (FSK)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36,** multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE
FREMONT MUNI (FET)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 19,** Climb heading 185° to 1800 before proceeding on course.
NOTE: **Rwy 1,** vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14,** tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19,** vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32,** multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS
GARDEN CITY RGNL (GCK)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.

GARDNER, KS
GARDNER MUNI (K34)
ORIG-A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.
NOTE: **Rwy 26,** multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS
RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** NA.
DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.
NOTE: **Rwy 12,** road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17,** rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23,** road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30,** rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE
GORDON MUNI (GRN)
AMDT 2 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE
QUINN FIELD (GTE)
AMDT 1 81106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE
CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE
GRANT MUNI (GGF)
ORIG 08213 (FAA)
NOTE: **Rwy 15,** post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33,** terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35,** tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14,** vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
AMDT 2 92180 (FAA)
DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE
HEBRON MUNI (HJH)
ORIG 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,12,21,30,** 300-1.
DEPARTURE PROCEDURE: **All Rwys:** climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS
HILL CITY MUNI (HLC)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35,** climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17,** tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35,** tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE
BREWSTER FIELD (HDE)
AMDT 2 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 3800 before turning right. **Rwy 36,** climb runway heading to 3600 before turning left.

HUGOTON, KS
HUGOTON MUNI (HQG)
AMDT 1 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2,** multiple poles,hangars,and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20,** vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS
HUTCHINSON MUNI (HUT)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4,22,** 300-1 or std. with a min. climb of 370' per NM to 1700.
DEPARTURE PROCEDURE: **All Rwys,** eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4,** trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17,** trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35,** obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1,** trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19,** vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental. **Rwy 18**, 500-2¾ or std. with a min. climb of 420' per NM to 1700. **Rwy 36,** 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 189° to 2200 before turning right. **Rwy 36,** climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18,** numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36,** tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13,** trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10,** fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28,** terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33,** 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1,** bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15,** tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19,** tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33,** tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 136° to 3500' before turning right. **Rwy 19,** for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14,** multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32,** fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)
AMDT 5 07242 (FAA)

NOTE: **Rwy 4,** obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35,** multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL. **Rwy 18,** rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35,** warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)
AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways,** westbound departures heading 210° through 360° NA. **Rwy 31,** departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3,** 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13,** 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21,** 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31,** 100' AGL tree 8354' from departure end of runway, 867' right of centerline.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*
* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)
ORIG 09351(FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.

NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16,** multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34,** trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1,** multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13,** tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL. **Rwy 19,** fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31,** multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)
ORIG 09351 (FAA)

NOTE: **Rwy 1,** terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14,** terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19,** terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32,** terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.

NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)
ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)
ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)
ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF)

OMAHA, NE . . . . . .ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18,** multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36,** antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4,** fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18,** tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36,** ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R,** Climb heading 139° to 2600 before proceeding on course. **Rwy 18,** Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R,** Climb heading 319° to 2600 before proceeding westbound. **Rwy 36,** Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L,** Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R,** Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18,** Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L,** Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R,** Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36,** Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 123° to 3200 before proceeding on course. **Rwy 30,** climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30,** multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13,** pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31,** trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE
GARDEN COUNTY (OKS)
ORIG 05020 (FAA)
DEPARTURE PROCEDURE: **Rwy12,** climb via heading 125° to 4000 before turning right.

OTTAWA, KS
OTTAWA MUNI (OWI)
ORIG 97254 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,13,23,31,** NA.

PARSONS, KS
TRI-CITY (PPF)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35,** trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS
PHILLIPSBURG MUNI (PHG)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA (Turf runway)
NOTE: **Rwy 31,** trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS
ATKINSON MUNI (PTS)
ORIG 01193 (FAA)
NOTE: **Rwy 10,** 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16,** 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE
MODISETT (9V5)
ORIG 09239 (FAA)
NOTE: **Rwy 14,** trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32,** terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS
RUSSELL MUNI (RSL)
AMDT 1 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.
NOTE: **Rwy 17,** post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35,** multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS
SALINA MUNI (SLN)
ORIG 08325 (FAA)
NOTE: **Rwy 4,** light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12,** rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17,** road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18,** rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22,** trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30,** trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36,** trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE
WESTERN NEBRASKA RGNL
WILLIAM B. HEILIG FIELD (BFF)
AMDT 4 93175 (FAA)
DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE
SEWARD MUNI (SWT)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2800 before turning on course. **Rwy 16,** climb runway heading to 3500 before turning right. **Rwy 34,** climb runway heading to 3000 before turning left.

SIDNEY, NE
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K)
ORIG 91318 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

TEKAMAH, NE
TEKAMAH MUNI (TQE)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.
NOTE: **Rwy 14,** north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32,** trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE
THOMAS COUNTY (TIF)
AMDT 1 08269 (FAA)
NOTE: **Rwy 11,** trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29,** trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS
FORBES FIELD (FOE)
ORIG 09183 (FAA)
NOTE: **Rwy 3,** trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL. **Rwy 31,** rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)
PHILIP BILLARD MUNI (TOP)
AMDT 1 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 200-1¼ or std. w/ min. climb of 286' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 224° to 1900 before turning right. **Rwy31,** climb heading 309° to 1800 before turning left.
NOTE: **Rwy 4,** antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13,** tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18,** trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31,** trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36,** trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS
ULYSSES (ULS)
AMDT 2A 10014 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17,** 300-1¾ or std. w/ min. climb of 281' per NM to 3500.
DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.
NOTE: **Rwy 17,** tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.

VALENTINE, NE
MILLER FIELD (VTN)
AMDT 2 05132 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 4000 before proceeding on course. **Rwy 32,** climb heading 317° to 4000 before proceeding on course.
NOTE: **Rwy 14,** multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE
WAHOO MUNI (AHQ)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 2,** terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20,** fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE
WAYNE MUNI (LCG)
AMDT 3 04330 (FAA)
NOTE: **Rwy 35,** pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS
WELLINGTON MUNI (EGT)
ORIG 07298 (FAA)
NOTE: **Rwy 17,** terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)
ORIG 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 36,** 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)
AMDT 2 83328 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)
ORIG 08101 (FAA)
NOTE: **Rwy 1L,** tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.
NOTE: **Rwy 35,** Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

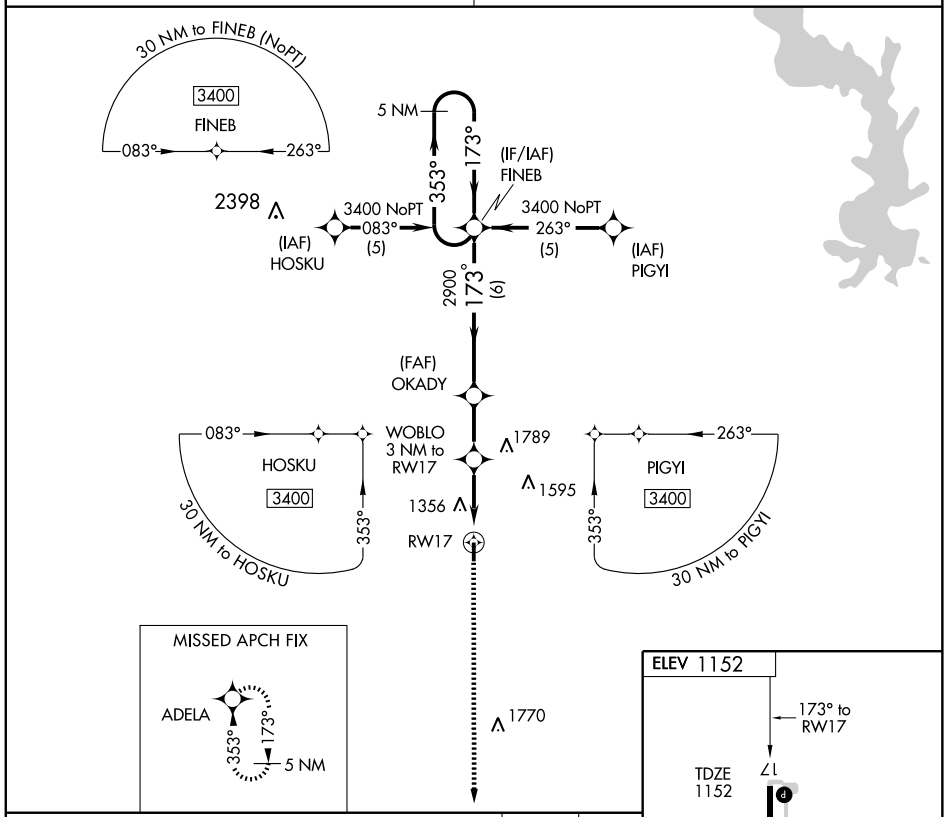
APP CRS		
173°	Rwy Idg	4100
	TDZE	1152
	Apt Elev	1152

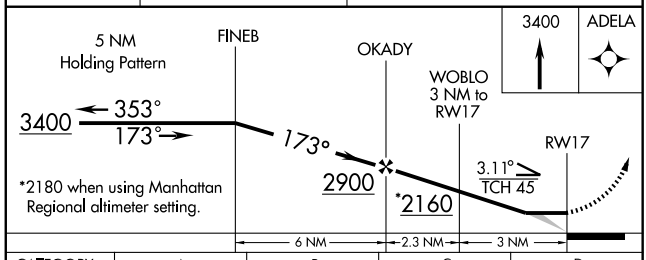
RNAV (GPS) RWY 17
ABILENE MUNI (K78)

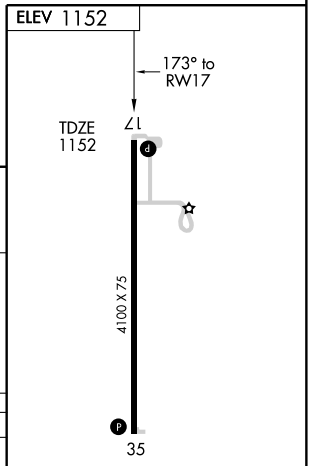
⚠ NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct ADELA and hold.

KANSAS CITY CENTER	UNICOM
134.9 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	NA
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4100
353°	TDZE	1150
	Apt Elev	1152

RNAV (GPS) RWY 35

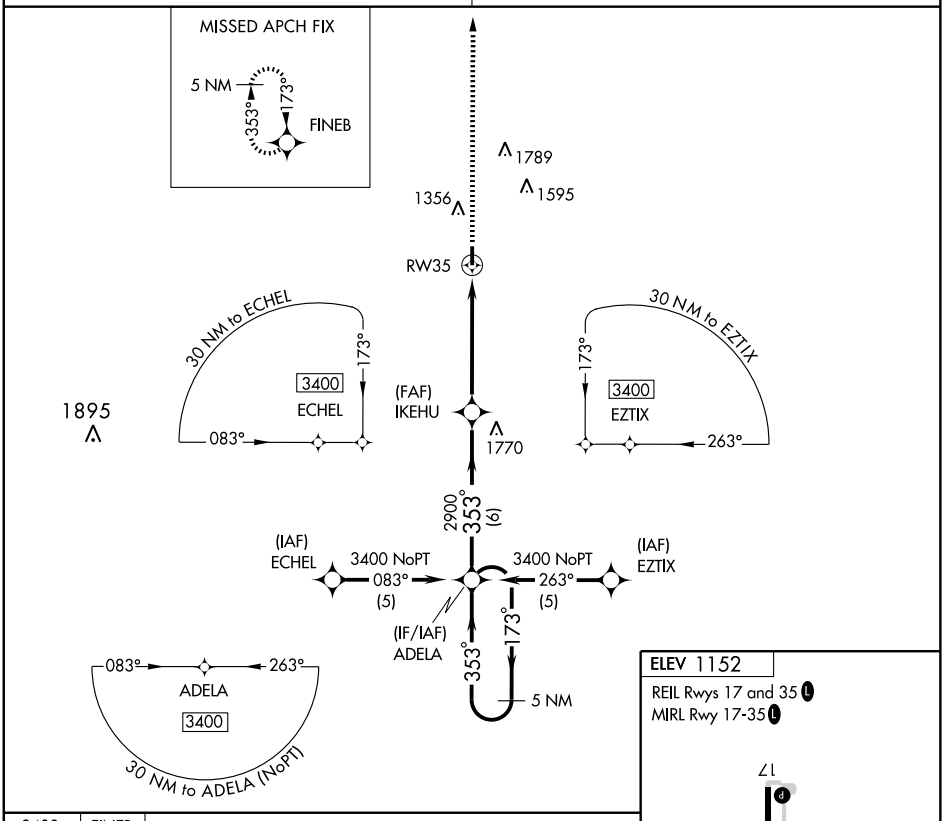
ABILENE MUNI (K78)

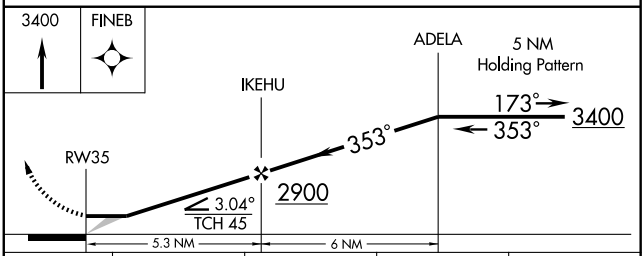
NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct FINEB and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) L



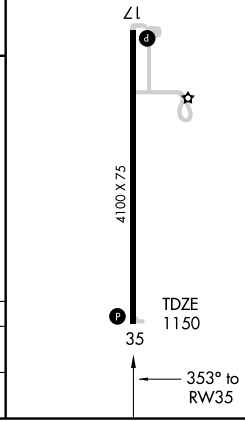


CATEGORY	A	B	C	D
LNAV/MDA	1700-1 550 (600-1)		1700-1½ 550 (600-1½)	NA
CIRCLING	1740-1 588 (600-1)		1740-1½ 588 (600-1½)	NA

ELEV 1152

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L



NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC SLN	APP CRS	Rwy Idg	N/A
117.1	087°	TDZE	N/A
Chan 118		Apt Elev	1152

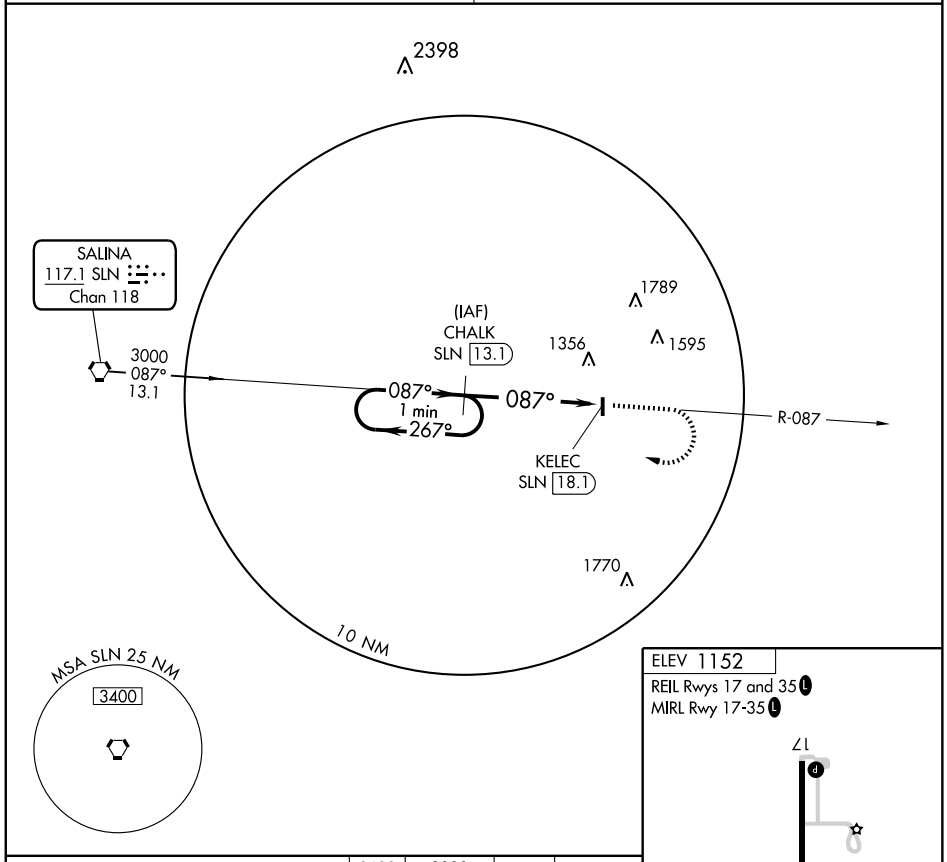
VOR/DME-A
ABILENE MUNI (K78)

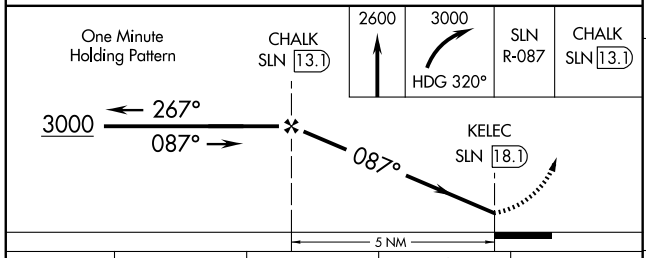
NA Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

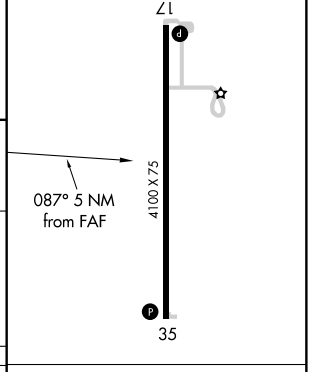
MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 via heading 320° and SLN R-087 to CHALK 13.1 DME and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1740-1 588 (600-1)		1740-1½ 588 (600-1½)	NA

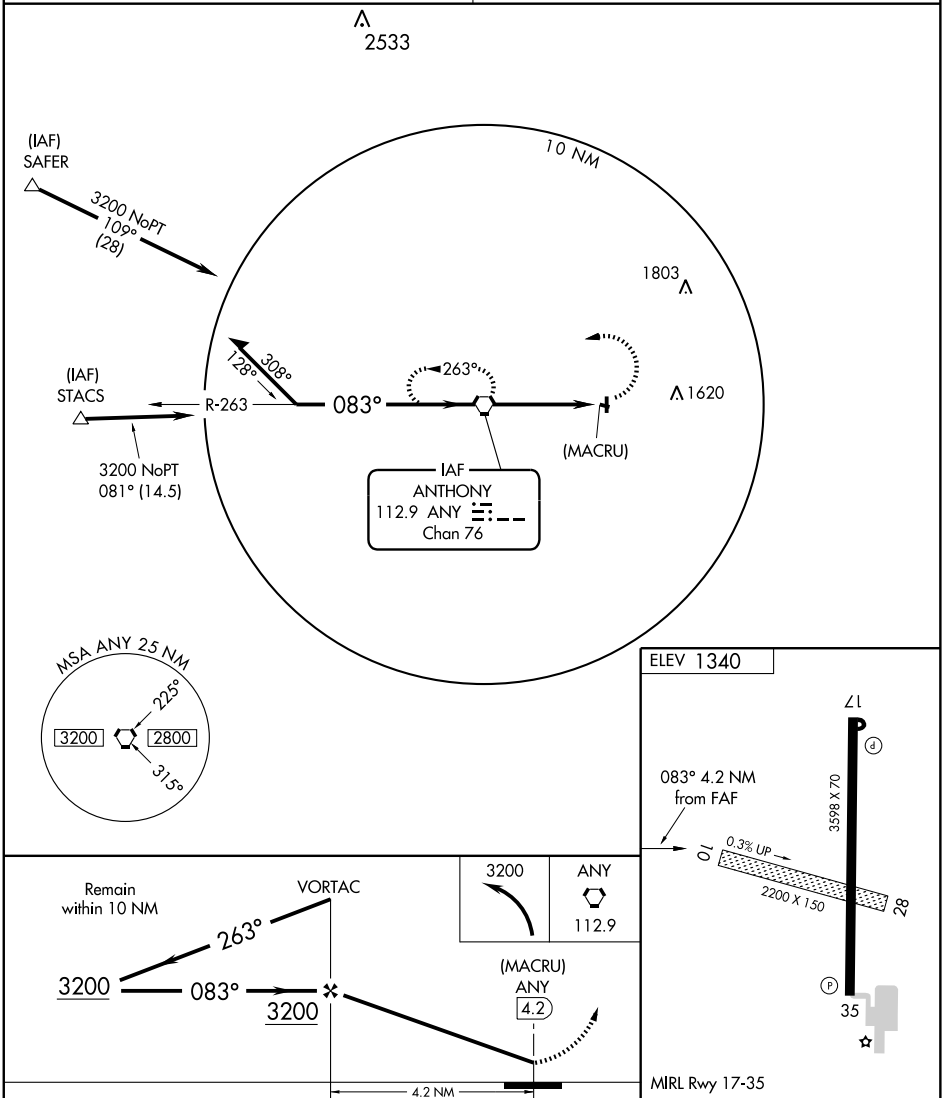
Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ANY 112.9 Chan 76	APP CRS 083°	Rwy Idg N/A TDZE N/A Apt Elev 1340

VOR or GPS-A
ANTHONY MUNI (ANY)

⚠ NA Use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3200 direct ANY VORTAC and hold.
KANSAS CITY CENTER 118.35 344.8	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1940-1 600 (600-1)		1940-1½ 600 (600-1½)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2. 08 APR 2010 to 06 MAY 2010

ATCHISON, KANSAS

AL-6617 (FAA)

VORTAC STJ	APP CRS	Rwy Idg	3000
115.5	165°	TDZE	1073
Chan 102		Apt Elev	1073

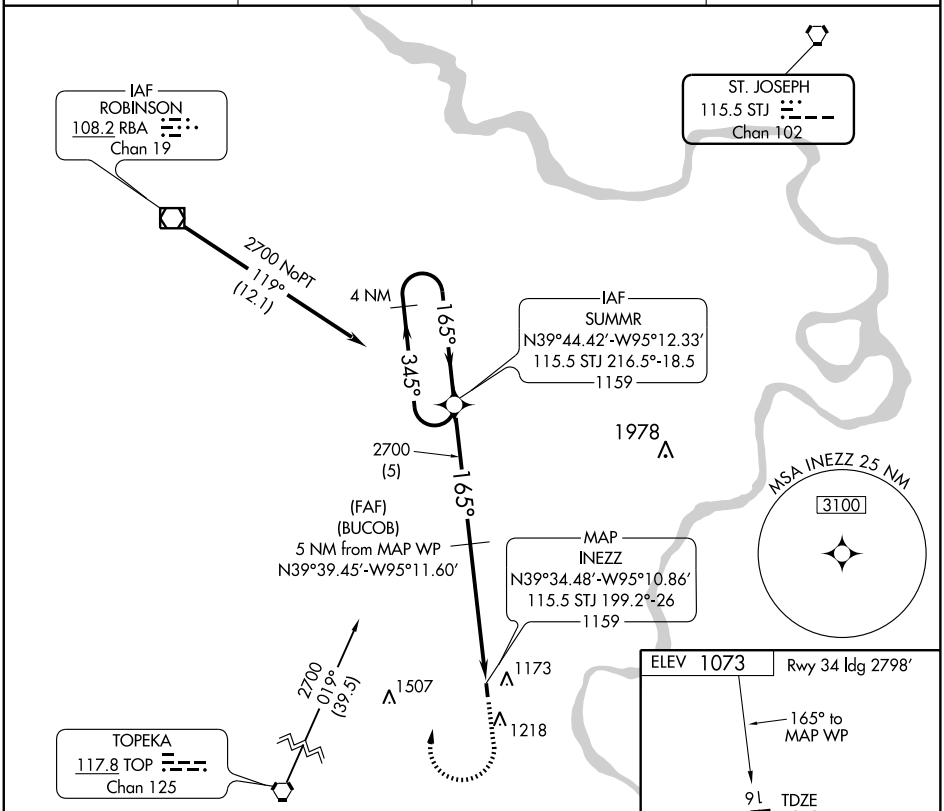
VOR/DME RNAV or GPS RWY 16

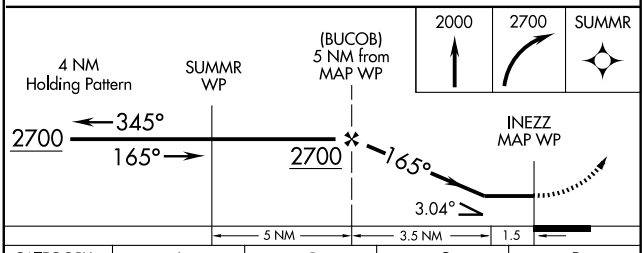
ATCHISON/AMELIA EARHART (K59)

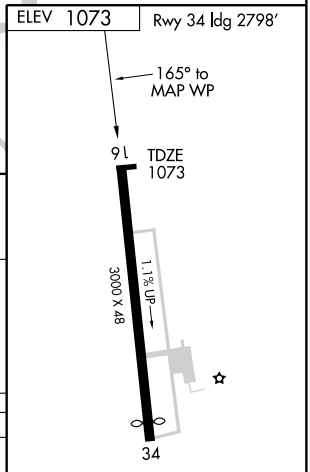
NA Use Kansas City Intl airport altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct SUMMR WP and hold.

AWOS-3	ST. JOSEPH APP CON ★	CLNC DEL	UNICOM
123.675	120.35 360.8	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1560-1	487 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

LIRL Rwy 16-34 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME RBA	APP CRS	Rwy Idg	3000
108.2	142°	TDZE	1073
Chan 19		Apt Elev	1073

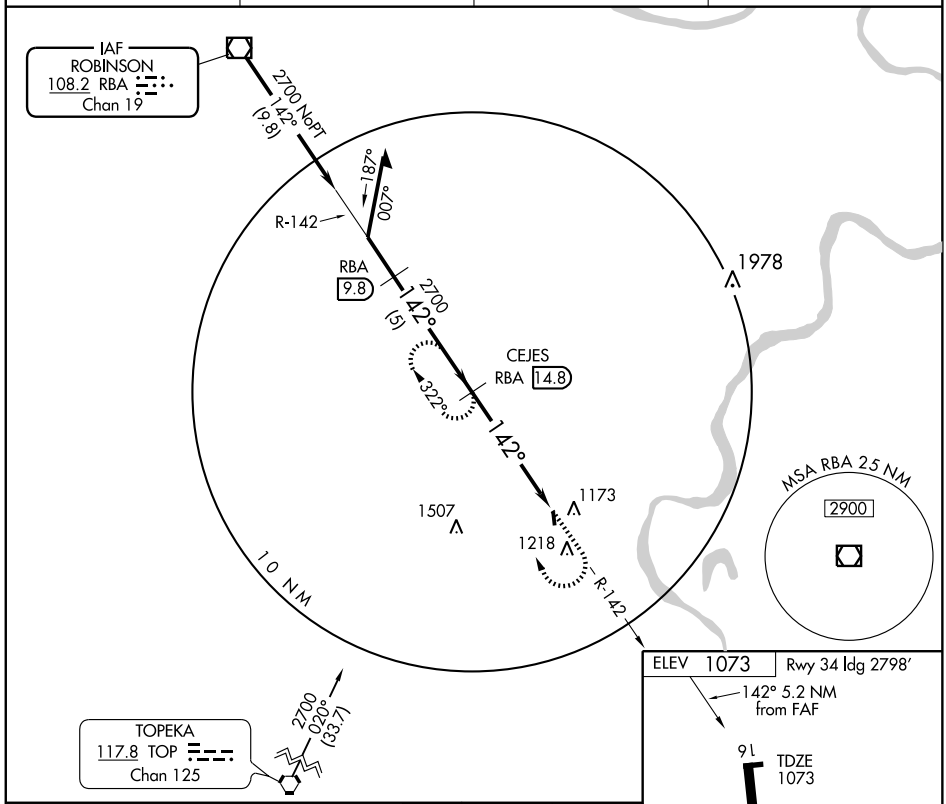
VOR/DME RWY 16

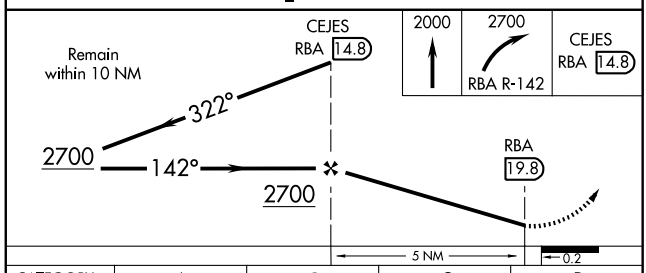
ATCHISON/AMELIA EARHART (K59)

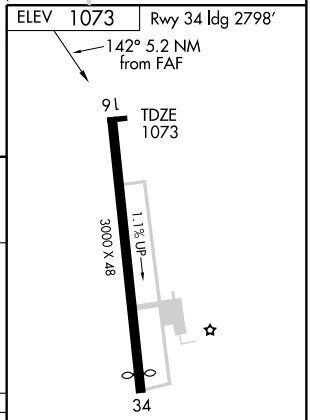
NA Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via RBA R-142 to CEJES/RBA 14.8 DME and hold.

AWOS-3	ST. JOSEPH APP CON ★	CLNC DEL	UNICOM
123.675	120.35 360.8	118.1	122.8 (CTAF) L







LIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-16	1540-1	467 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NDB ADT	APP CRS	Rwy Idg	4999
365	169°	TDZE	2988
		Apt Elev	2991

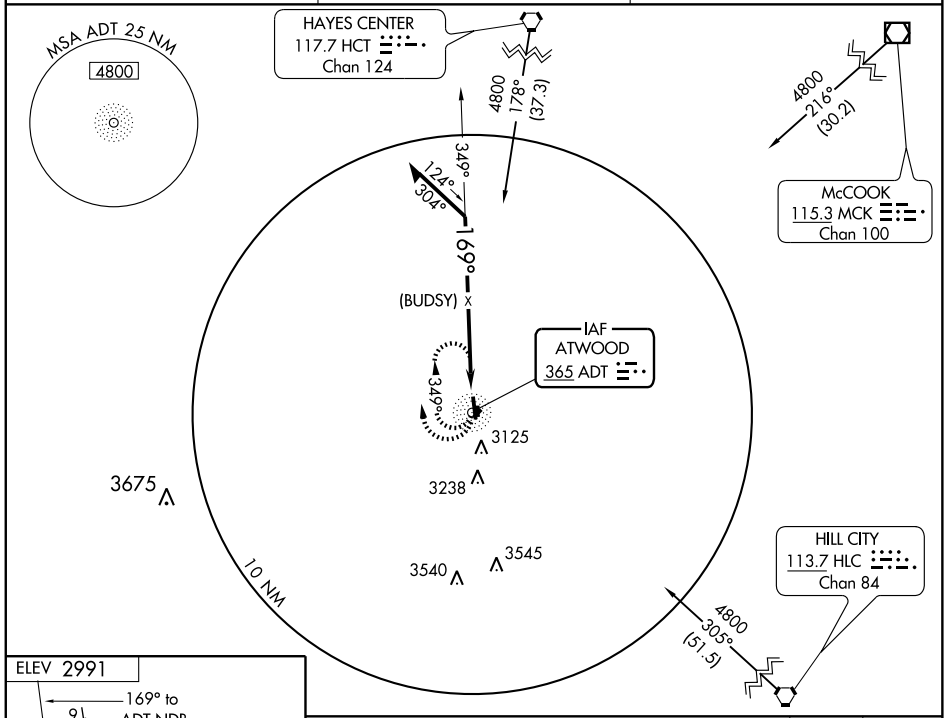
NDB or GPS RWY 16

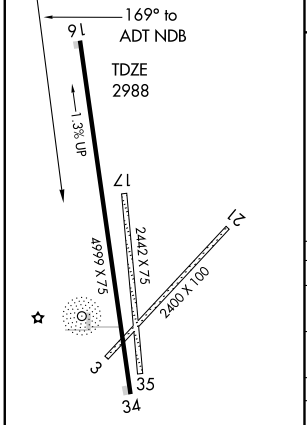
ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

NA Use McCook altimeter setting; if not received use Goodland altimeter setting.

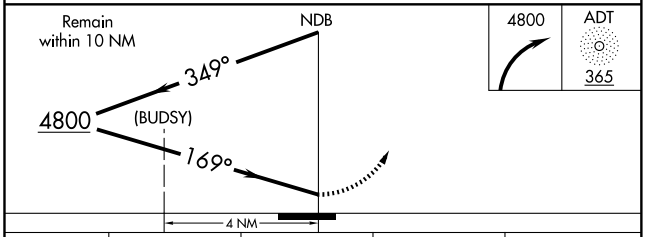
MISSED APPROACH: Climbing right turn to 4800 in ADT NDB holding pattern.

AWOS-3	DENVER CENTER	UNICOM
118.675	132.5 379.15	122.7 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
S-16	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2¼ 692 (700-2¼)
CIRCLING	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2¼ 692 (700-2¼)
GOODLAND ALTIMETER SETTING MINIMUMS				
S-16	3740-1 752 (800-1)	3740-1¼ 752 (800-1¼)	3740-2¼ 752 (800-2¼)	3740-2½ 752 (800-2½)
CIRCLING	3740-1 752 (800-1)	3740-1¼ 752 (800-1¼)	3740-2¼ 752 (800-2¼)	3740-2½ 752 (800-2½)

NC-2, 08 APR 2010 to 06 MAY 2010

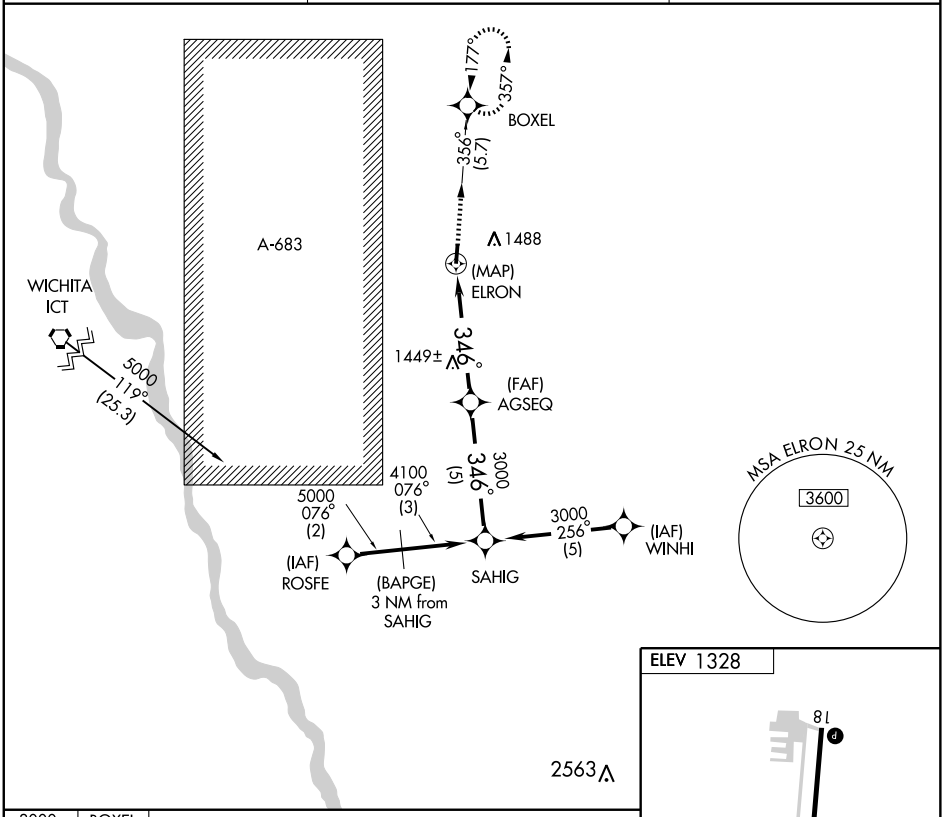
APP CRS	Rwy Idg	4199
346°	TDZE	1319
	Apt Elev	1328

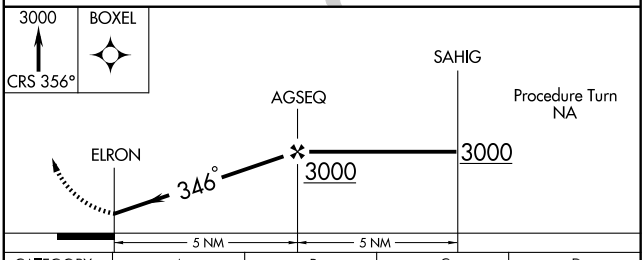
GPS RWY 36
AUGUSTA MUNI (3AU)

⚠ NA Use Wichita altimeter setting.

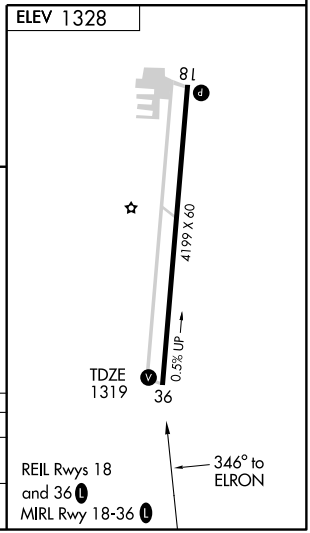
MISSED APPROACH: Climb to 3000 via 356° course to BOXEL WP and hold.

WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1740-1	421 (500-1)	1740-1¼ 421 (500-1¼)	NA
CIRCLING	1880-1	552 (600-1)	1880-1½ 552 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT	APP CRS	Rwy Idg	N/A
113.8	273°	TDZE	N/A
Chan 85		Apt Elev	1328

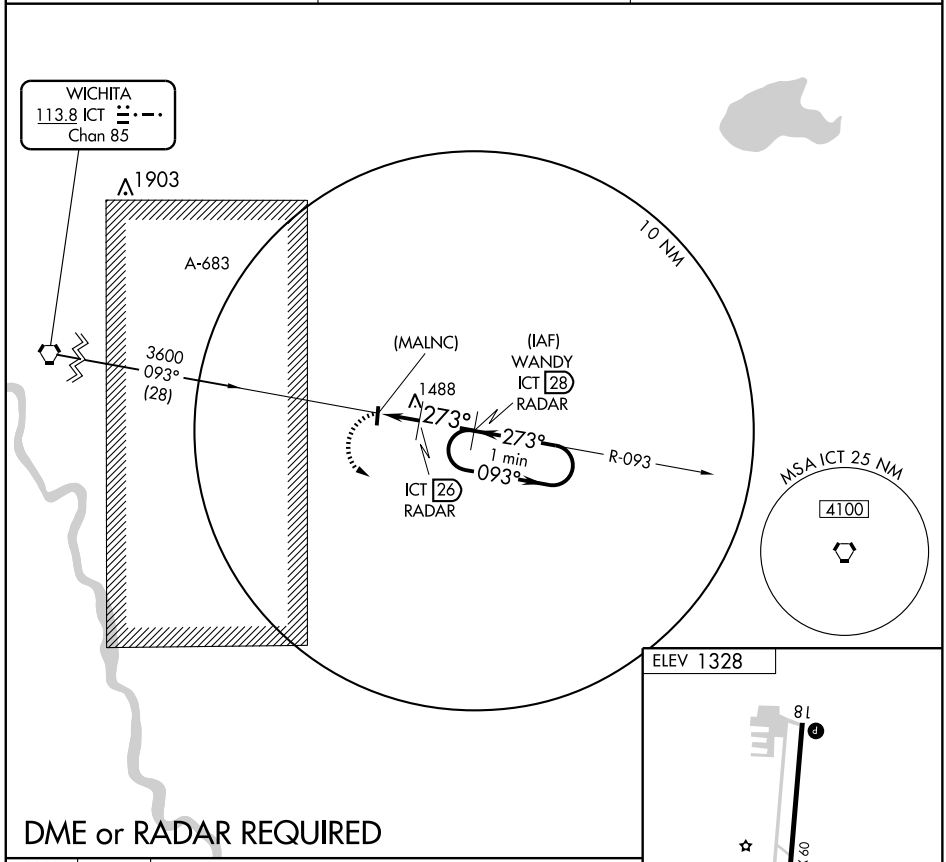
VOR or GPS-A
AUGUSTA MUNI (3AU)

NA

Use Wichita altimeter setting.
ACTIVATE VASI Rwy 36-122.8

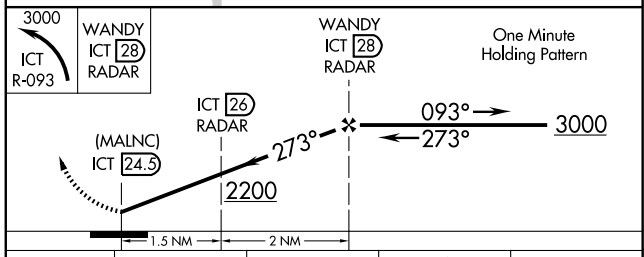
MISSED APPROACH: Climbing left turn to 3000 via ICT R-093 to WANDY 28 DME/RADAR and hold.

WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	122.8 (CTAF) L



REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1780-1 452 (500-1)	1840-1¼ 512 (600-1¼)	1840-1½ 512 (600-1½)	NA

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NC-2, 08 APR 2010 to 06 MAY 2010

NDB RPB	APP CRS		
414	169°	Rwy Idg	3500
		TDZE	1537
		Apt Elev	1537

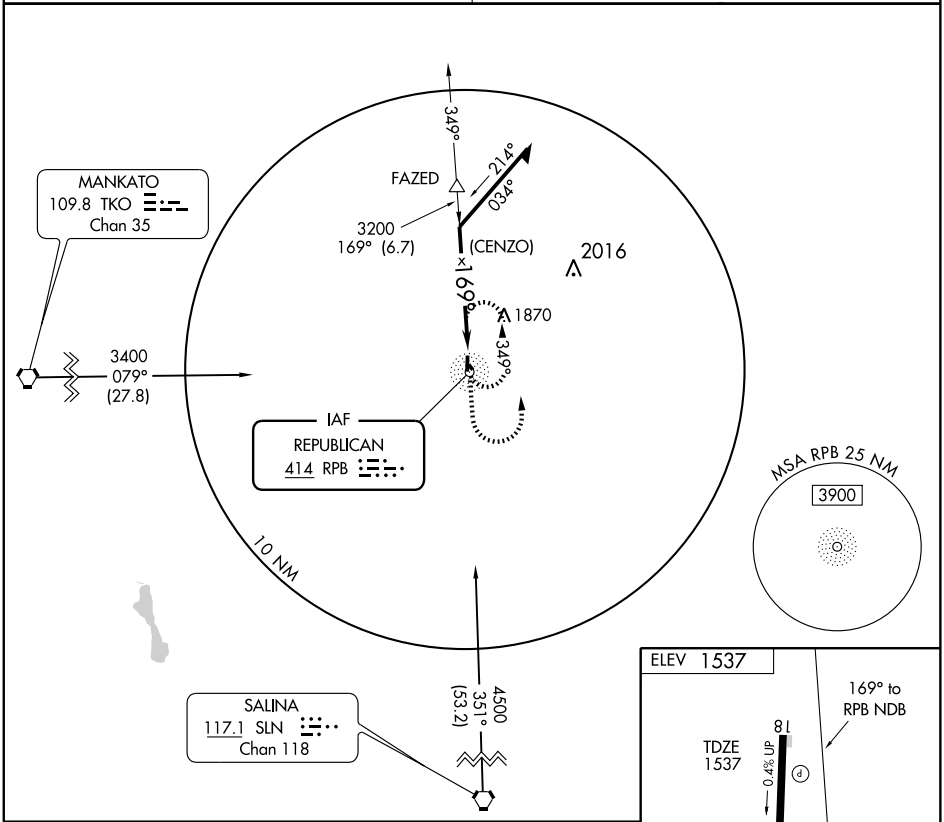
NDB or GPS RWY 18

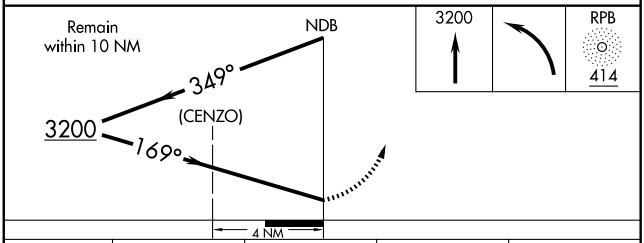
BELLEVILLE MUNI (RPB)

NA Use Concordia altimeter setting.

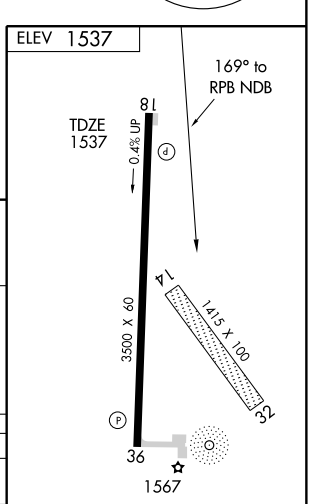
MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.

WICHITA RADIO	UNICOM
122.1R	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA
CIRCLING	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA



MIRL Rwy 18-36

NC-2. 08 APR 2010 to 06 MAY 2010

NDB RPB	APP CRS		
414	008°	Rwy Idg	3500
		TDZE	1537
		Apt Elev	1537

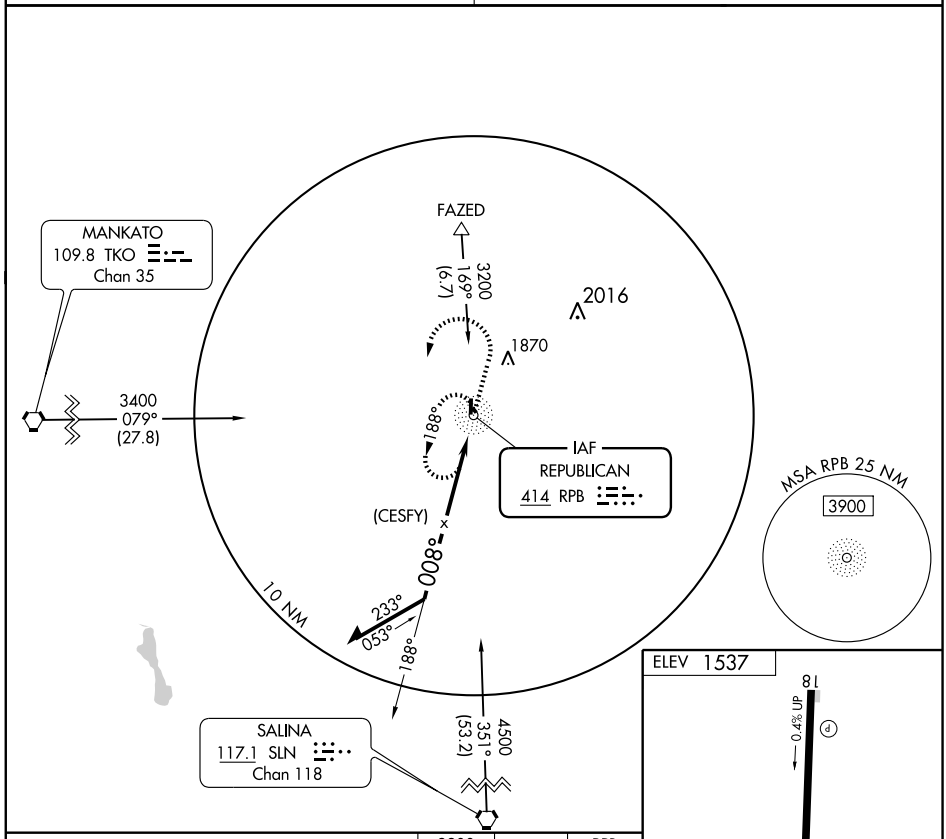
NDB or GPS RWY 36

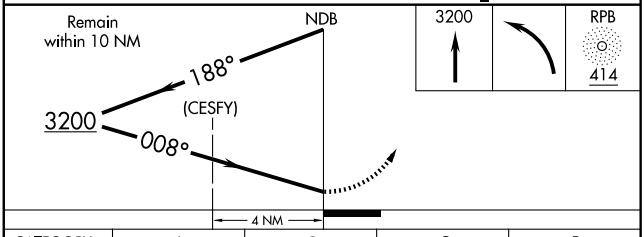
BELLEVILLE MUNI (RPB)

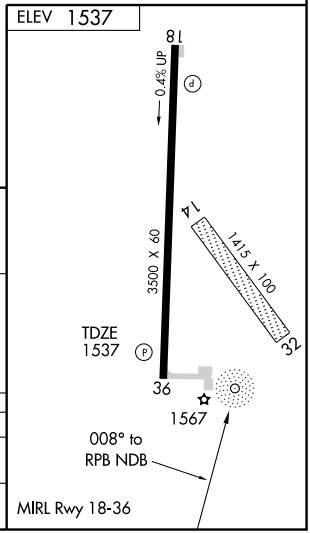
NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.

WICHITA RADIO	UNICOM
122.1R	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-36	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA
CIRCLING	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC TKO	APP CRS	Rwy Idg	N/A
109.8	078°	TDZE	N/A
Chan 35		Apt Elev	1537

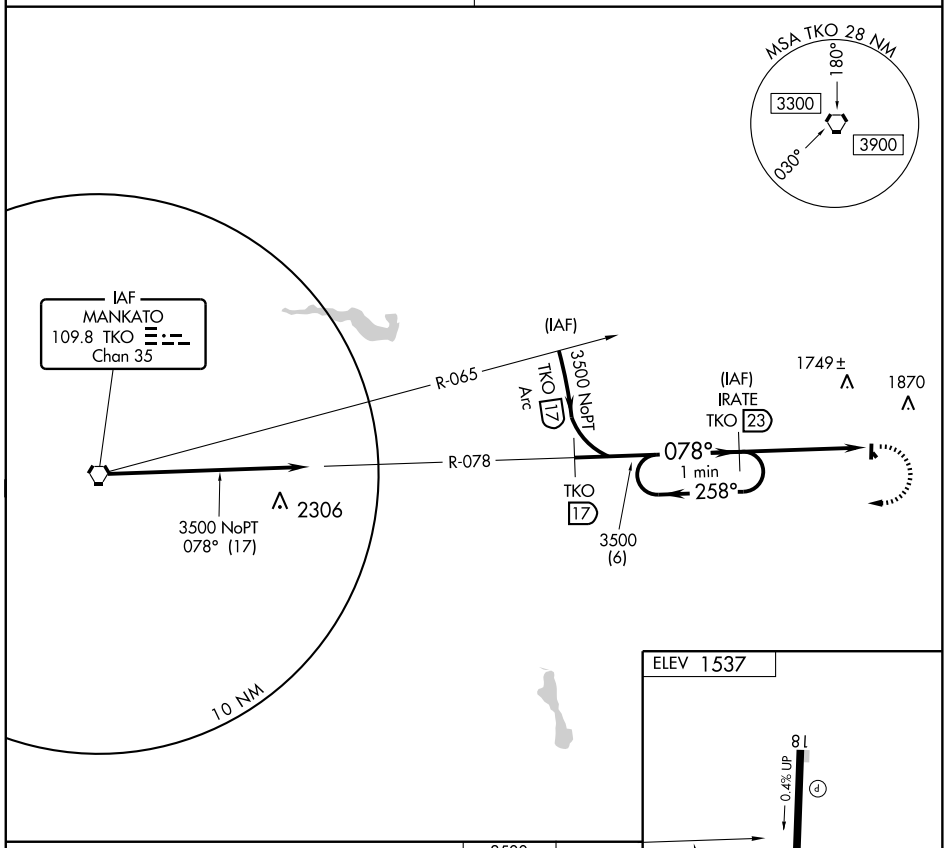
VOR/DME-A

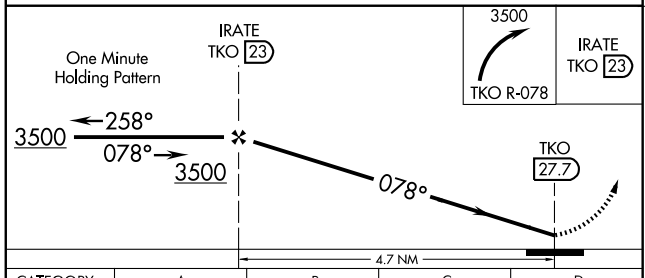
BELLEVILLE MUNI (RPB)

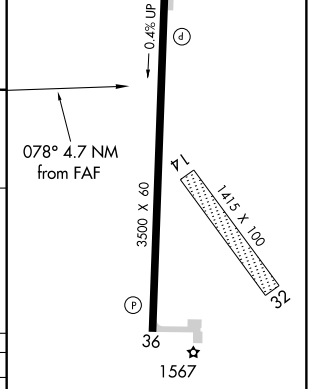
NA Use Concordia altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 via TKO R-078 to IRATE and hold.

WICHITA RADIO	UNICOM
122.1R	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2060-1 523 (600-1)	2060-1¼ 523 (600-1¼)	2060-1½ 523 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3610
174°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 17

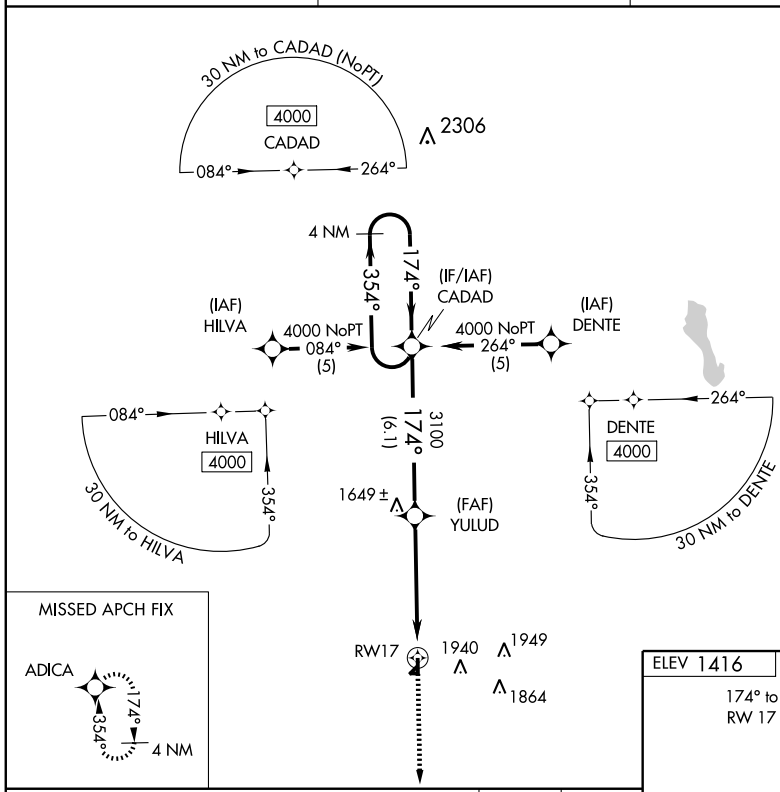
BELOIT/MORITZ MEMORIAL (K61)

NA

Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA. Use Blosser Muni altimeter setting. When not received, use Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 4000 direct ADICA and hold.

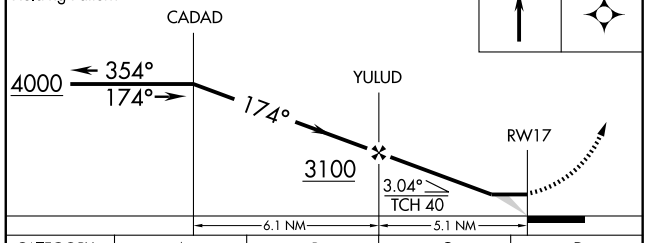
AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)



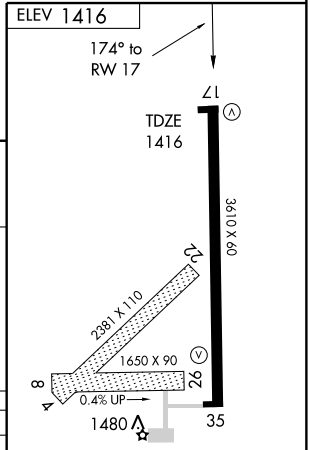
4 NM Holding Pattern

VGSI and descent angles not coincident.

4000 ADICA



CATEGORY	A	B	C	D
LNAV MDA	1980-1	564 (600-1)	NA	
CIRCLING	1980-1	564 (600-1)	NA	



MIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3610
354°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 35

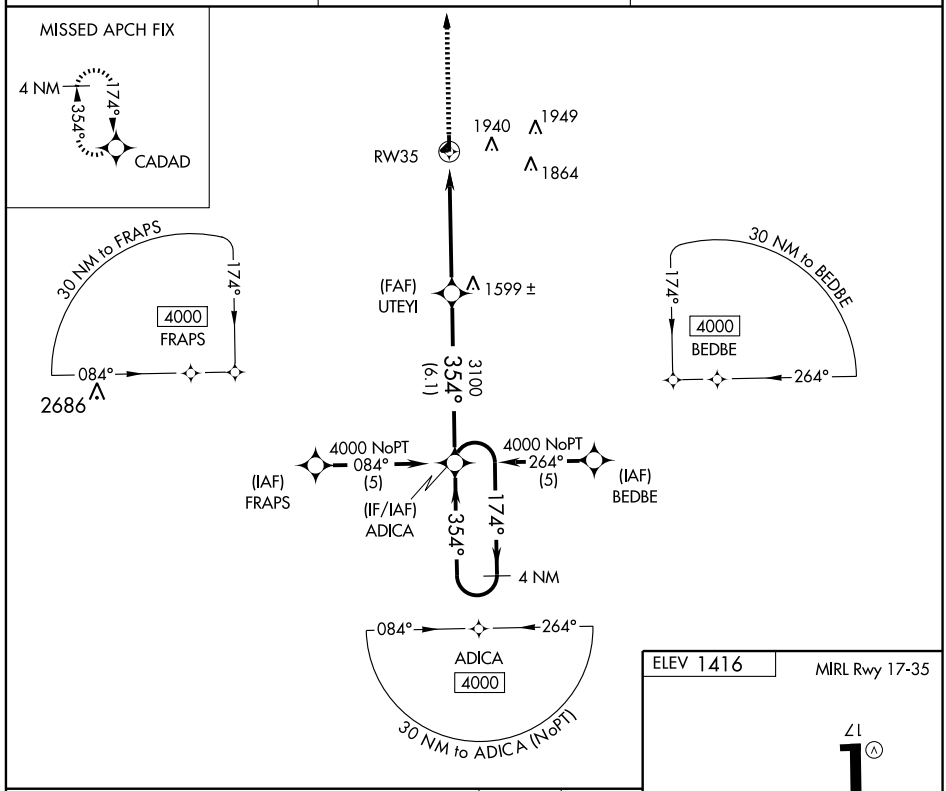
BELOIT/MORITZ MEMORIAL (K61)

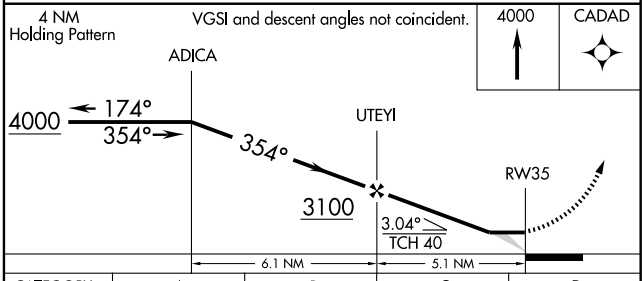
NA

Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA. Use Blosser Muni altimeter setting; when not received, use Salina Muni altimeter setting and increase all MDA 80 feet.

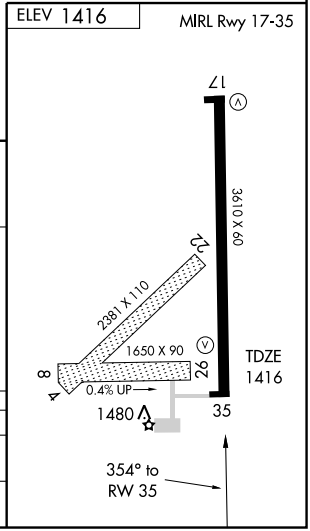
MISSED APPROACH: Climb to 4000 direct CADAD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1920-1	504 (600-1)	NA	
CIRCLING	1940-1	524 (600-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC TKO	APP CRS	Rwy Idg	3610
109.8	153°	TDZE	1416
Chan 35		Apt Elev	1416

VOR/DME RWY 17

BELOIT/MORITZ MEMORIAL (K61)

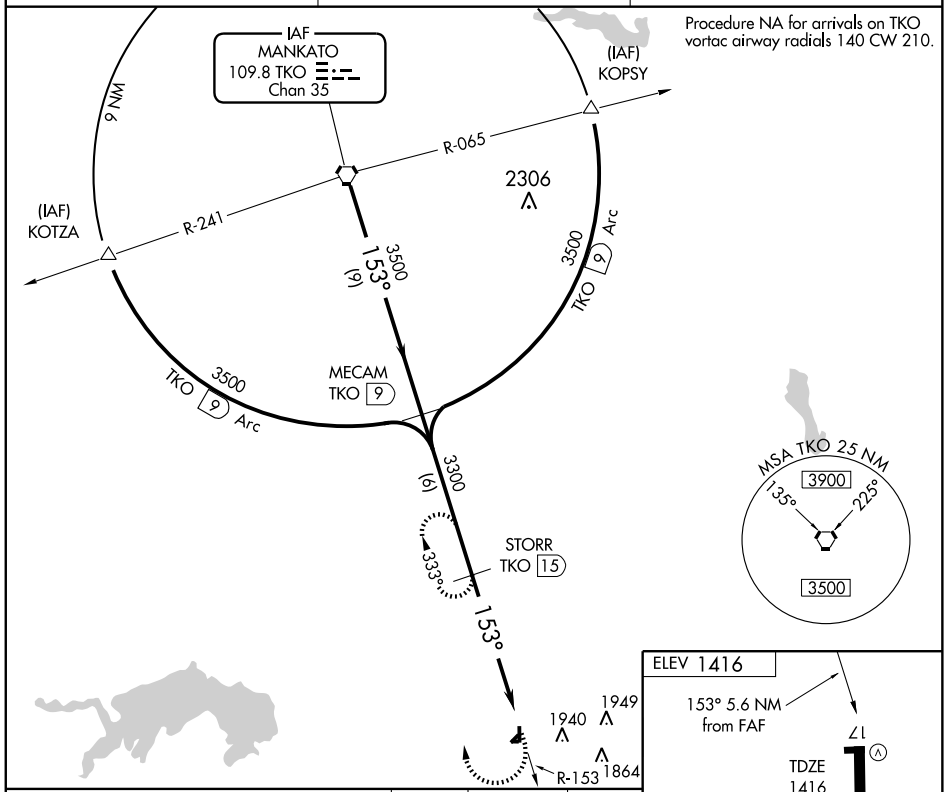
Use Blosser Muni altimeter setting, when not received use Salina Muni altimeter setting and increase all MDA 80 feet, increase S-17 and circling Cat C visibility ¼ mile.

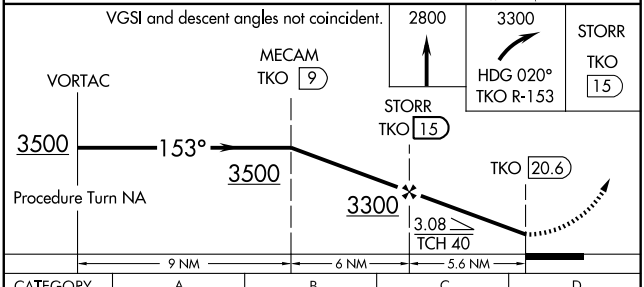
NA

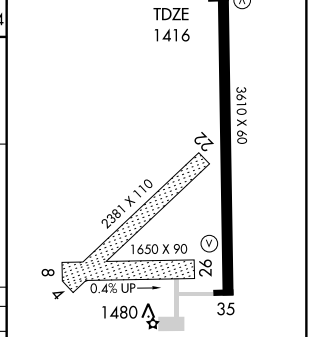
MISSED APPROACH: Climb to 2800 then climbing right turn to 3300 via heading 020° and TKO R-153 to STORR 15 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)

Procedure NA for arrivals on TKO vortac airway radials 140 CW 210.







CATEGORY	A	B	C	D
S-17	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2180-2¼ 764 (800-2¼)	NA
CIRCLING	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2340-2¾ 924 (1000-2¾)	NA

MIRL Rwy 17-35

NC-2. 08 APR 2010 to 06 MAY 2010

BENTON, KANSAS

AL-6683 (FAA)

APP CRS		
172°	Rwy Idg	4350
	TDZE	1364
	Apt Elev	1364

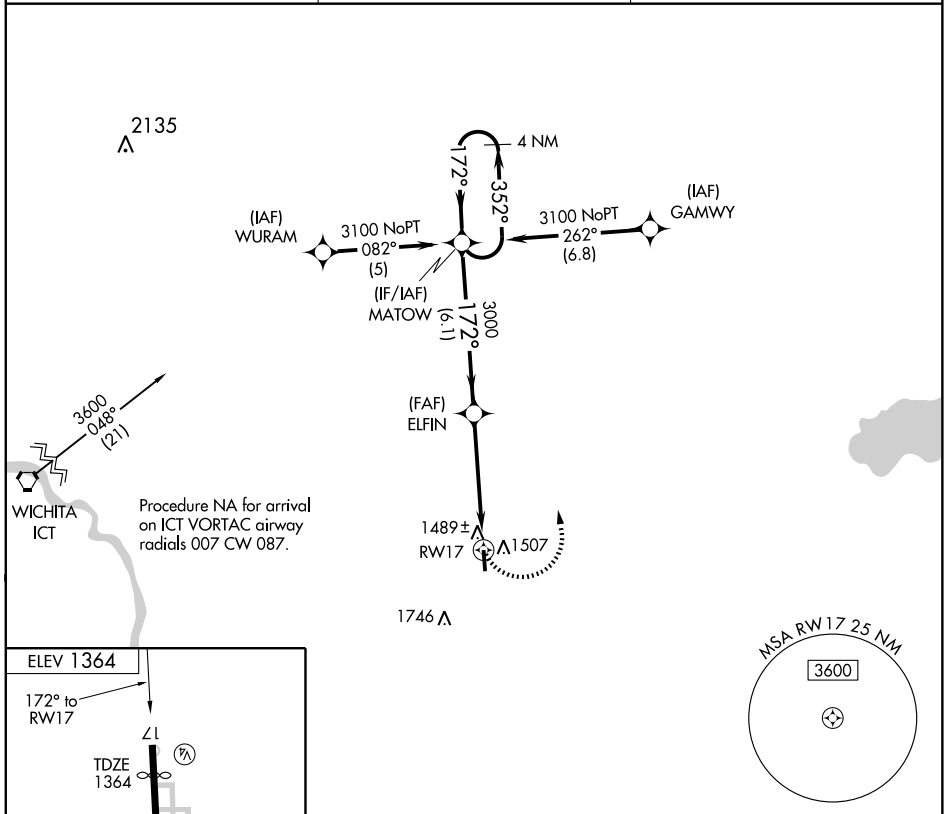
RNAV (GPS) RWY 17

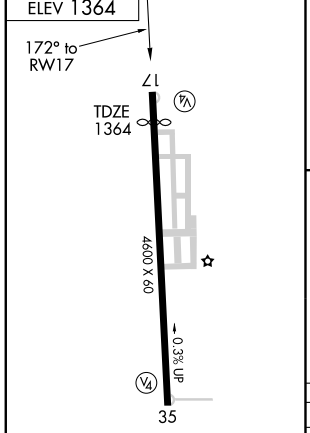
BENTON/LLOYD STEARMAN FIELD (1K1)

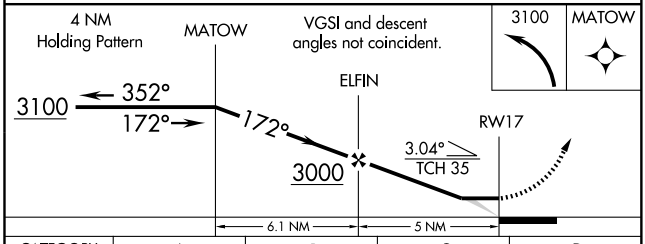
NA DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climbing left turn to 3100 direct MATOW and hold.

WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	123.075 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1800-1	436 (500-1)	1800-1¼ 436 (500-1¼)	NA
CIRCLING	1920-1	556 (600-1)	1920-1½ 556 (600-1½)	NA

MIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
175°	Rwy Idg	5500
	TDZE	1173
	Apt Elev	1173

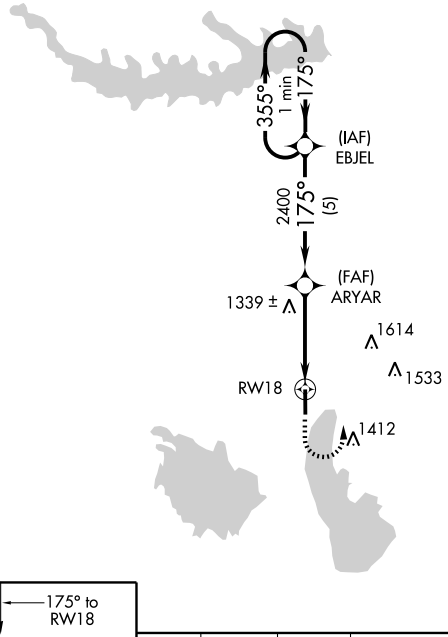
GPS RWY 18

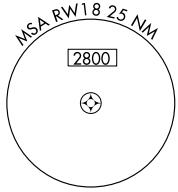
BURLINGTON/COFFEY COUNTY (UKL)

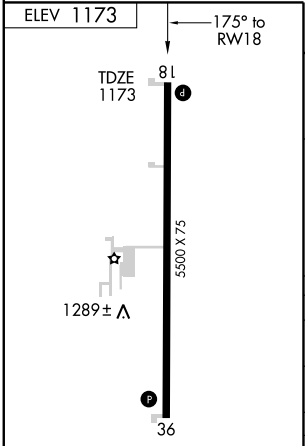
NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EBJEL WP and hold.

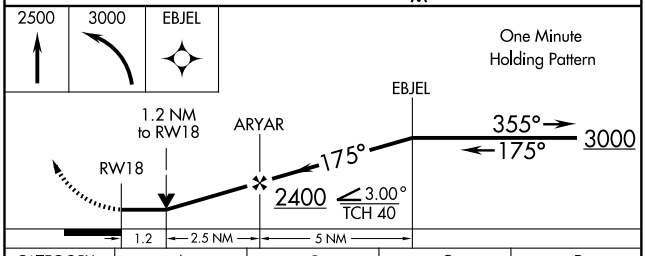
AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L







MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-18	1600-1 427 (500-1)		1600-1¼ 427 (500-1¼)	NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-18	1660-1 487 (500-1)		1660-1¼ 487 (500-1¼)	NA
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5500
355°	TDZE	1172
	Apt Elev	1173

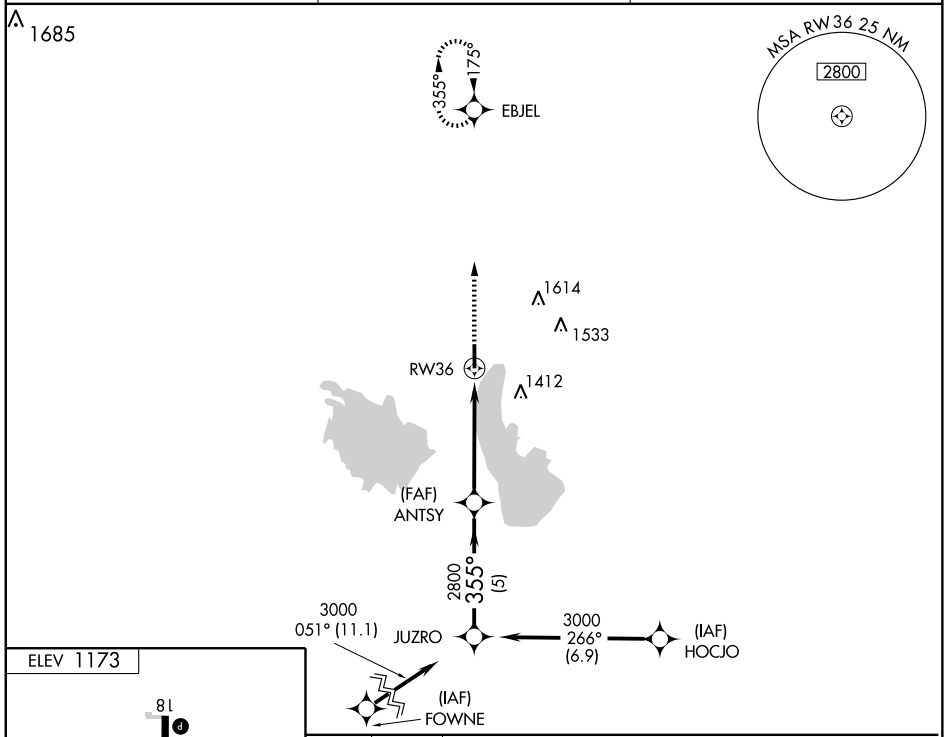
GPS RWY 36

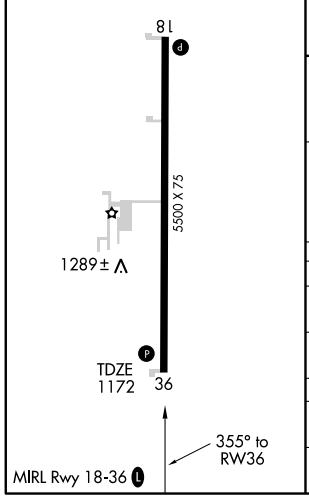
BURLINGTON/COFFEY COUNTY (UKL)

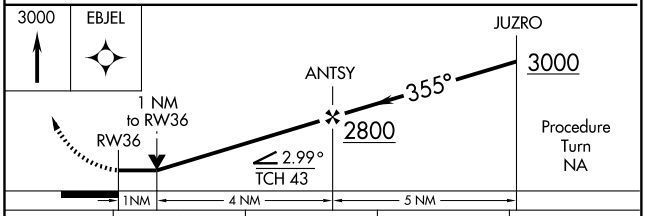
NA Obtain local altimeter setting on CTAF; when not received, use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBJEL WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1540-1 368 (400-1)			NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1600-1 428 (500-1)		1600-1¼ 428 (500-1¼)	NA
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB UKL	APP CRS	Rwy Idg	5500
245	007°	TDZE	1172
		Apt Elev	1173

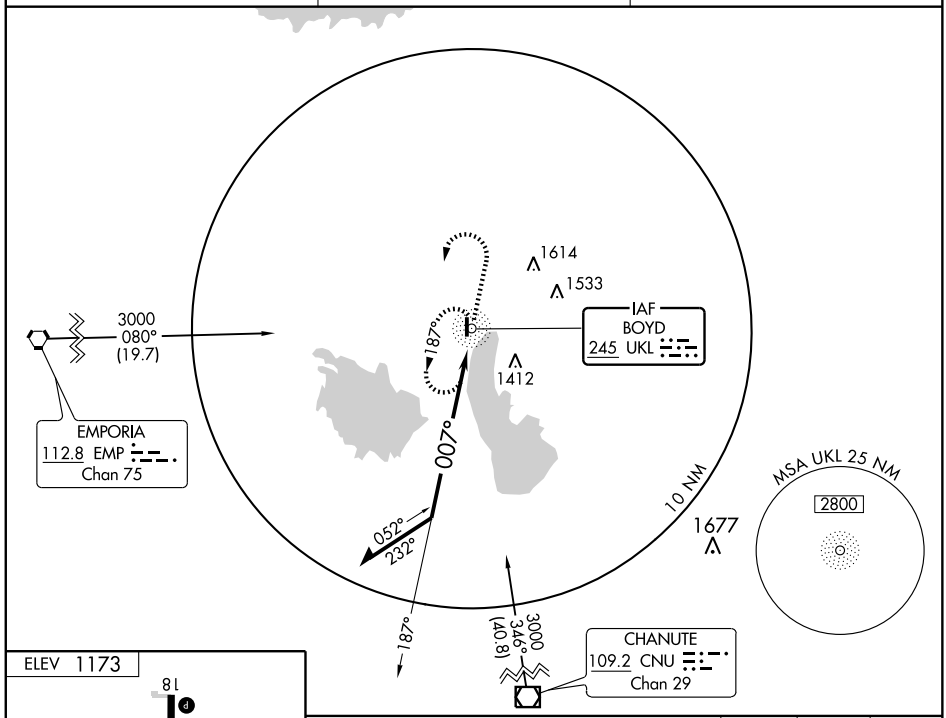
NDB RWY 36

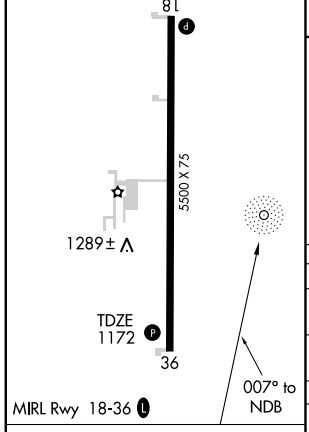
BURLINGTON/COFFEY COUNTY (UKL)

NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting.

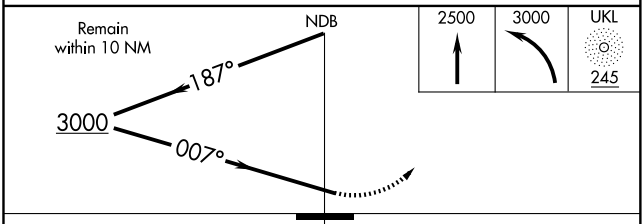
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct UKL NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1840-1	668 (700-1)	1840-1 ¾ 668 (700-1 ¾)	NA
CIRCLING	1840-1	667 (700-1)	1840-1 ¾ 667 (700-1 ¾)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1900-1	728 (800-1)	1900-2 728 (800-2)	NA
CIRCLING	1900-1	727 (800-1)	1900-2 727 (800-2)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

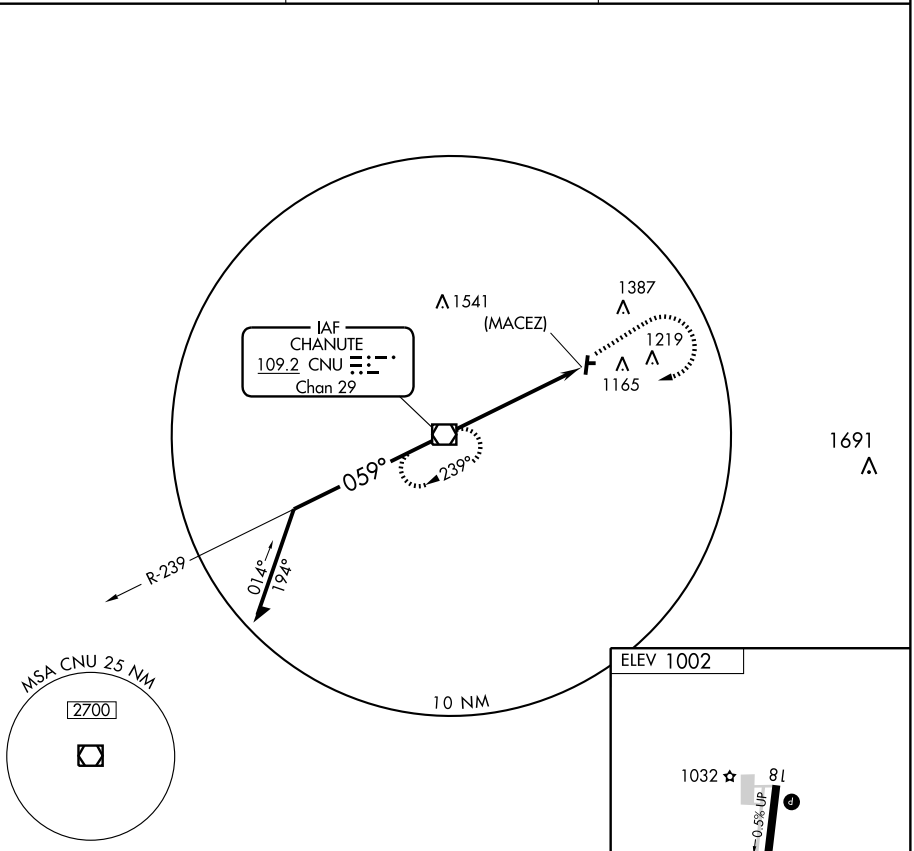
VOR/DME CNU	APP CRS	Rwy Idg	N/A
109.2	059°	TDZE	N/A
Chan 29		Apt Elev	1002

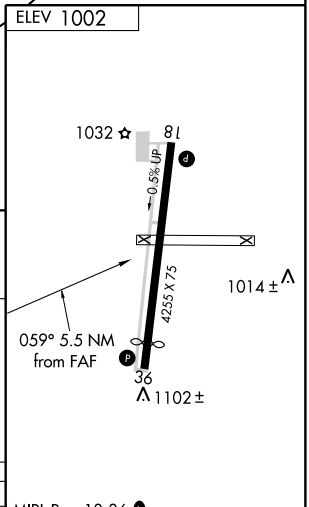
VOR/DME or GPS-A

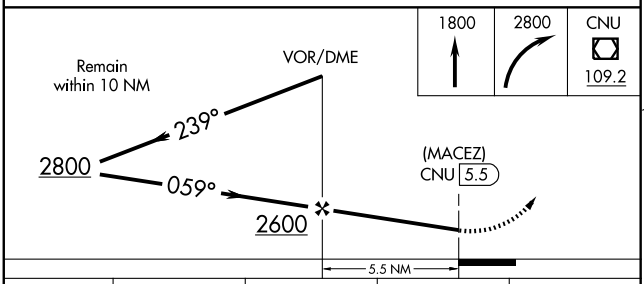
CHANUTE MARTIN JOHNSON (CNU)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct CNU VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
127.075	132.9 279.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1	478 (500-1)	NA	

MIRL Rwy 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

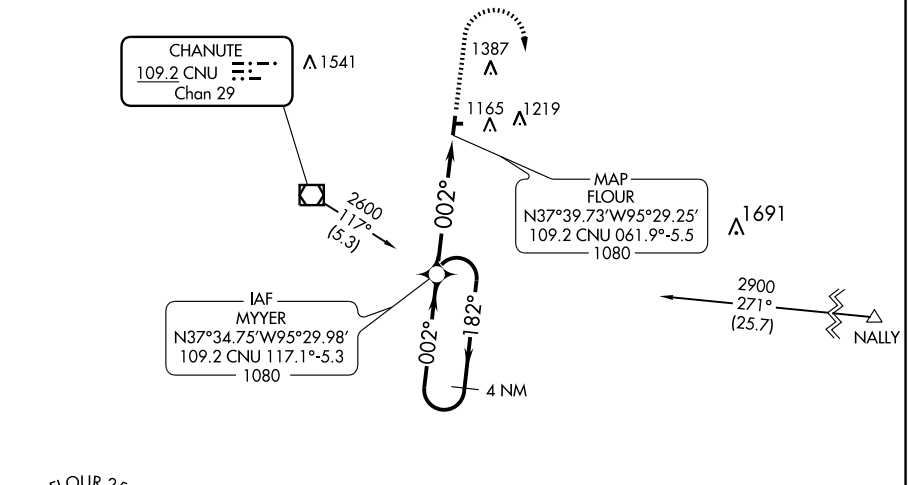
VOR/DME CNU	APP CRS	Rwy Idg	3985
109.2	002°	TDZE	1002
Chan 29		Apt Elev	1002

VOR/DME RNAV or GPS RWY 36

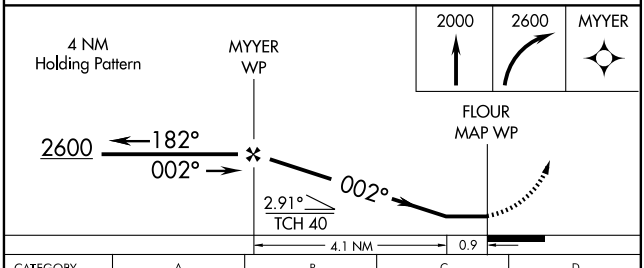
CHANUTE MARTIN JOHNSON (CNU)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MYYER WP and hold.

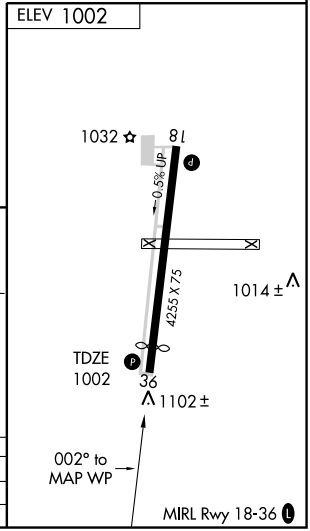
ASOS	KANSAS CITY CENTER	UNICOM
127.075	132.9 279.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	1420-1	418 (500-1)	NA	
CIRCLING	1480-1	478 (500-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4199
174°	TDZE	1208
	Apt Elev	1208

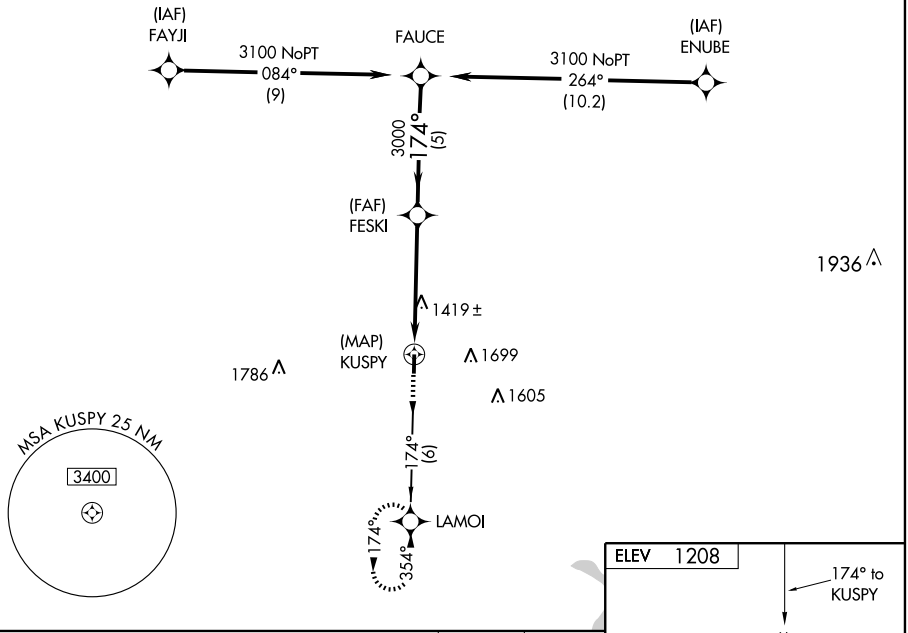
GPS RWY 17
CLAY CENTER MUNI (CYW)

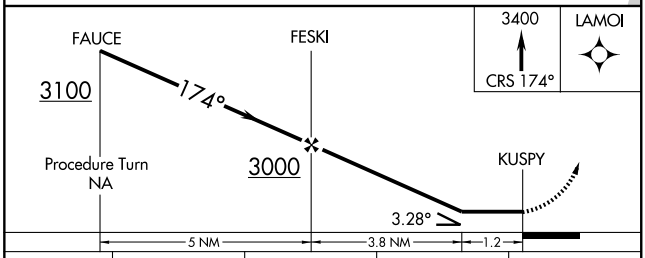
Use local altimeter setting on CTAF; when not received, use Salina altimeter setting.

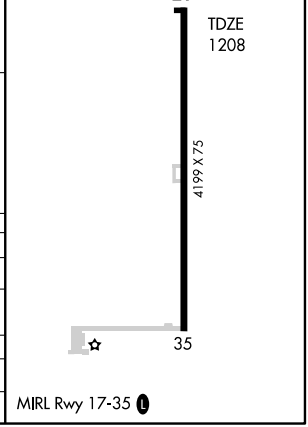
NA

MISSED APPROACH: Climb to 3400 via 174° to LAMOI WP and hold.

KANSAS CITY CENTER	UNICOM
127.35 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1680-1 472 (500-1)		NA	NA
CIRCLING	1680-1 472 (500-1)	1700-1 492 (500-1)	NA	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-17	1780-1 572 (600-1)		NA	NA
CIRCLING	1800-1 592 (600-1)		NA	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB CYW 362	APP CRS 340°	Rwy Idg 4199 TDZE 1206 Apt Elev 1208

NDB or GPS RWY 35

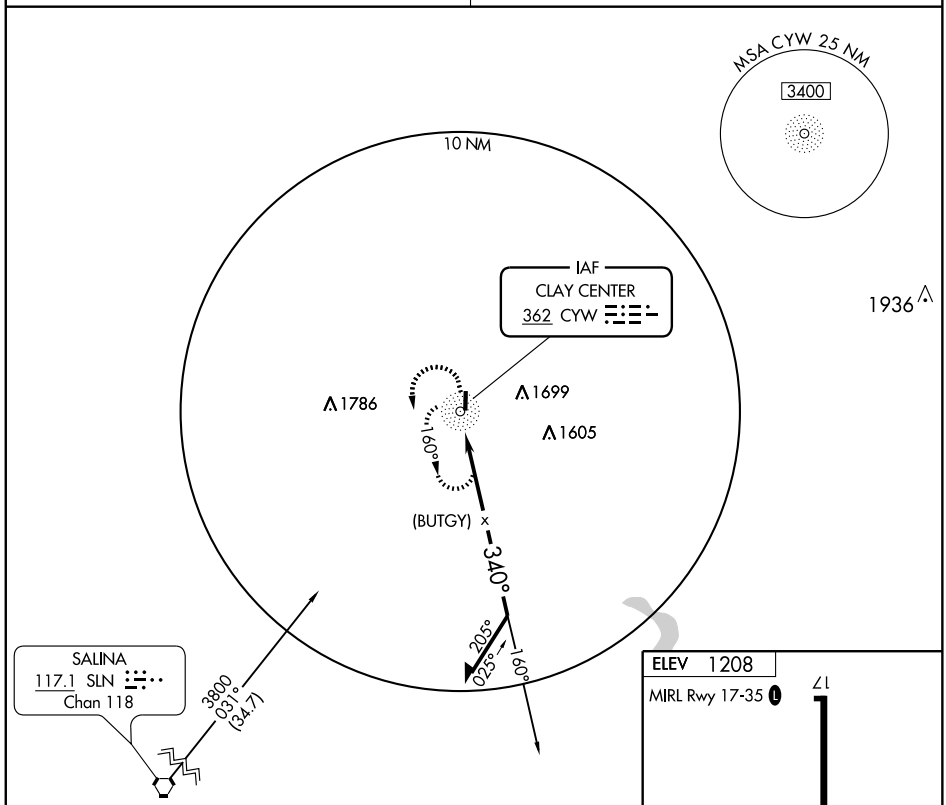
CLAY CENTER MUNI (CYW)

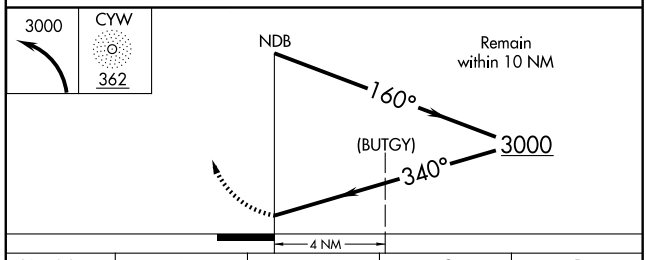
Use Salina altimeter setting; if not received, procedure not authorized.

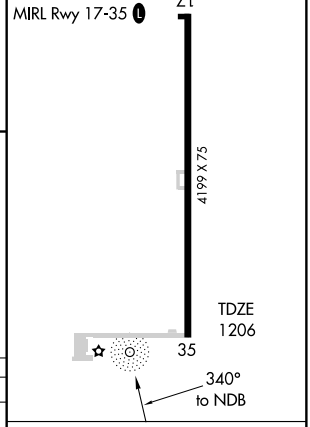
NA

MISSED APPROACH: Climbing left turn to 3000 in CYW NDB holding pattern.

KANSAS CITY CENTER	UNICOM
127.35 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1 774 (800-1)	1980-1¼ 774 (800-1¼)	1980-2¼ 774 (800-2¼)	NA
CIRCLING	1980-1 773 (800-1)	1980-1¼ 773 (800-1¼)	1980-2¼ 773 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

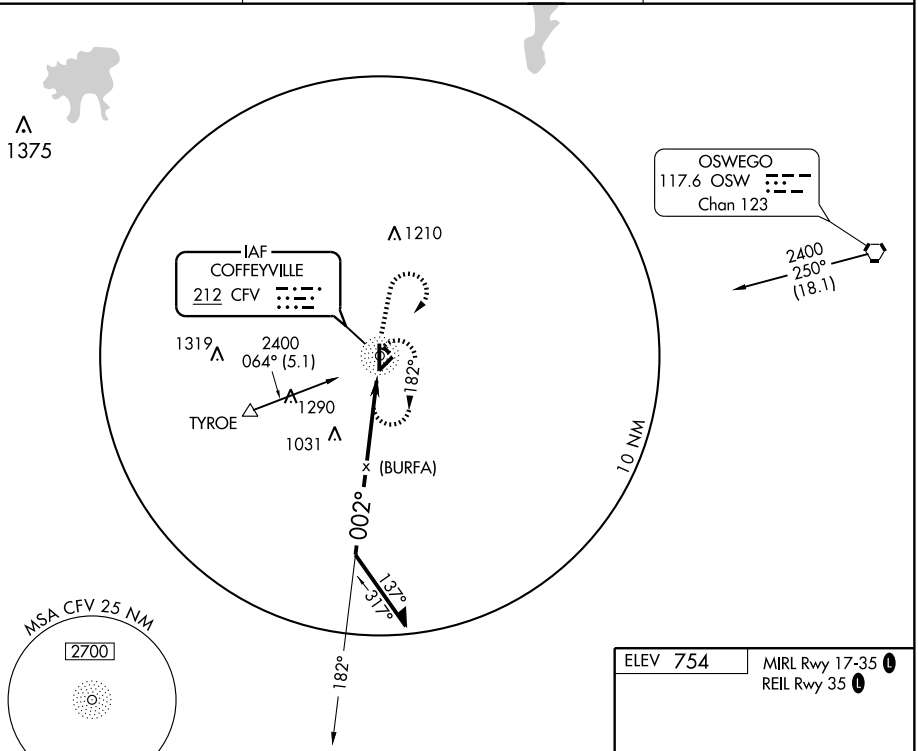
NDB CFV	APP CRS	Rwy Idg	5872
212	002°	TDZE	744
		Apt Elev	754

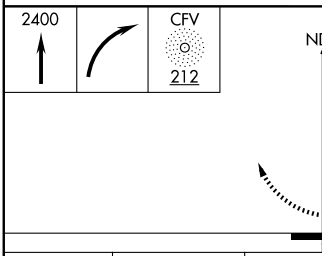
NDB or GPS RWY 35

COFFEYVILLE MUNI (CFV)

MISSED APPROACH: Climb to 2400 then right turn direct CFV NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L



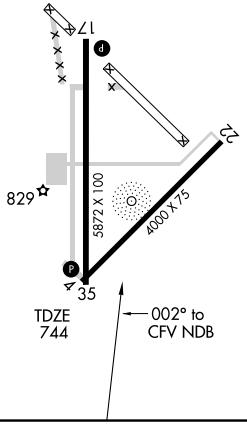


CATEGORY	A	B	C	D
S-35	1400-1	656 (700-1)	1400-1¾ 656 (700-1¾)	1400-2 656 (700-2)
CIRCLING	1400-1	646 (700-1)	1400-1¾ 646 (700-1¾)	1400-2 646 (700-2)

ELEV 754

MIRL Rwy 17-35 L

REIL Rwy 35 L



NC-2, 08 APR 2010 to 06 MAY 2010

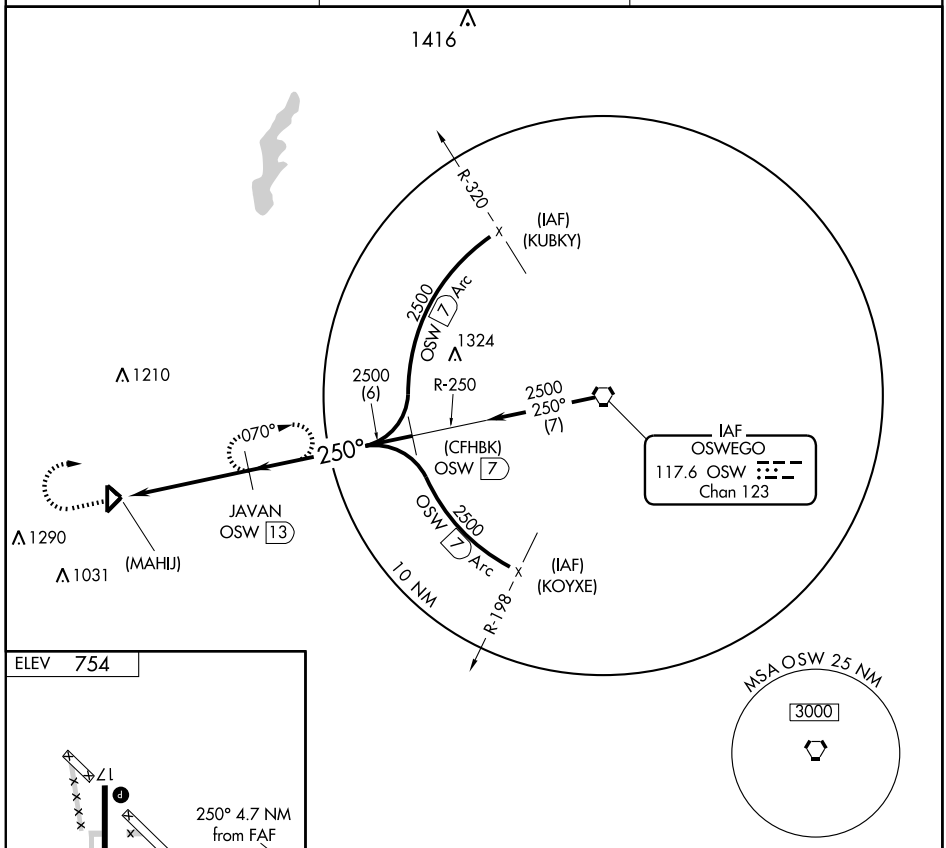
VORTAC OSW 117.6 Chan 123	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 754

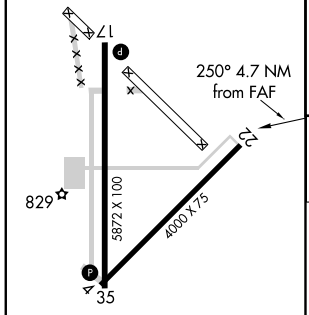
VOR/DME or GPS-A

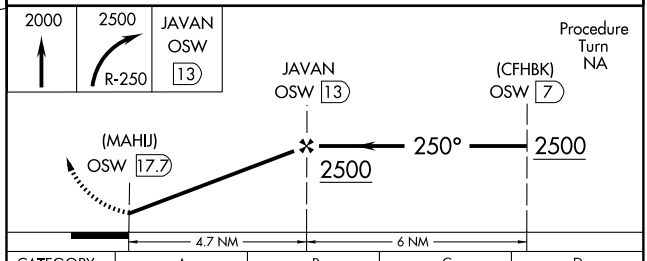
COFFEYVILLE MUNI (CFV)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via OSW R-250 to JAVAN/13 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L







MIRL Rwy 17-35 L
REIL Rwy 35 L

CATEGORY	A	B	C	D
CIRCLING	1200-1 446 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

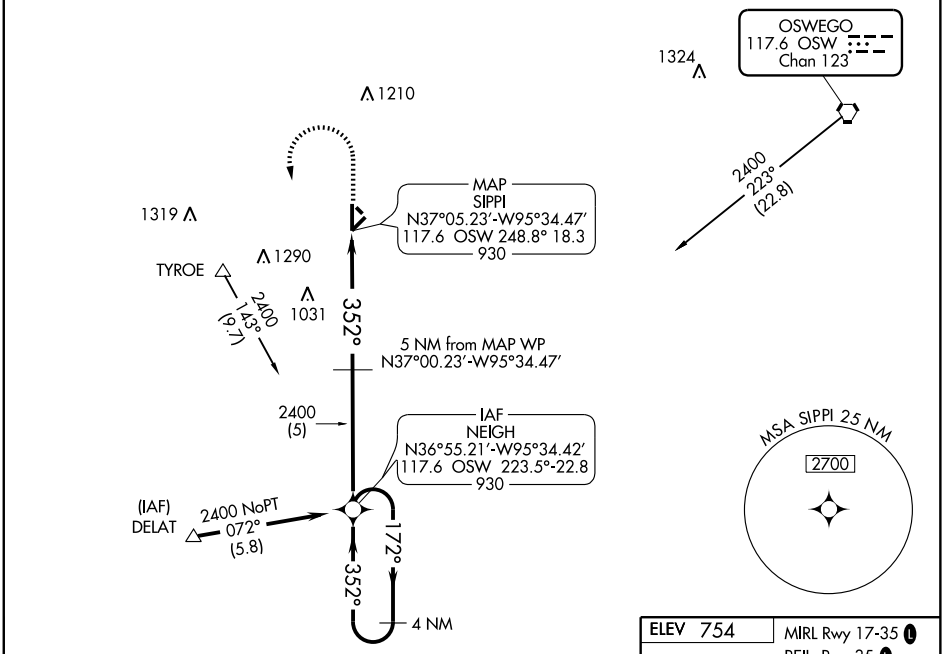
VORTAC OSW 117.6 Chan 123	APP CRS 352°	Rwy Idg 5872 TDZE 744 Apt Elev 754

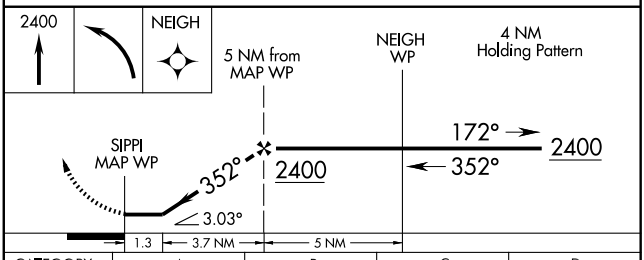
VOR/DME RNAV RWY 35

COFFEYVILLE MUNI (CFV)

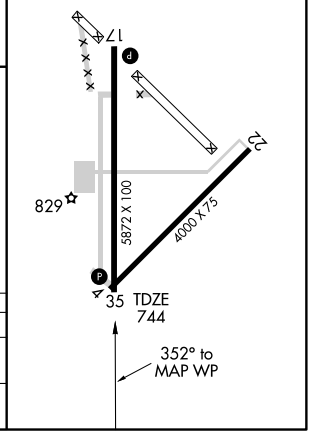
MISSED APPROACH: Climb to 2400 then left turn direct to NEIGH WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-35	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-1¾ 556 (600-1¾)
CIRCLING	1300-1 546 (600-1)		1300-1½ 546 (600-1½)	1300-2 546 (600-2)



NC-2. 08 APR 2010 to 06 MAY 2010

NDB JDM	APP CRS	Rwy Idg	5110
408	172°	TDZE	3186
		Apt Elev	3186

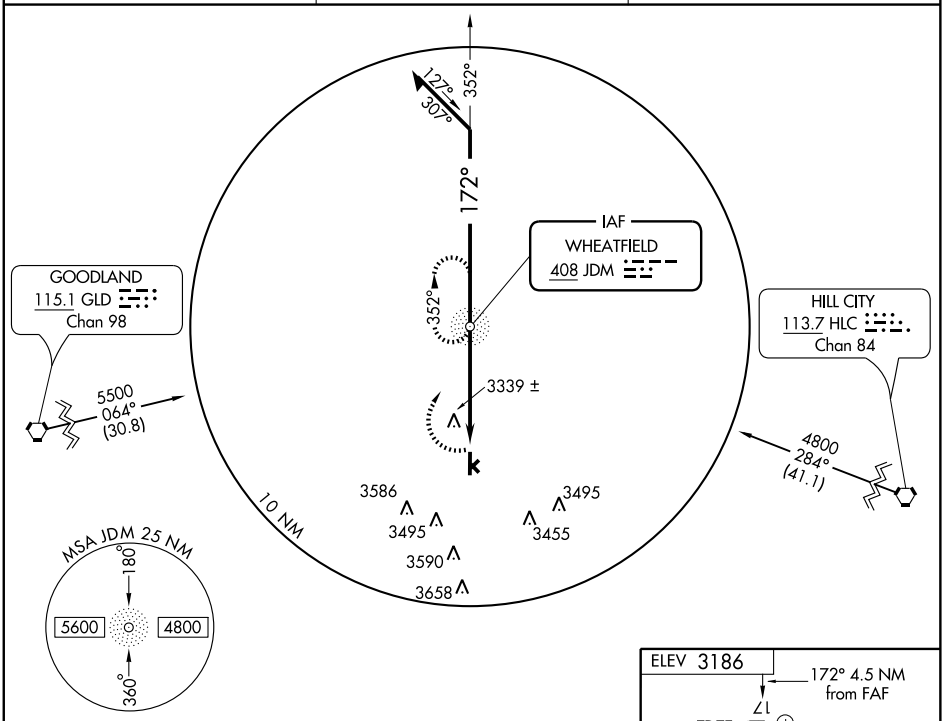
NDB RWY 17

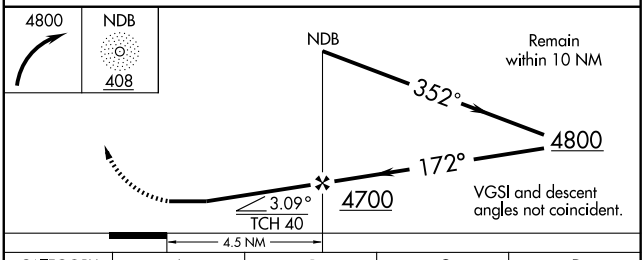
COLBY/ SHALZ FIELD (CBK)

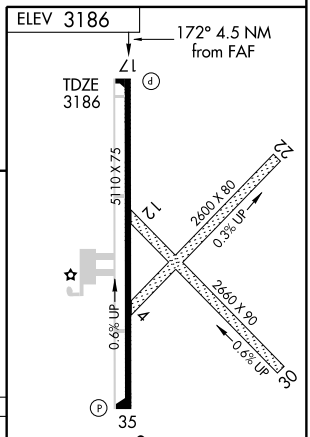
NA

MISSED APPROACH: Climbing right turn to 4800 direct JDM NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3640-1	454 (500-1)	3640-1¼ 454 (500-1¼)	NA
CIRCLING	3640-1	454 (500-1)	3640-1½ 454 (500-1½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5110
172°	TDZE	3187
	Apt Elev	3187

RNAV (GPS) RWY 17

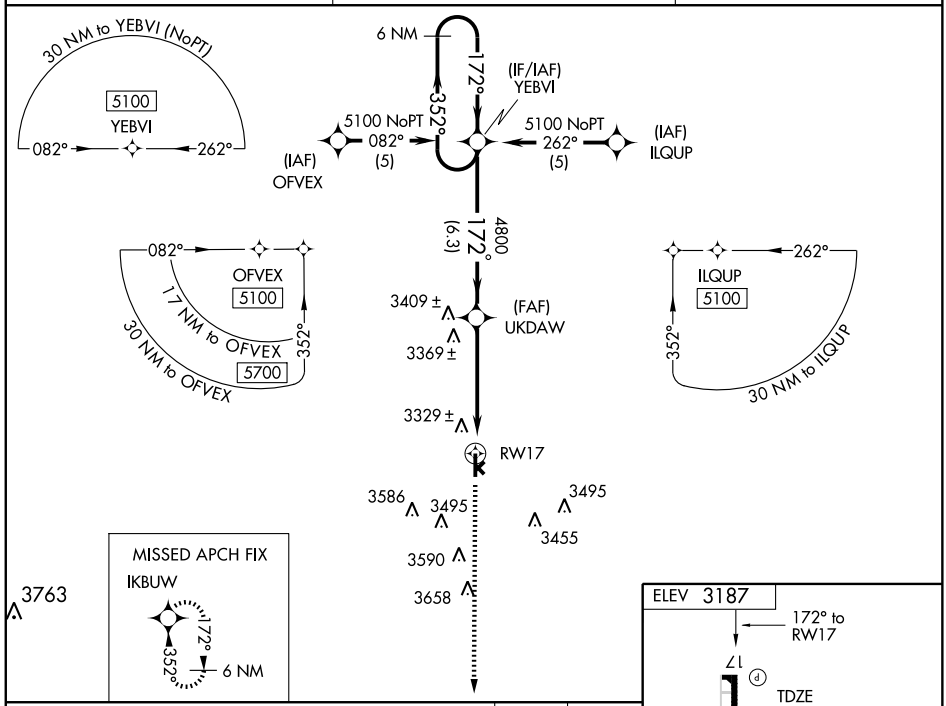
COLBY/ SHALZ FIELD (CBK)

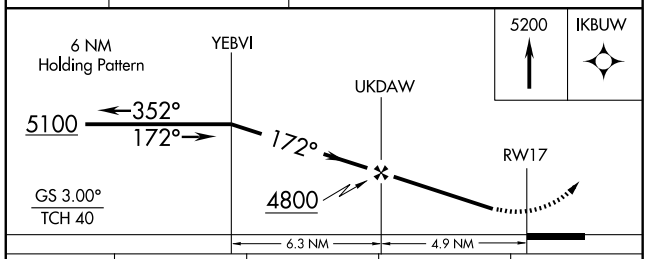
Baro-VNAV NA when using Goodland altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Goodland altimeter setting and increase DA 136 feet, increase all MDA 140 feet and increase LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C ¼ mile.

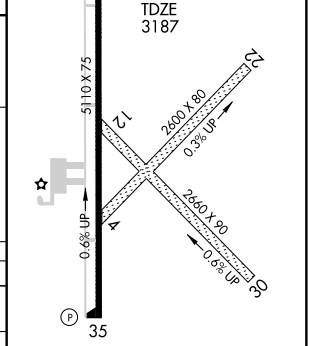
NA

MISSED APPROACH: Climb to 5200 direct IKBUW and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	3636-1½ 449 (500-1½)			NA
LNAV MDA	3620-1 433 (500-1)		3620-1¼ 433 (500-1¼)	NA
CIRCLING	3640-1 453 (500-1)		3640-1½ 453 (500-1½)	NA

MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 81909 W35A	APP CRS 352°	Rwy Idg 5110 TDZE 3175 Apt Elev 3187

RNAV (GPS) RWY 35

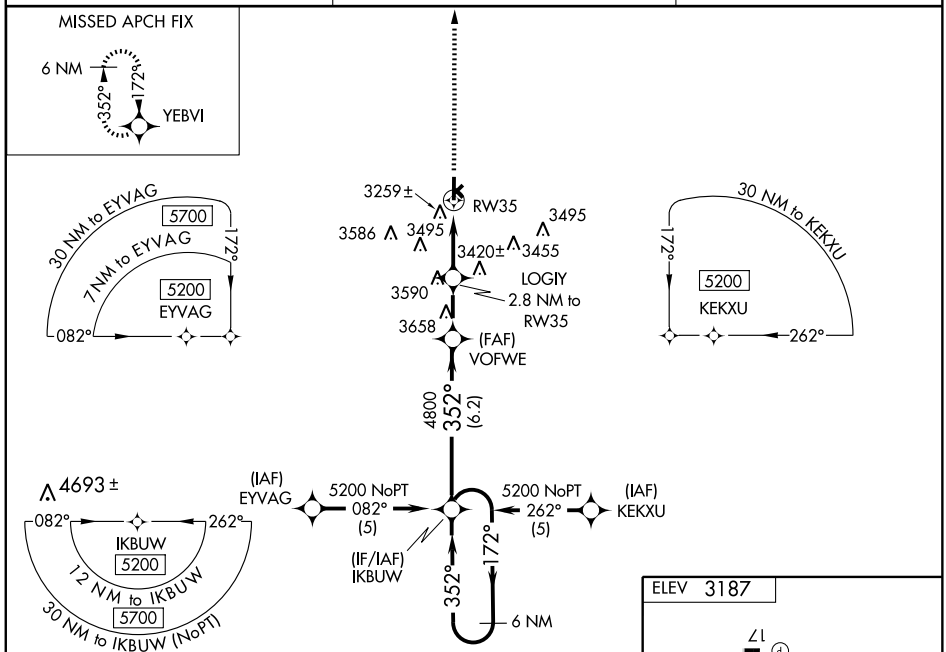
COLBY/ SHALZ FIELD (CBK)

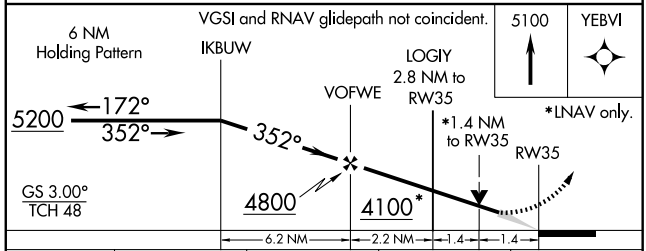
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Goodland altimeter setting. When local altimeter setting not received, use Goodland altimeter setting and increase all DA 136 feet, and all MDA 140 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C visibility ½ mile.

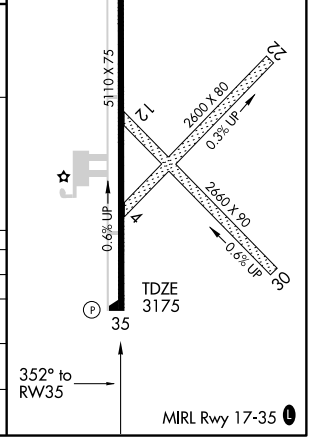
NA

MISSED APPROACH: Climb to 5100 direct YEBVI and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		3425-1 250 (300-1)		NA
LNAV/VNAV DA		3554-1½ 379 (400-1½)		NA
LNAV MDA	3640-1 465 (500-1)		3640-1¼ 465 (500-1¼)	NA
CIRCLING	3640-1 453 (500-1)		3640-1½ 453 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
174°	TDZE	1482
	Apt Elev	1486

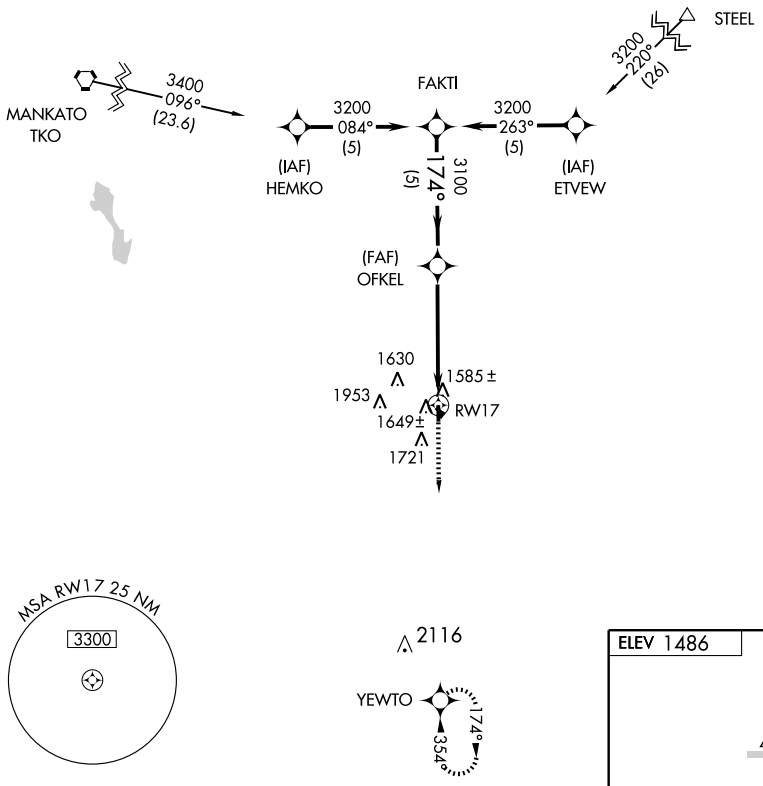
GPS RWY 17

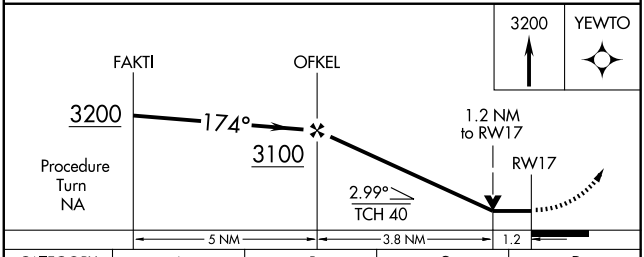
CONCORDIA/BLOSSER MUNI (CNK)

NA

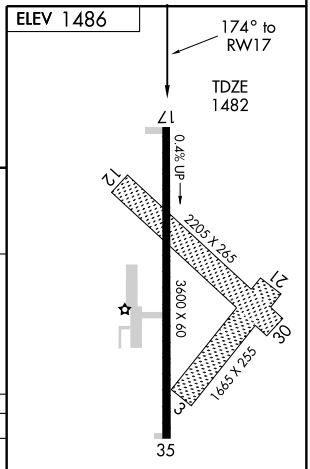
MISSED APPROACH: Climb to 3200 direct YEWTO WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1900-1	418 (500-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	



MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
354°	TDZE	1486
	Apt Elev	1486

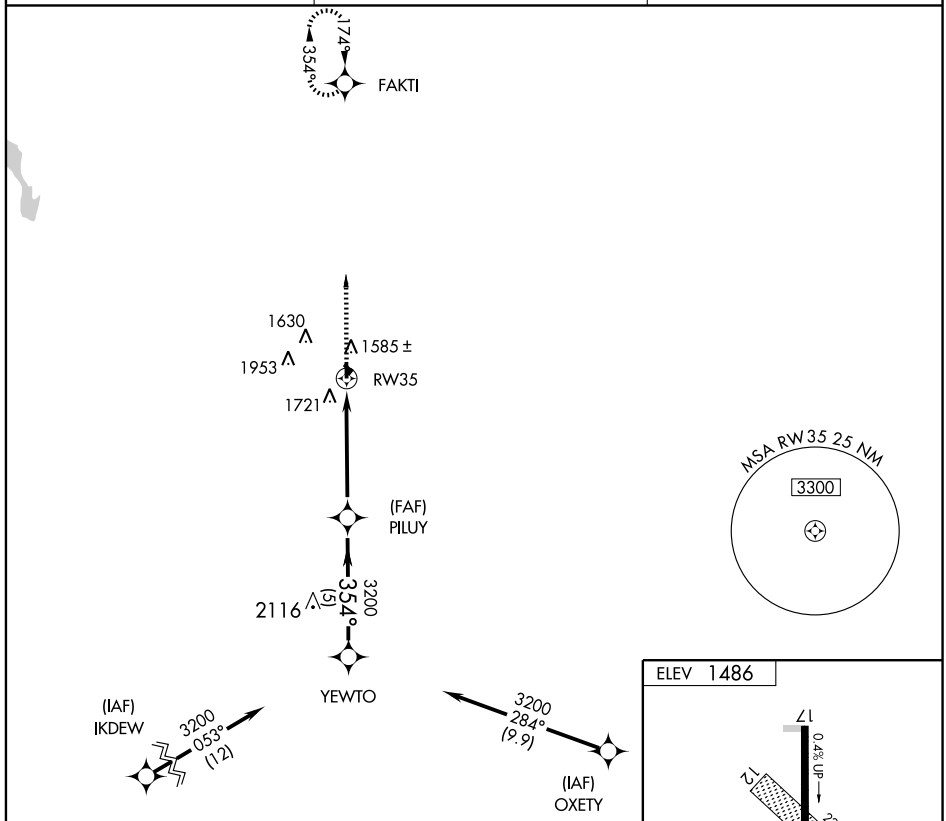
GPS RWY 35

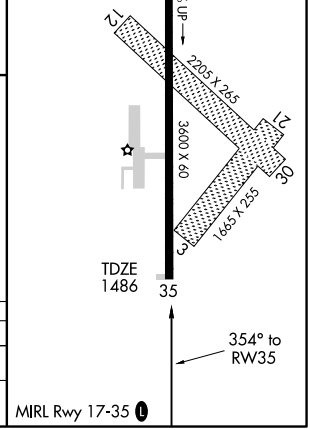
CONCORDIA/BLOSSER MUNI (CNK)

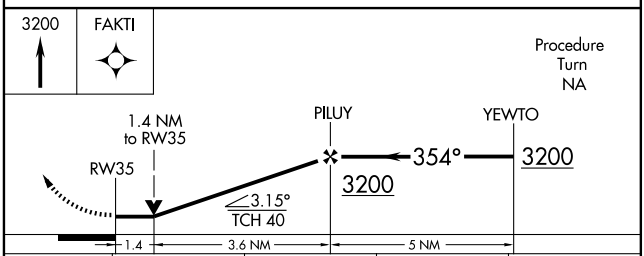
NA

MISSED APPROACH: Climb to 3200 direct FAKTI WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2040-1 554 (600-1)		NA	
CIRCLING	2080-1 594 (600-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

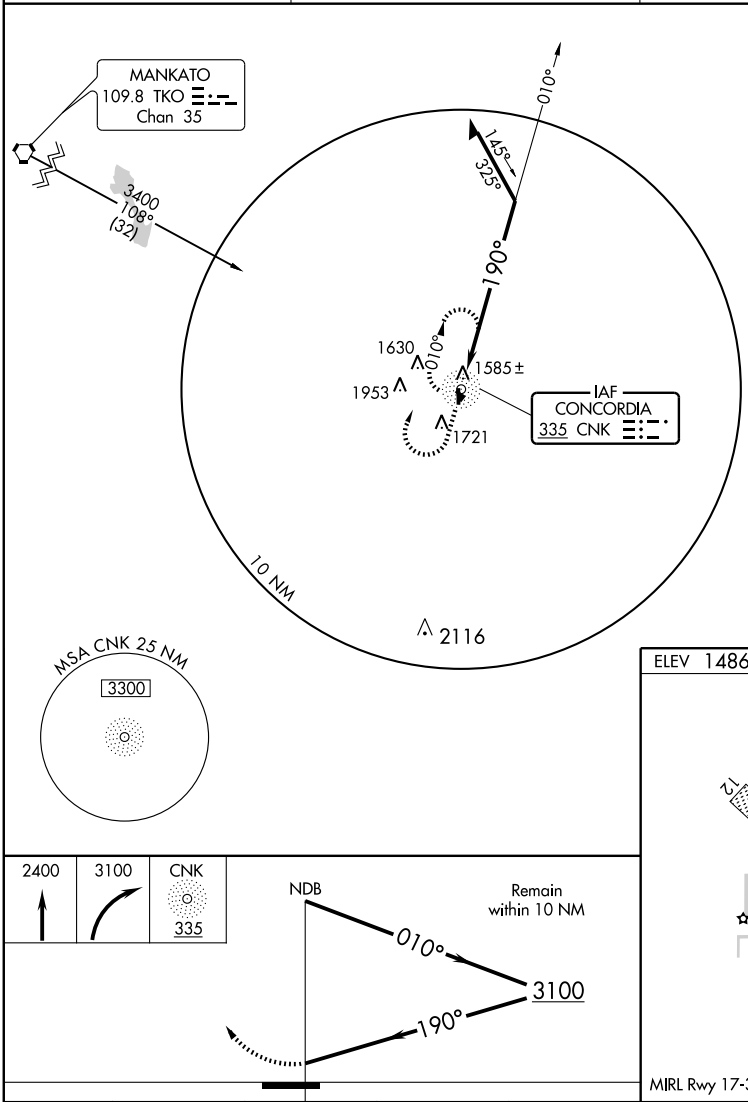
NDB CNK	APP CRS	Rwy Idg	N/A
335	190°	TDZE	N/A
		Apt Elev	1486

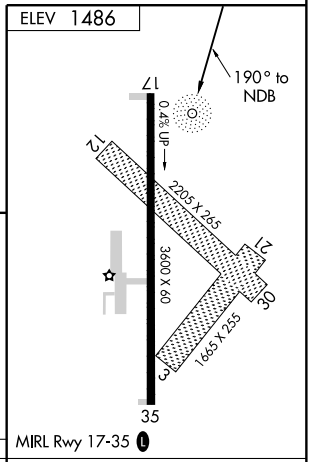
NDB-A

CONCORDIA/ BLOSSER MUNI (CNK)

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct CNK NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2080-1	594 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

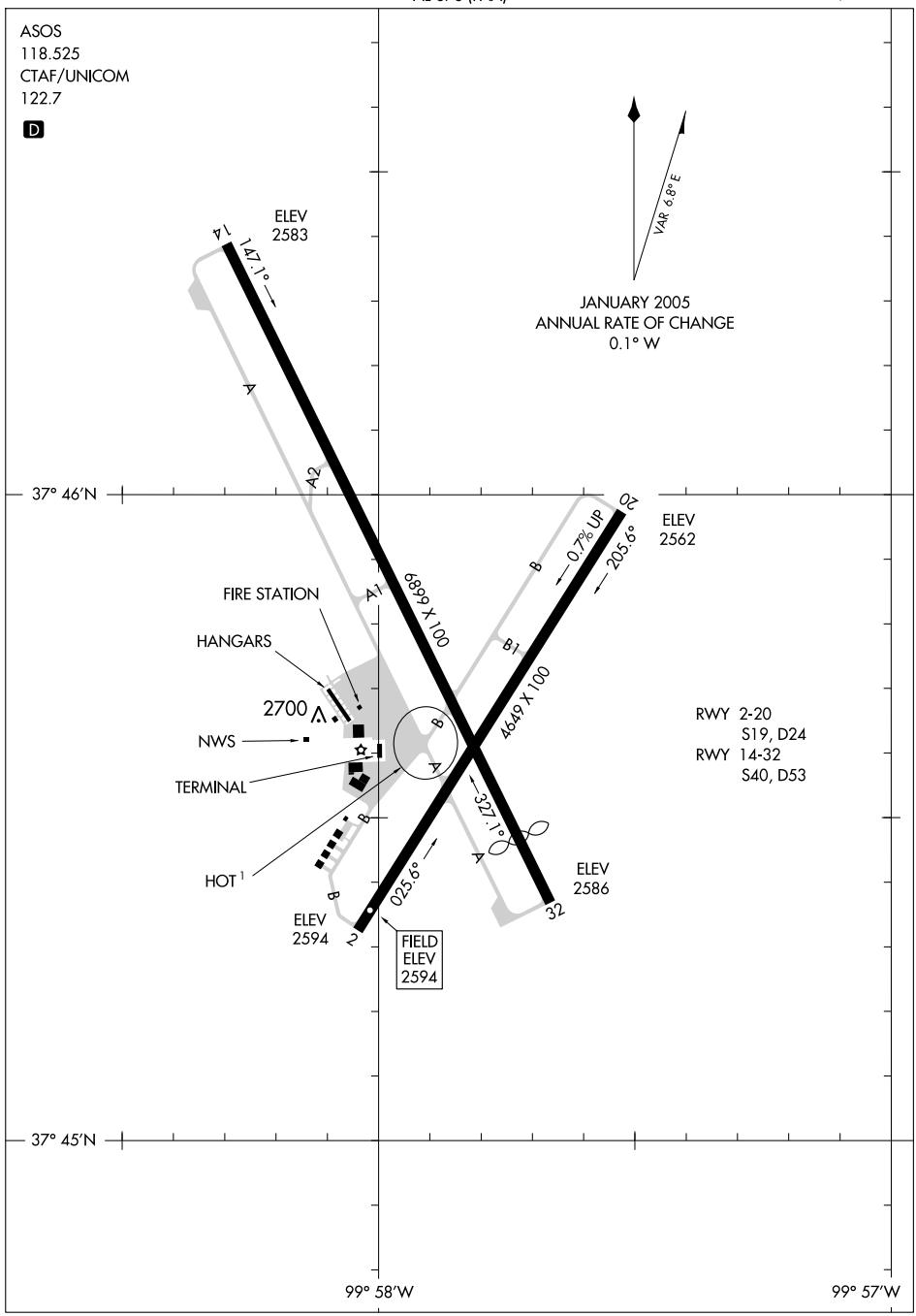
NC-2. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-676 (FAA)

DODGE CITY RGNL (DDC)
DODGE CITY, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-DDC	APP CRS	Rwy Idg	6329
111.7	146°	TDZE	2583
		Apt Elev	2594

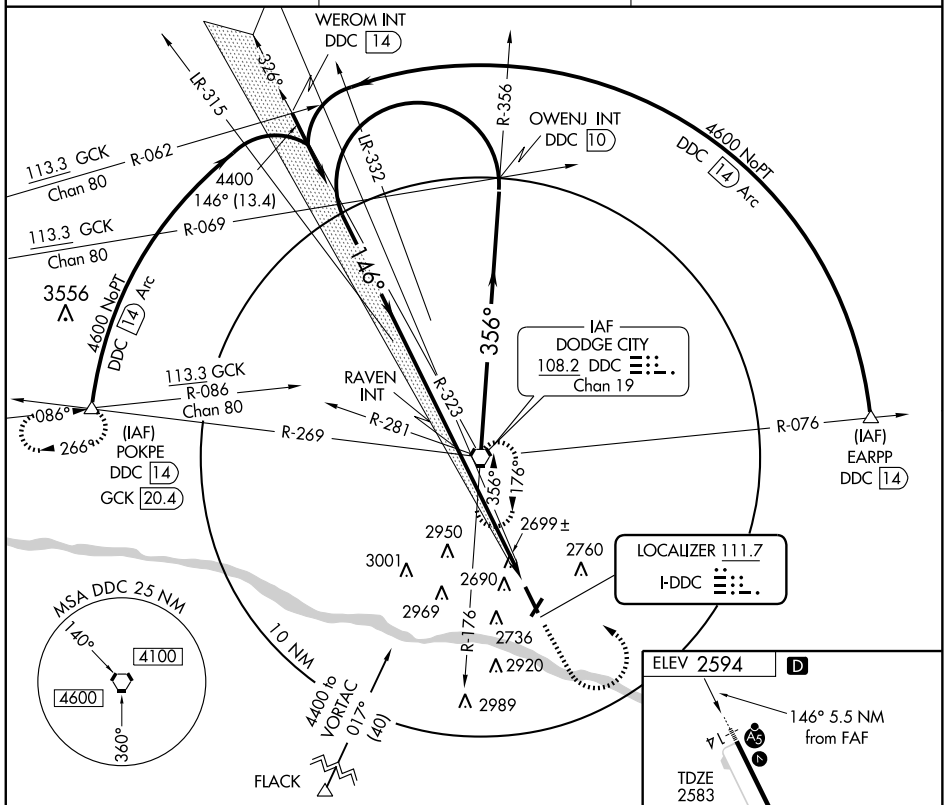
ILS or LOC RWY 14
DODGE CITY RGNL (DDC)

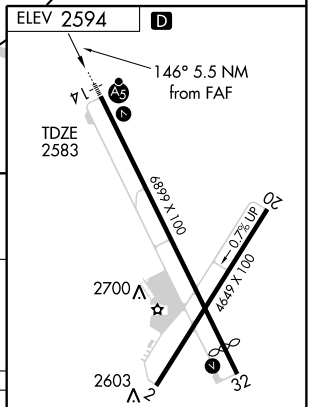
⚠ If local altimeter setting not received, use Garden City altimeter setting and increase DA to 2911 feet, and increase all MDAs 140 feet.

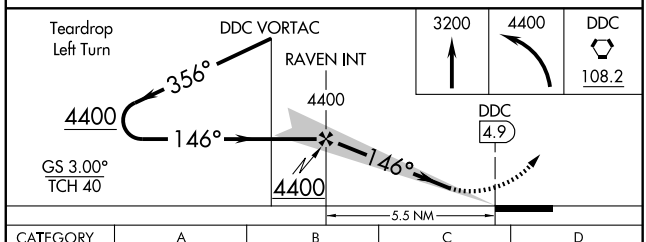
MALSR

MISSED APPROACH: Climb to 3200 then climbing left turn to 4400 direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 14	2783-½ 200 (200-½)			
S-LOC 14	2960-½ 377 (400-½)			2960-¾ 377 (400-¾)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6329
CH 65609	146°	TDZE	2583
W14A		Apt Elev	2594

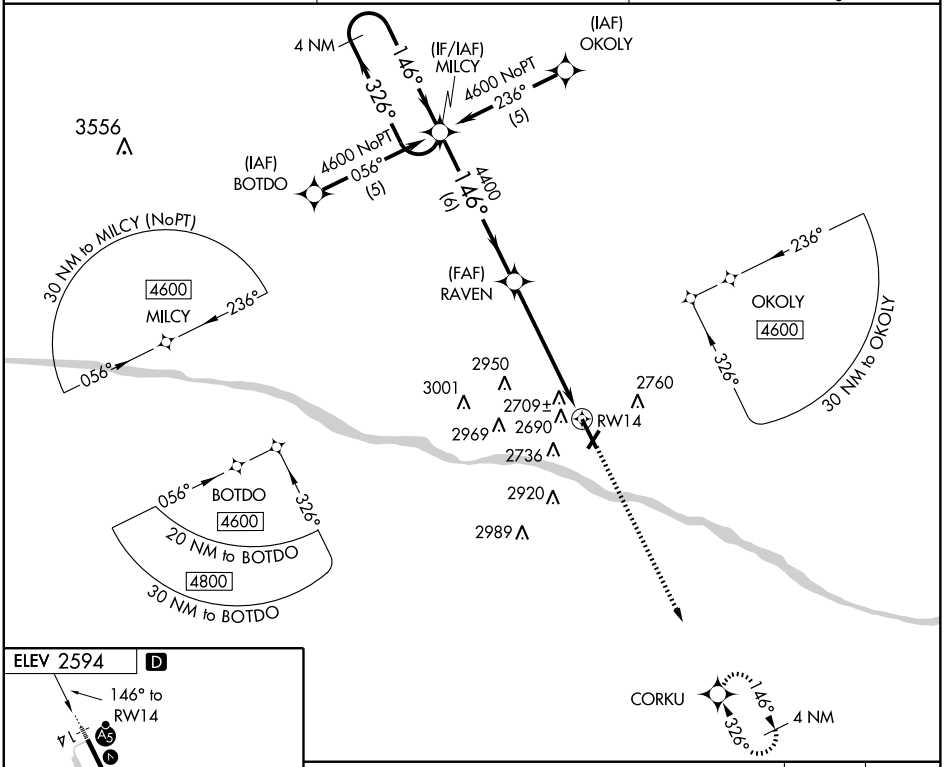
RNAV (GPS) RWY 14
DODGE CITY RGNL (DDC)

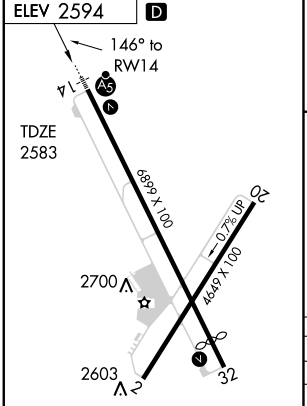
DME/DME RNP-0.3 NA. BARO-VNAV NA below -20°C (-4°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DA/MDAs 140 feet. VDP and BARO-VNAV NA with Garden City altimeter setting. For inoperative MALSR, increase LPV all CATs visibility to 1, and LNAV Cat D visibility to 1¼.

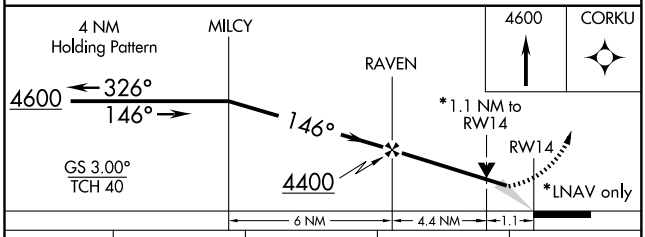
MALSR

MISSED APPROACH: Climb to 4600 direct CORKU and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2833-½	250 (300-½)		
LNAV/VNAV DA	2988-1	405 (400-1)		
LNAV MDA	2960-½	377 (400-½)		2960-1 377 (400-1)
CIRCLING	3040-1½ 446 (500-1½)	3060-1½	466 (500-1½)	3160-2 566 (600-2)

REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6329
326°	TDZE	2591
	Apt Elev	2594

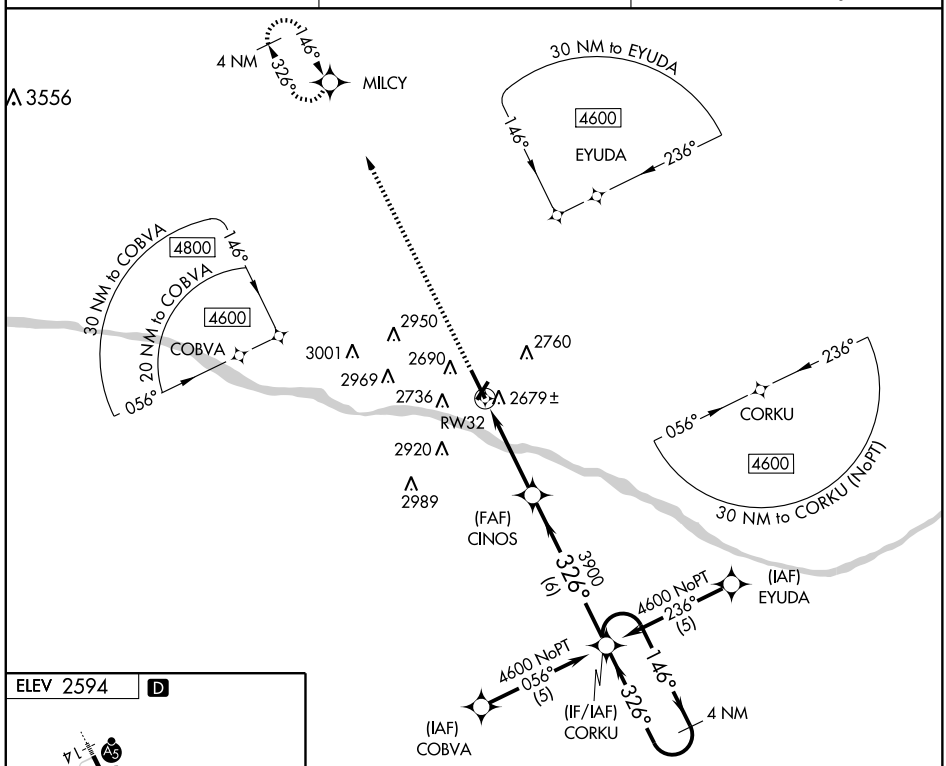
RNAV (GPS) RWY 32

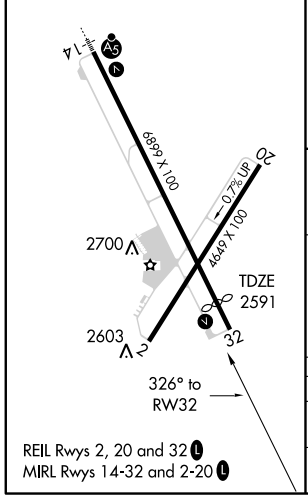
DODGE CITY RGNL (DDC)

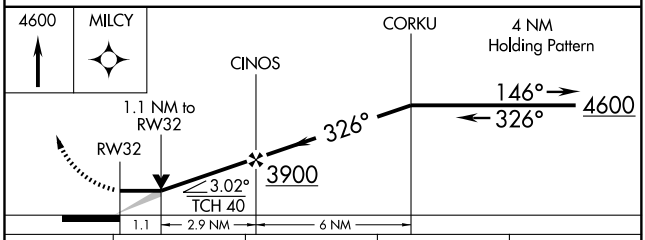
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4600 direct MILCY and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2980-1 389 (400-1)			2980-1¼ 389 (400-1¼)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC DDC	APP CRS	Rwy Idg	6329
108.2	332°	TDZE	2591
Chan 19		Apt Elev	2594

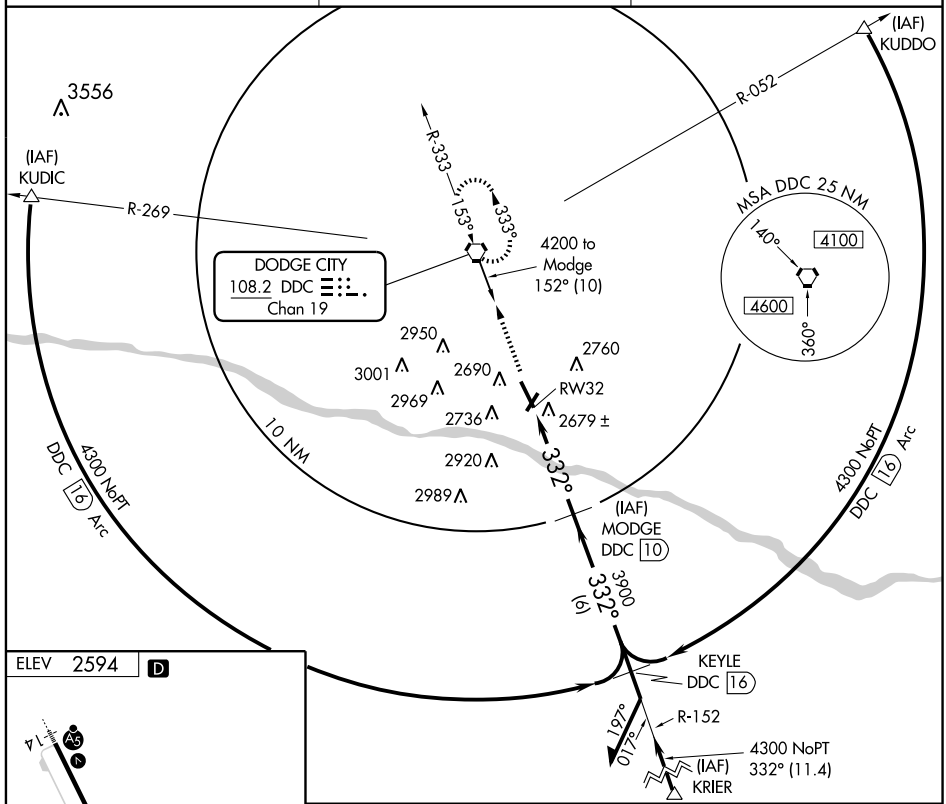
VOR/DME RWY 32

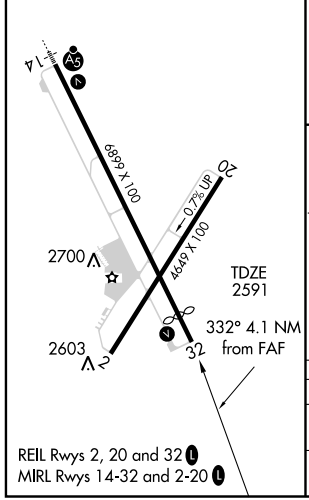
DODGE CITY RGNL (DDC)

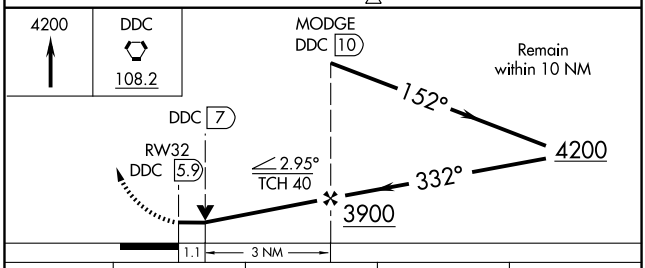
If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4200 direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	2980-1 389 (400-1)			2980-1¼ 389 (400-1¼)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC DDC	APP CRS	Rwy Idg	6329
108.2	153°	TDZE	2583
Chan 19		Apt Elev	2594

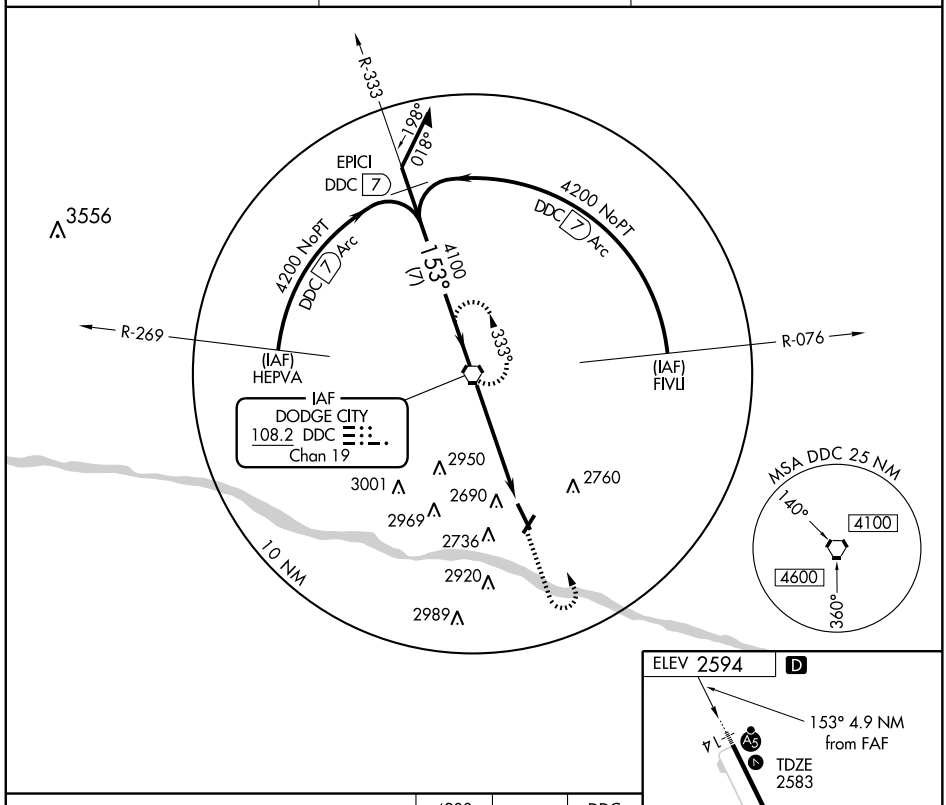
VOR RWY 14
DODGE CITY RGNL (DDC)

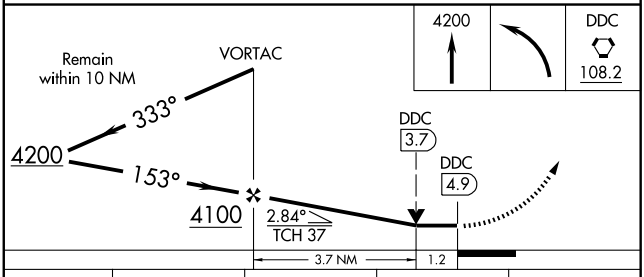
If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. For inoperative MALSR, increase S-14 Cat D visibility to 1¼ mile. VDP NA with Garden City altimeter setting.

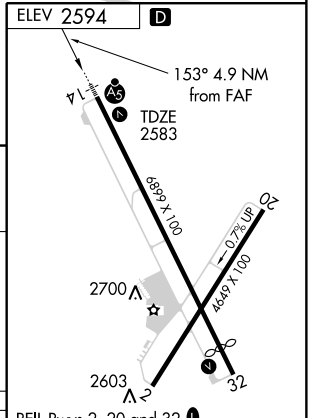
MALSR

MISSED APPROACH: Climb to 4200 then left turn direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	3000-1 417 (500-1)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4204
038°	TDZE	1376
	Apt Elev	1378

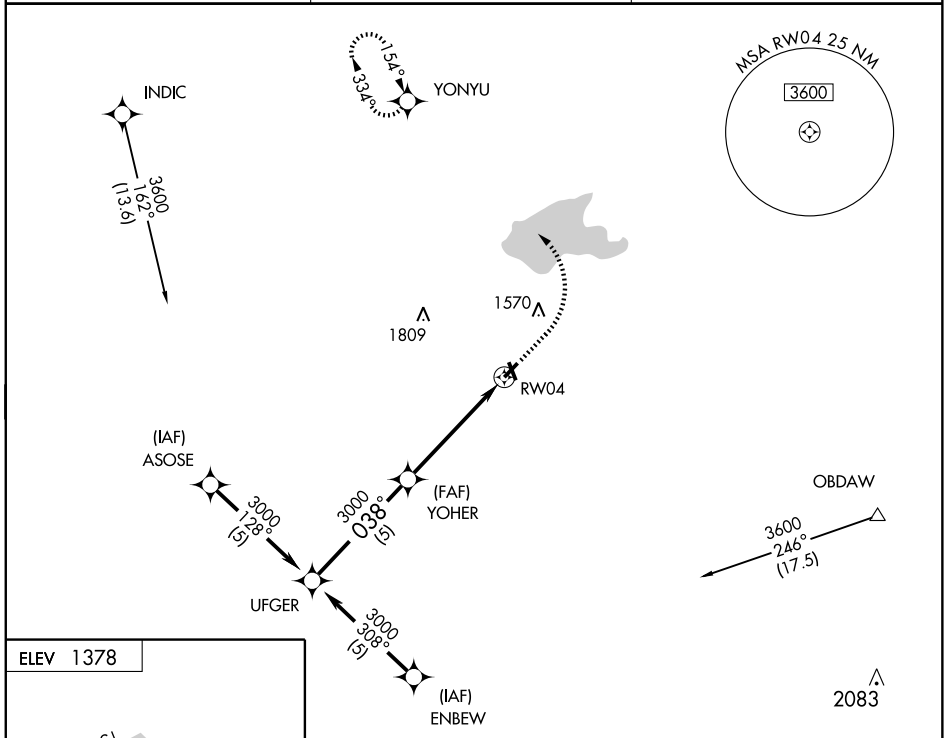
GPS RWY 4

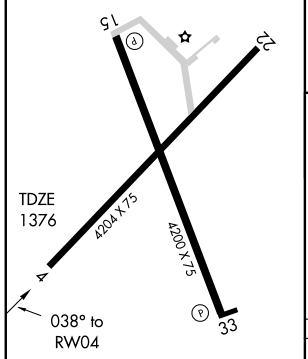
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

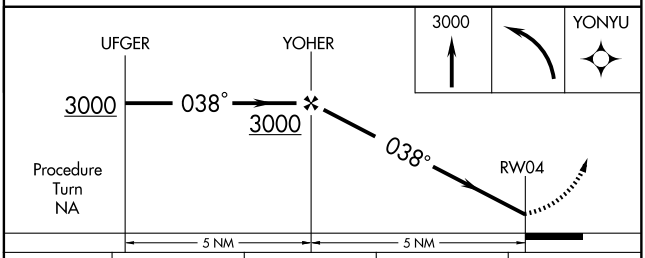
⚠ NA — Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct YONYU WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 (L)







CATEGORY	A	B	C	D
S-4	1800-1	424 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

MIRL Rwy 15-33 (L)
HIRL Rwys 4-22 and 15-33 (L)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
154°	TDZE	1375
	Apt Elev	1378

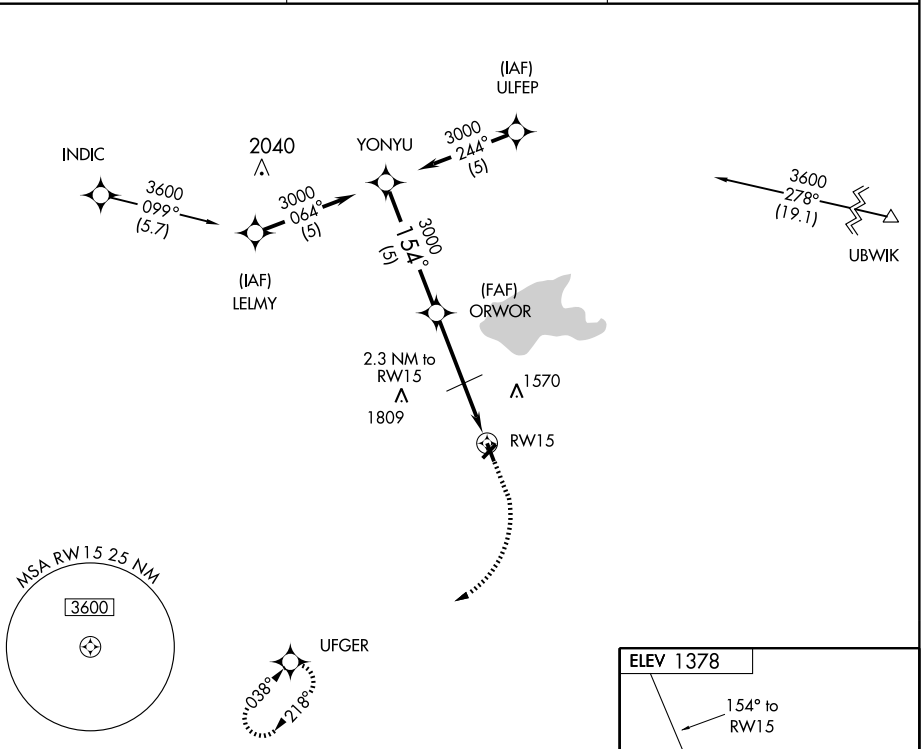
GPS RWY 15

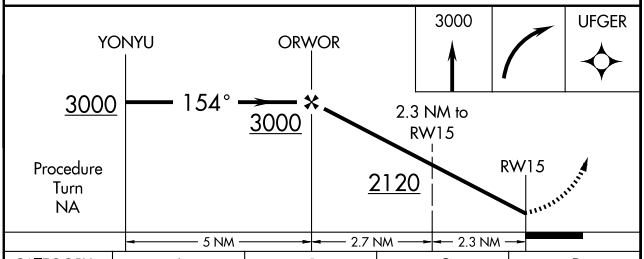
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

NA Use Wichita Mid-Continent altimeter setting.

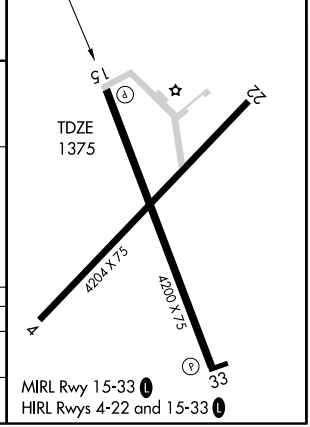
MISSED APPROACH: Climb to 3000 then right turn direct UFGER WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L





CATEGORY	A	B	C	D
S-15	1880-1 505 (600-1)		NA	
CIRCLING	1900-1 522 (600-1)		NA	



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4204
218°	TDZE	1378
	Apt Elev	1378

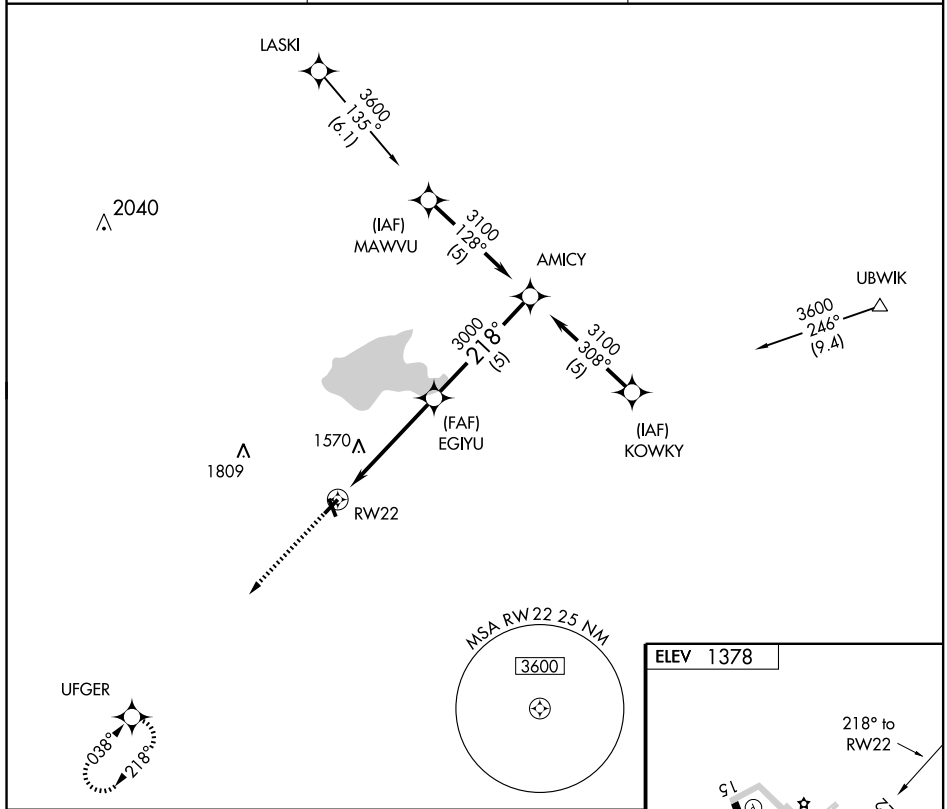
GPS RWY 22

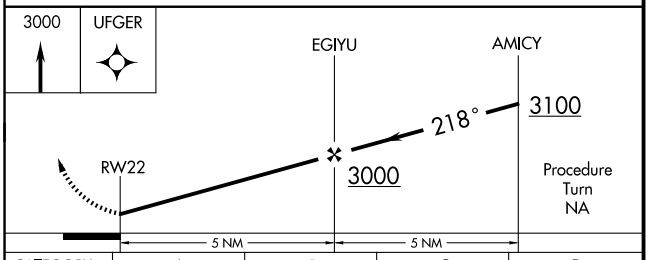
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

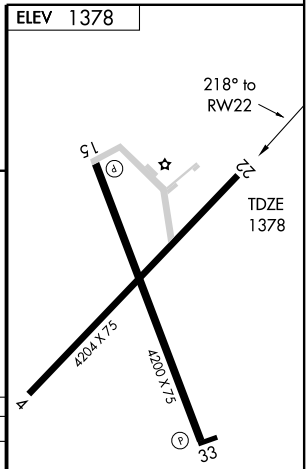
NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct UFGER WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L







MIRL Rwy 15-33 L
HIRL Rwys 4-22 and 15-33 L

CATEGORY	A	B	C	D
S-22	1960-1	582 (600-1)	NA	
CIRCLING	1960-1	582 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
334°	TDZE	1373
	Apt Elev	1378

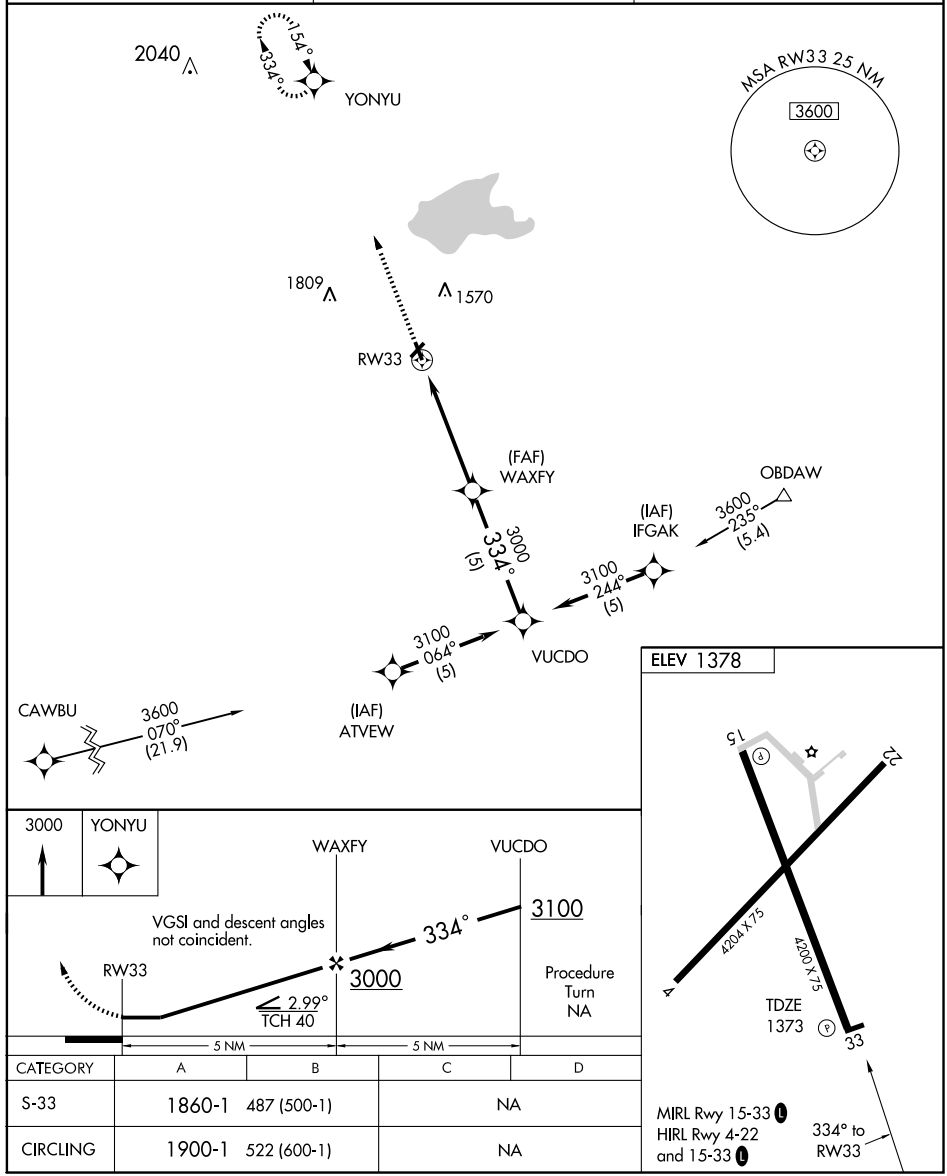
GPS RWY 33

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct YONYU WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L



CATEGORY	A	B	C	D
S-33	1860-1	487 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB EQA 383	APP CRS 028°	Rwy Idg 4204 TDZE 1376 Apt Elev 1378

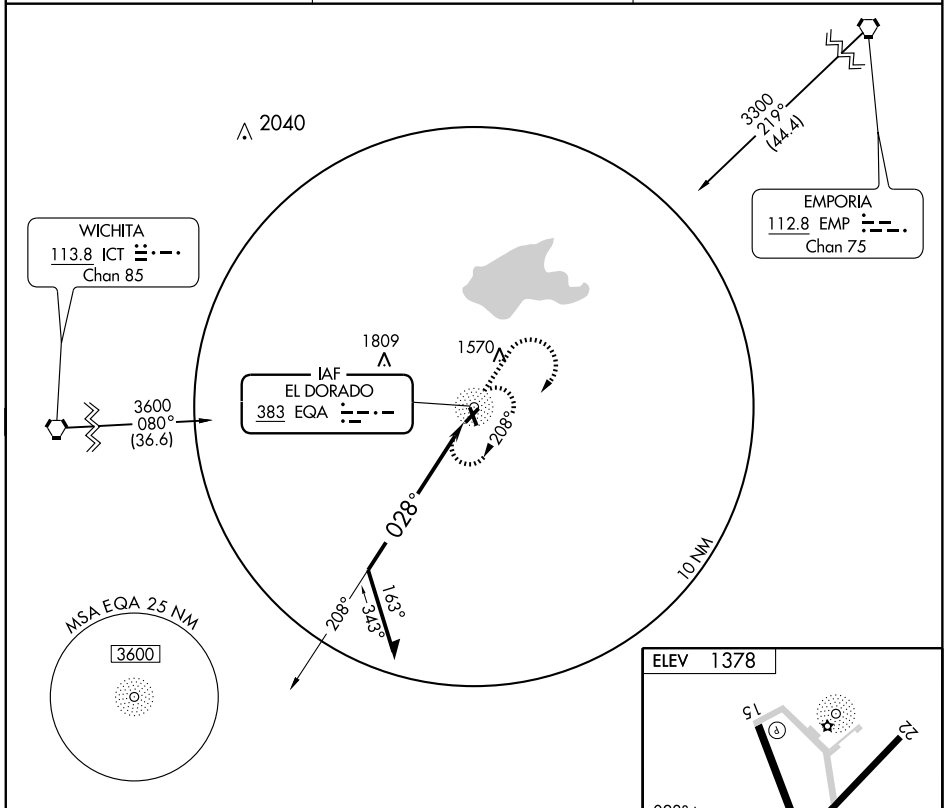
NDB RWY 4

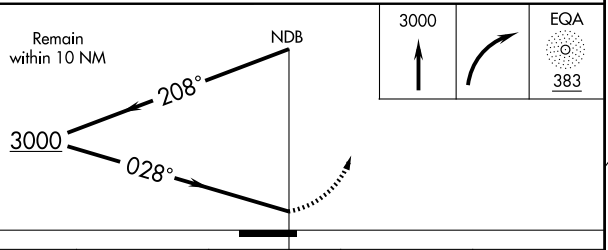
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

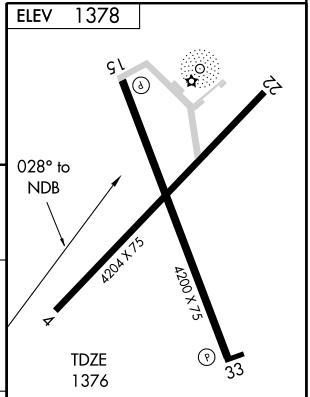
NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct EQA NDB and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L







MIRL Rwy 15-33 L
HIRL Rwy 4-22 and 15-33 L

CATEGORY	A	B	C	D
S-4	1940-1	564 (600-1)	NA	
CIRCLING	1940-1	562 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

NDB EHA	APP CRS	Rwy Idg	4900
377	342°	TDZE	3620
		Apt Elev	3622

NDB RWY 35

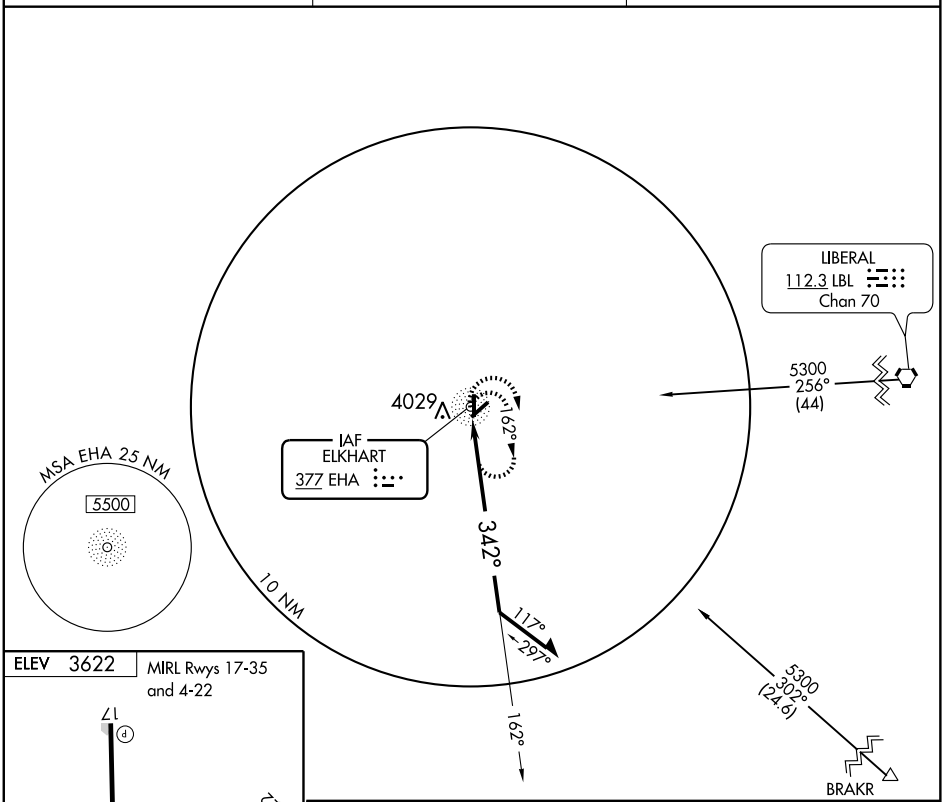
ELKHART-MORTON COUNTY (EHA)

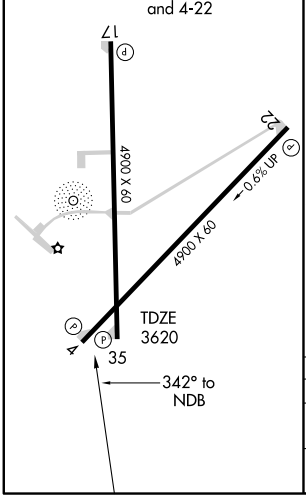
If local altimeter setting not received, use Liberal altimeter setting and increase all MDA's 220 feet.

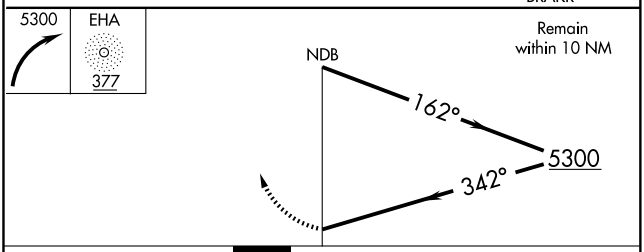
NA

MISSED APPROACH: Climbing right turn to 5300 in EHA NDB holding pattern.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	4440-1 820 (900-1)	4440-1¼ 820 (900-1¼)	4440-2½ 820 (900-2½)	NA
CIRCLING	4440-1 818 (900-1)	4440-1¼ 818 (900-1¼)	4440-2½ 818 (900-2½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4900
038°	TDZE	3622
	Apt Elev	3622

RNAV (GPS) RWY 4

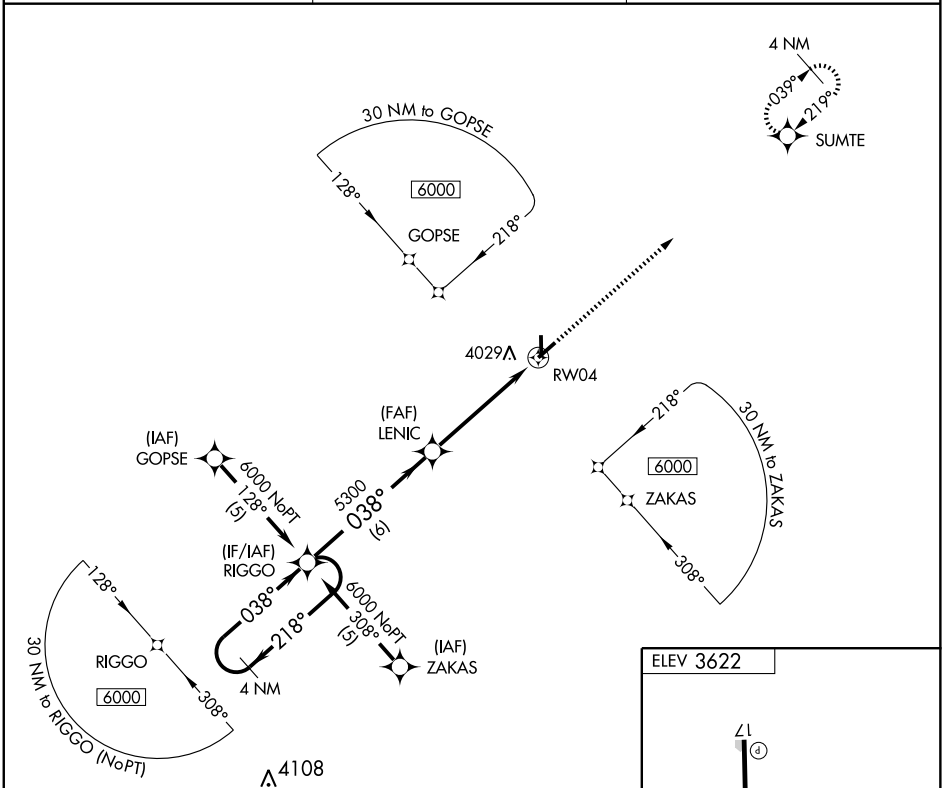
ELKHART-MORTON COUNTY (EHA)

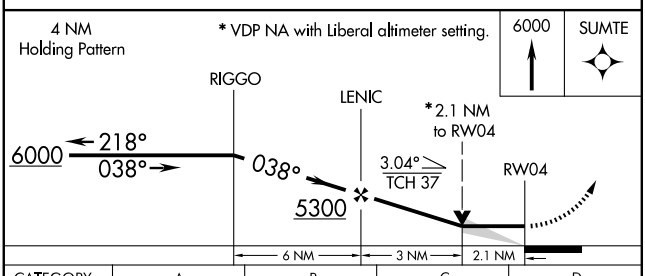
If local altimeter setting not received, use Liberal altimeter setting and increase all MDA's 220 feet. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

NA

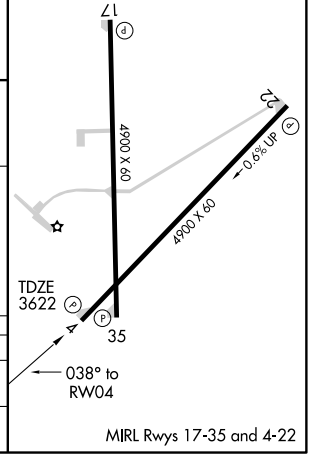
MISSED APPROACH: Climb to 6000 direct SUMTE WP and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	4340-1 718 (800-1)		4340-2 718 (800-2)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



MIRL Rwys 17-35 and 4-22

NC-2, 08 APR 2010 to 06 MAY 2010

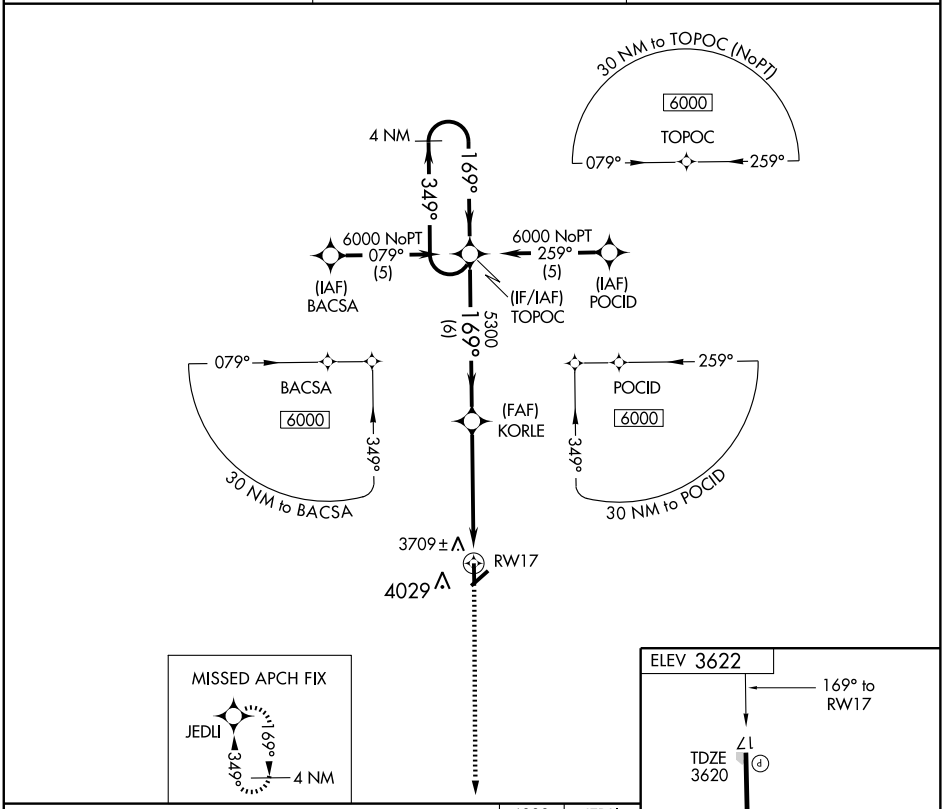
APP CRS	Rwy Idg	4900
169°	TDZE	3620
	Apt Elev	3622

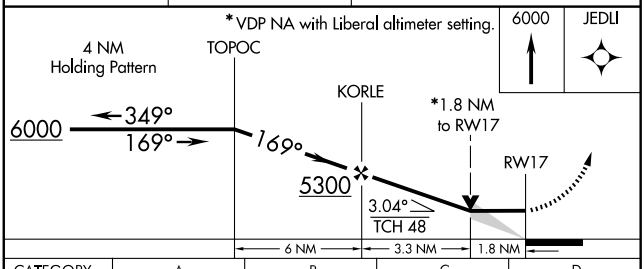
RNAV (GPS) RWY 17
ELKHART-MORTON COUNTY (EHA)

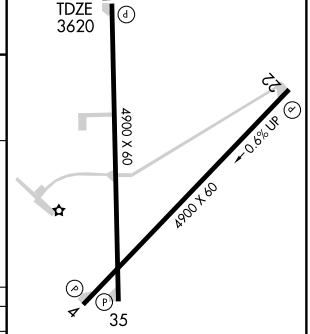
If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct JEDLI WP and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4220-1	600 (600-1)	4220-1½ 600 (600-1½)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

MIRL Rwys 17-35 and 4-22

NC-2. 08 APR 2010 to 06 MAY 2010

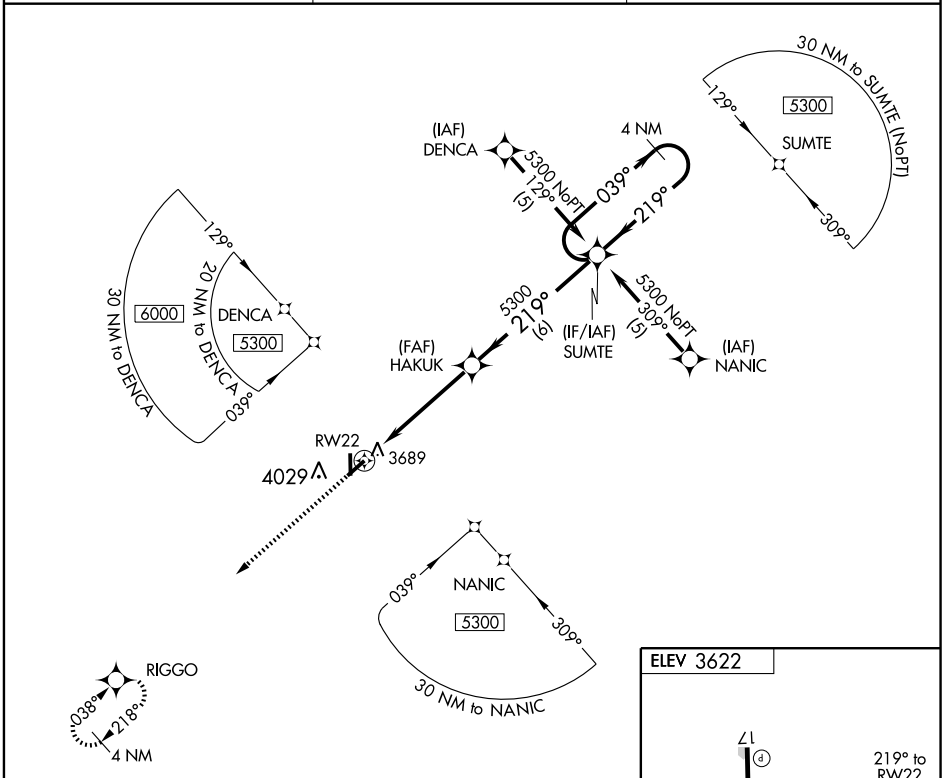
APP CRS	Rwy Idg	4900
219°	TDZE	3613
	Apt Elev	3622

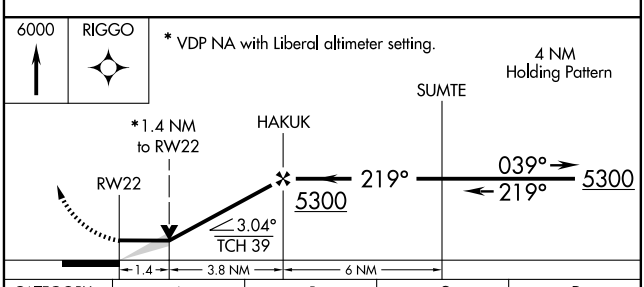
RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

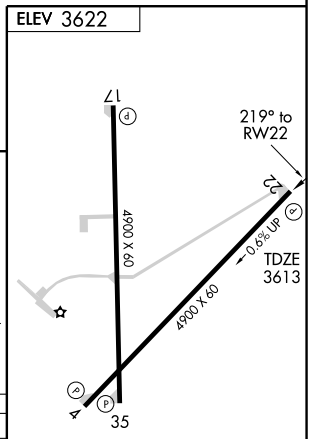
MISSED APPROACH: Climb to 6000 direct RIGGO WP and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	4080-1 467 (500-1)		4080-1¼ 467 (500-1¼)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 35

ELKHART-MORTON COUNTY (EHA)

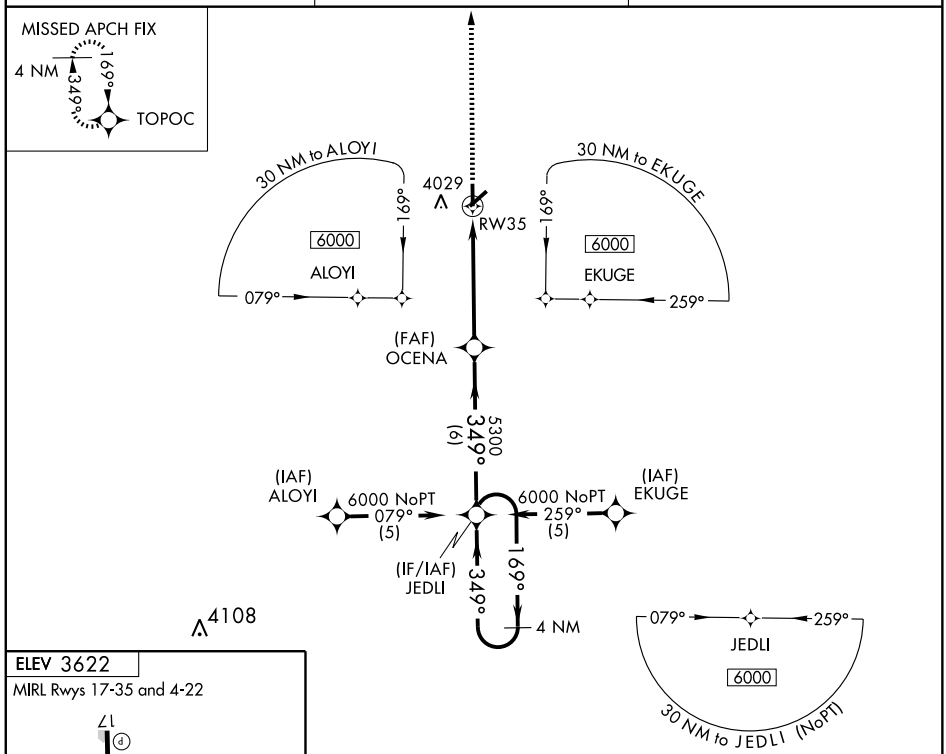
APP CRS	Rwy Idg	4900
349°	TDZE	3620
	Apt Elev	3622

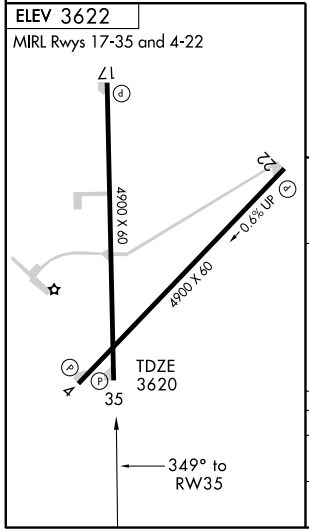
If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 220 feet. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

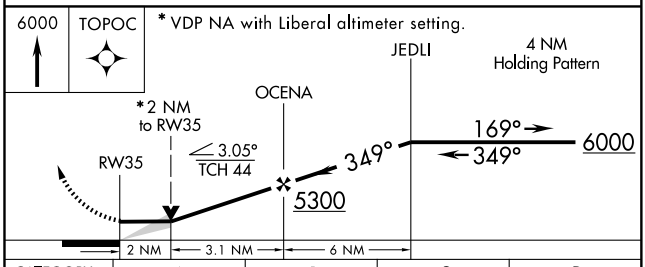
NA

MISSED APPROACH: Climb to 6000 direct TOPOC WP and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4280-1 660 (700-1)		4280-1¾ 660 (700-1¾)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

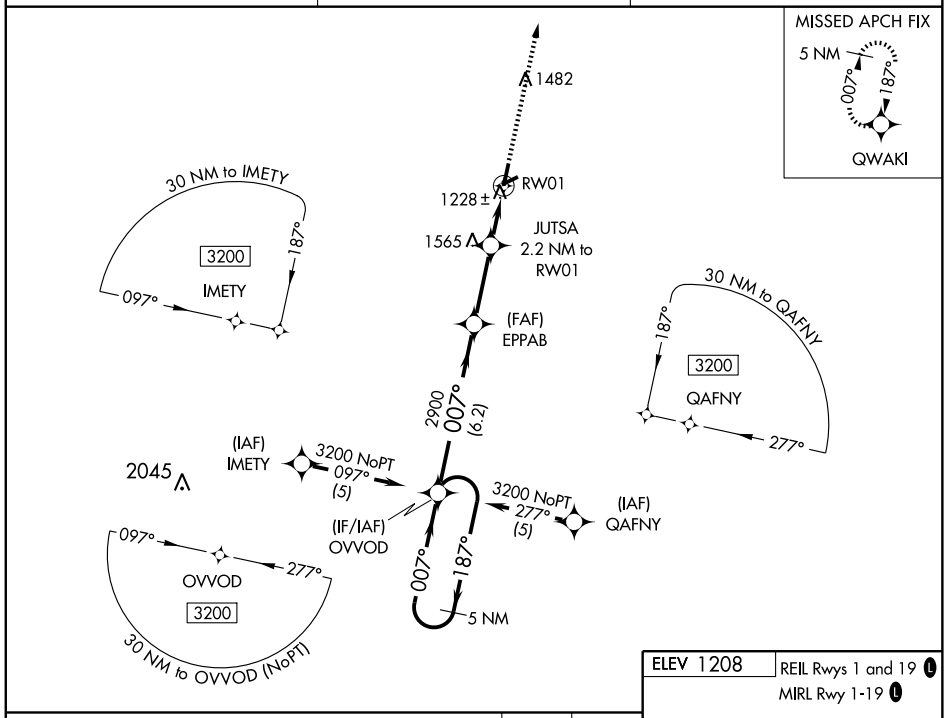
WAAS CH 97704 W01A	APP CRS 007°	Rwy Idg 4999 TDZE 1208 Apt Elev 1208

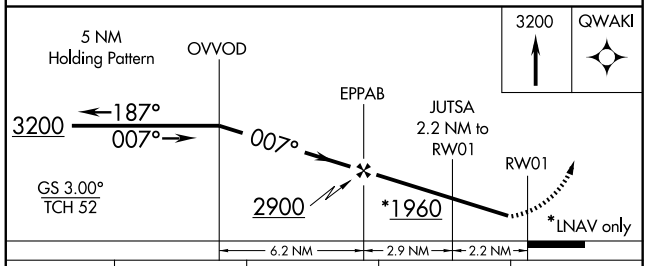
RNAV (GPS) RWY 1
EMPORIA MUNI (EMP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

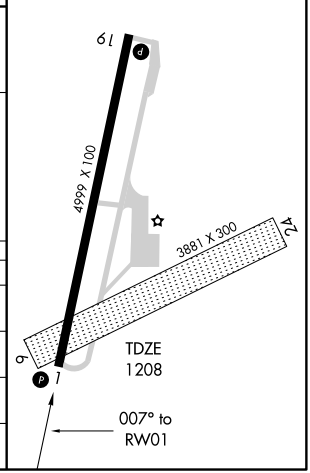
MISSED APPROACH: Climb to 3200 direct QWAKI and hold.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1458-1 250 (300-1)			NA
LNAV/VNAV DA	1642-1½ 434 (500-1½)			NA
LNAV MDA	1620-1 412 (500-1)		1620-1¼ 412 (500-1¼)	NA
CIRCLING	1660-1 452 (500-1)		1660-1½ 452 (500-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

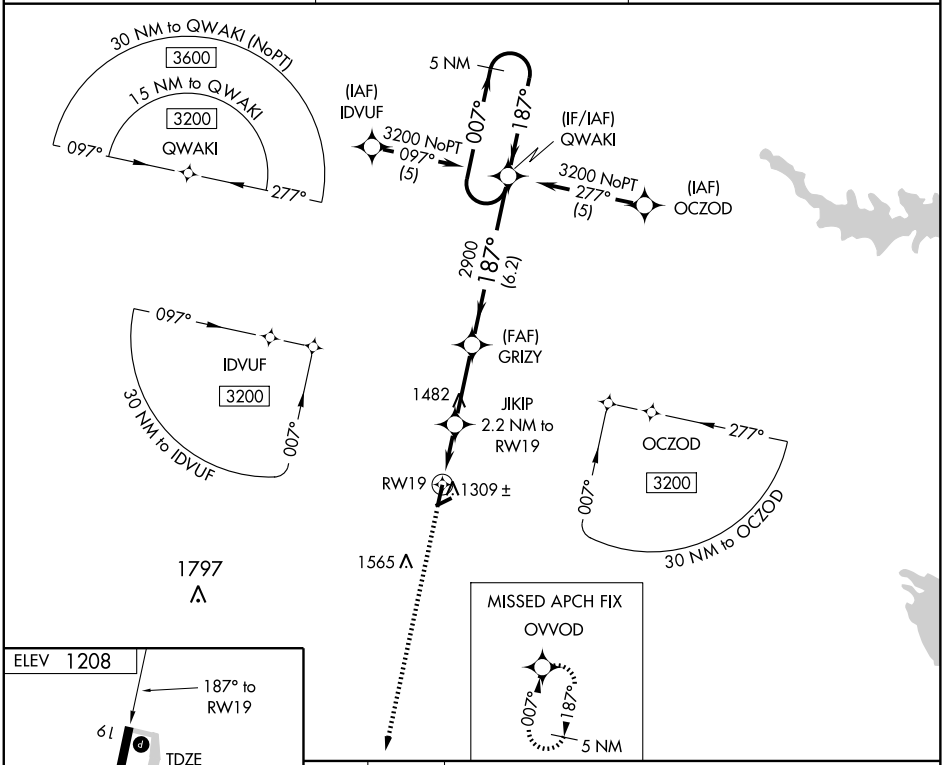
APP CRS	Rwy Idg	4999
187°	TDZE	1208
	Apt Elev	1208

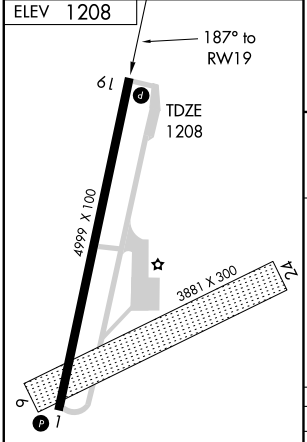
RNAV (GPS) RWY 19
EMPORIA MUNI (EMP)

DME/DME RNP-0.3 NA.

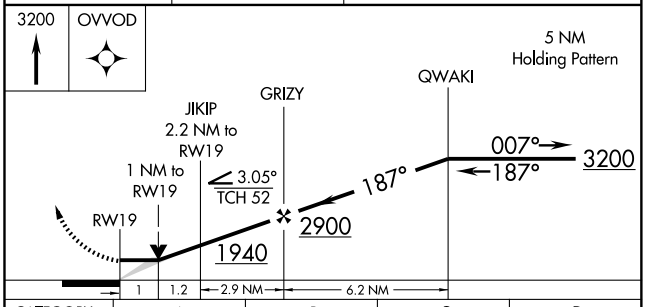
MISSED APPROACH: Climb to 3200 direct OVVOD and hold.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 352 (400-1)			NA
CIRCLING	1660-1 452 (500-1)		1660-1½ 452 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

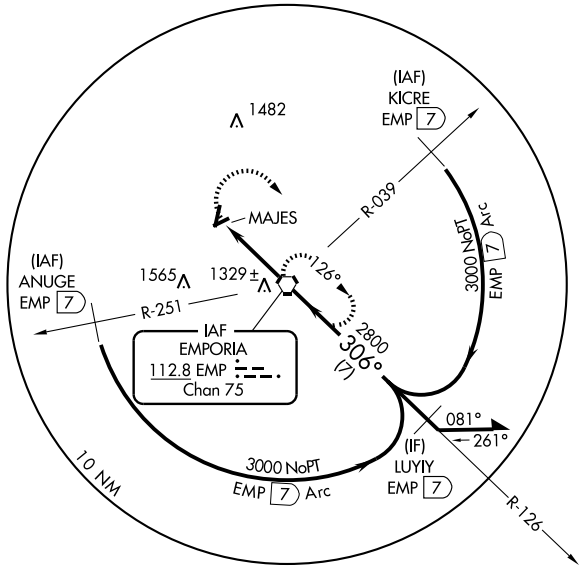
VORTAC EMP	APP CRS	Rwy Idg	N/A
112.8	306°	TDZE	N/A
Chan 75		Apt Elev	1208

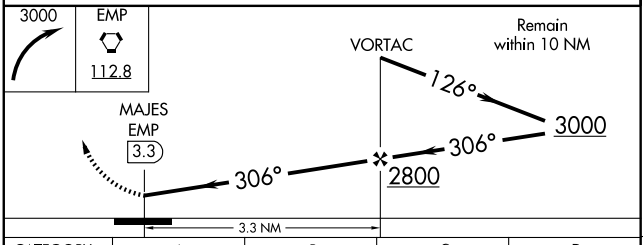
VOR-A
EMPORIA MUNI (EMP)

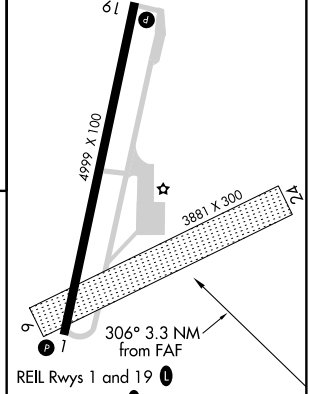
CAUTION: North/south drag strip 1 mile east of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NC-2. 08 APR 2010 to 06 MAY 2010

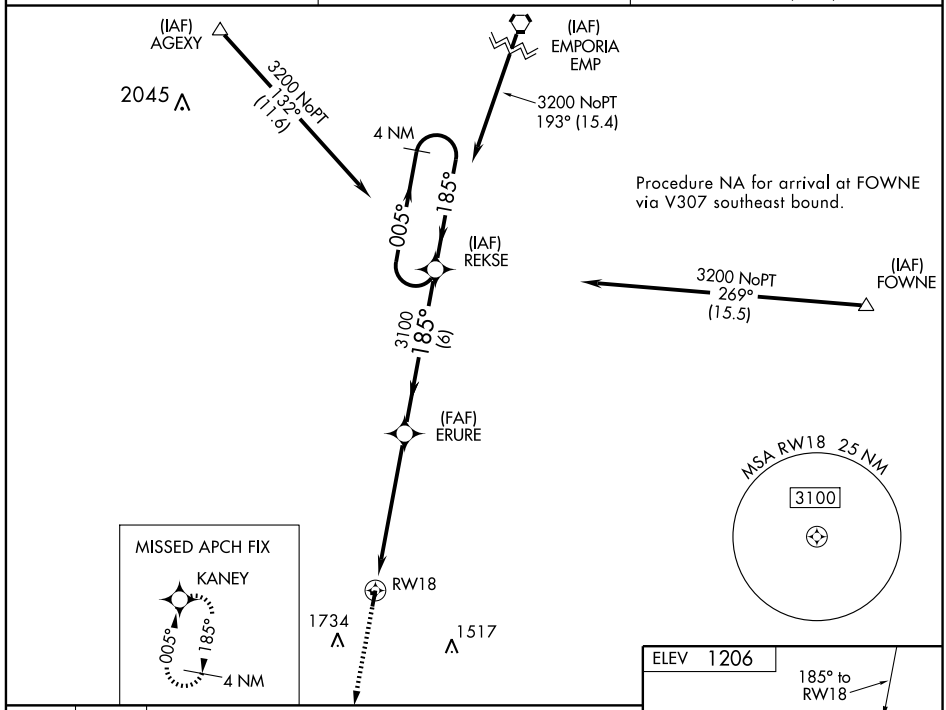
APP CRS		
185°	Rwy Idg	3503
	TDZE	1206
	Apt Elev	1206

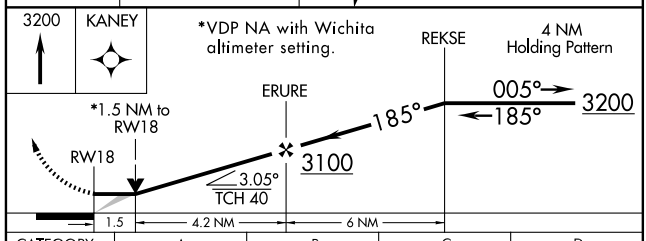
RNAV (GPS) RWY 18
EUREKA MUNI (13K)

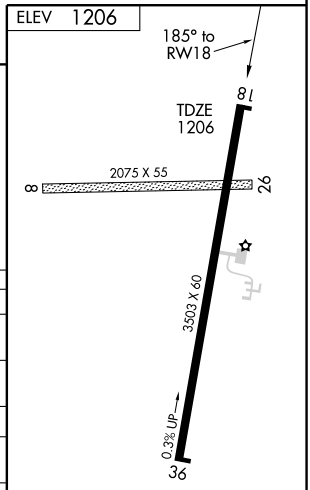
Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.
NA Circling NA at night to Rwys 8, 26, 36
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing to 3200 direct KANEY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.975	120.2 323.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
CIRCLING	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA
CIRCLING	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA

LIRL Rwy 18-36

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC EMP	APP CRS	Rwy Idg	3503
112.8	187°	TDZE	1206
Chan 75		Apt Elev	1206

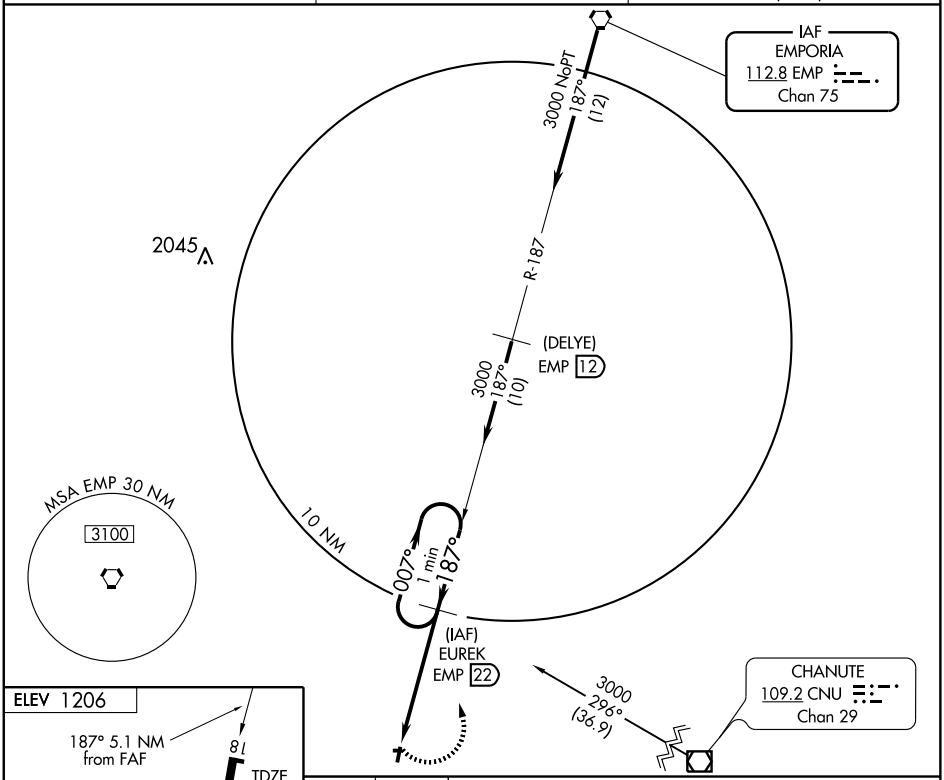
VOR/DME RWY 18

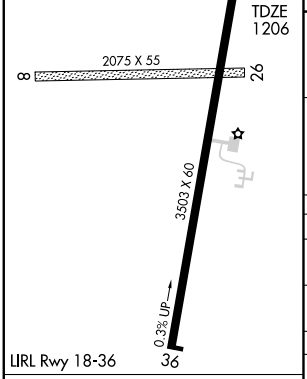
EUREKA MUNI (13K)

T NA — Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.

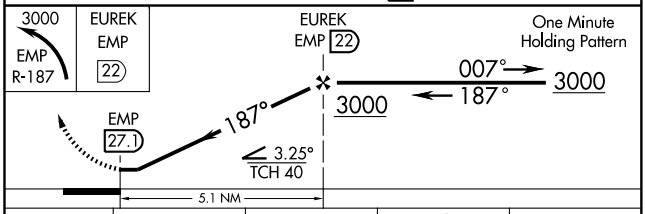
MISSED APPROACH: Climbing left turn to 3000 via EMP R-187 to EUREK 22 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.975	120.2 323.2	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
CIRCLING	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
S-18	1900-1 694 (700-1)	1900-1¼ 694 (700-1¼)	1900-2 694 (700-2)	NA
CIRCLING	1940-1 734 (800-1)	1940-1¼ 734 (800-1¼)	1940-2 734 (800-2)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

COPTER NDB RWY 4

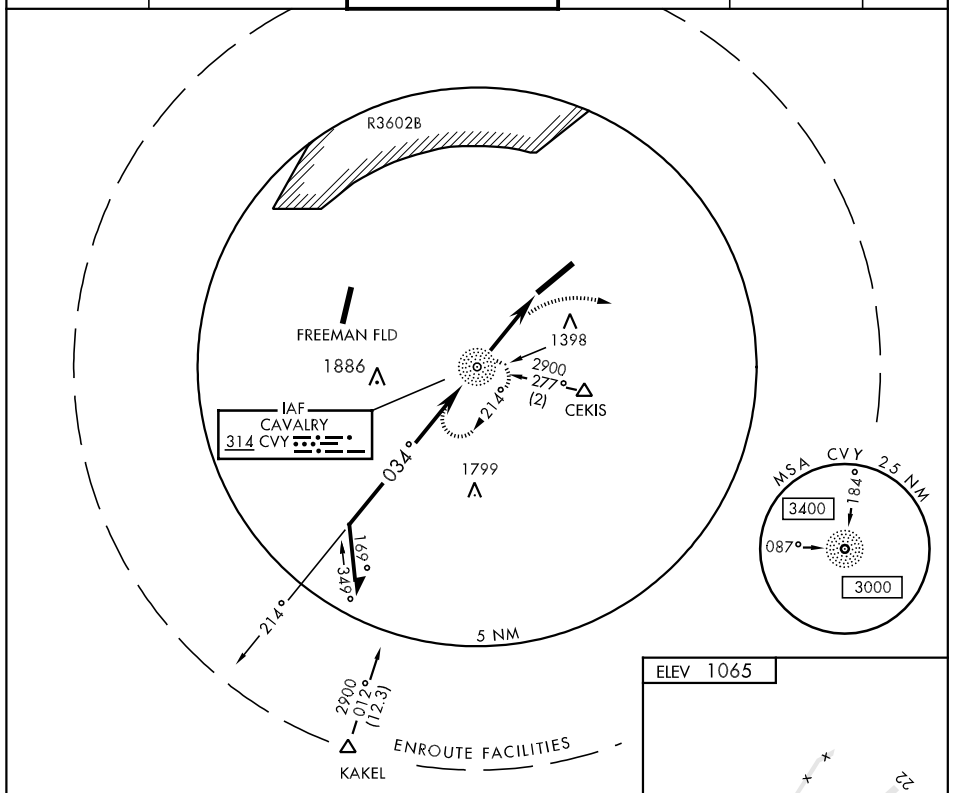
NDB CVY 314	APCH CRS 034°	Rwy ldg 4503 TDZE 1065 Arpt Elev 1065	AL-155 [USA]	MARSHALL AAF (KFRI)

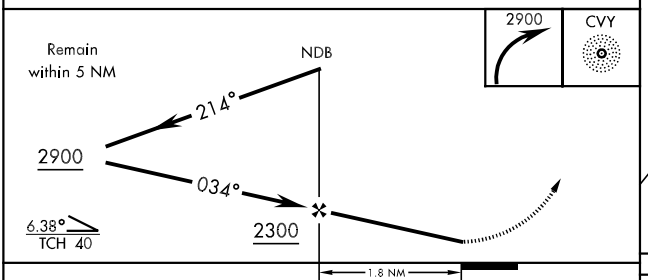
Visibility reduction by helicopters NA

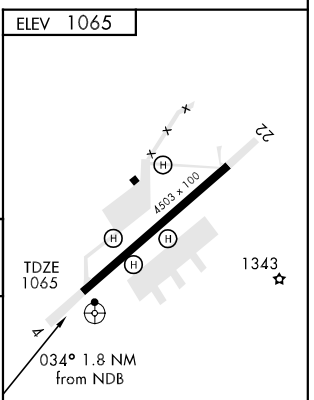
ODALS

MISSED APPROACH: Climbing right turn to 2900 direct CVY NDB and hold.

ATIS ★	MARSHALL GCA ★	MARSHALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	







CATEGORY	COPTER
S-4	1640-1 575 (600-1)

FAF to MAP 1.8 NM					
Knots	45	60	75	90	105
Min:Sec	2:24	1:48	1:26	1:12	1:02

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	4503
044°	TDZE	1065
	Arpt Elev	1065

AL-155 [USA]

MARSHALL AAF (KFRI)

▼ * Circling not authorized NW of Rwy 4-22.

▲ NA Visibility reduction by helicopters NA

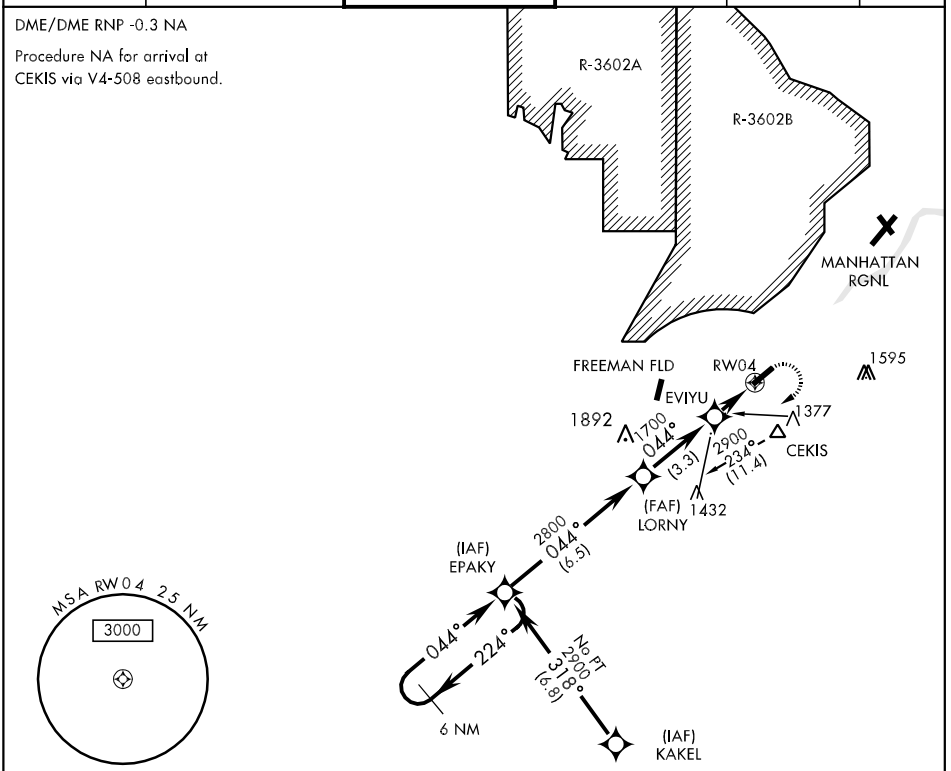
ODALS

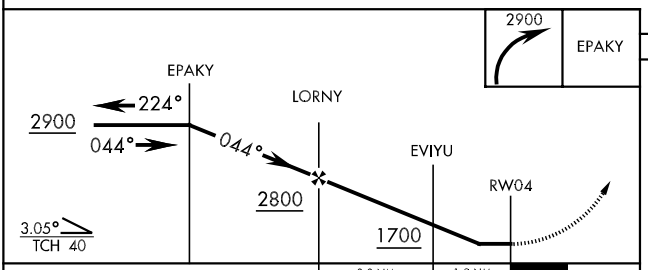
MISSED APPROACH: Climbing right turn to 2900 direct EPAKY and hold.

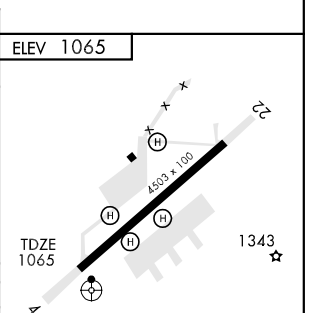
ATIS ★	MARSHALL GCA ★	MARSHALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	

DME/DME RNP -0.3 NA

Procedure NA for arrival at CEKIS via V4-508 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	1640-1 575 (600-1)		1640-1½ 575 (600-1½)	1640-1¾ 575 (600-1¾)
CIRCLING *	1660-1 595 (600-1)	1680-1 615 (700-1)	1680-1¾ 615 (700-1¾)	1760-2¼ 695 (700-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

VOR RWY 4

VOR FRI 109.4	APCH CRS 036°	Rwy ldg 4503 TDZE 1065 Arpt Elev 1065	AL-155 [USA]	MARSHALL AAF (KFRI)

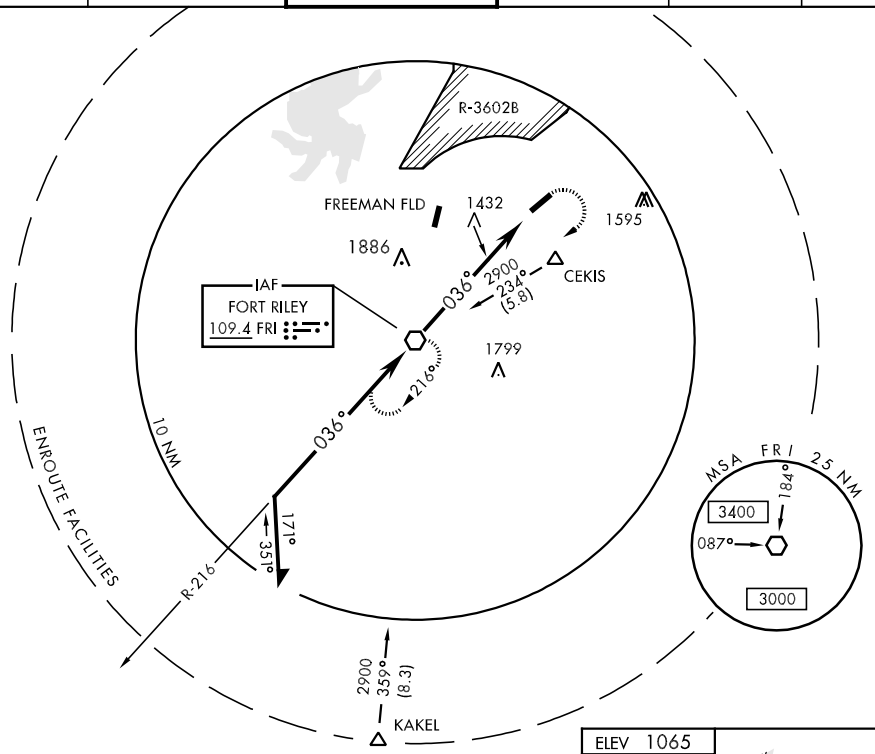
Visibility reduction by helicopters NA

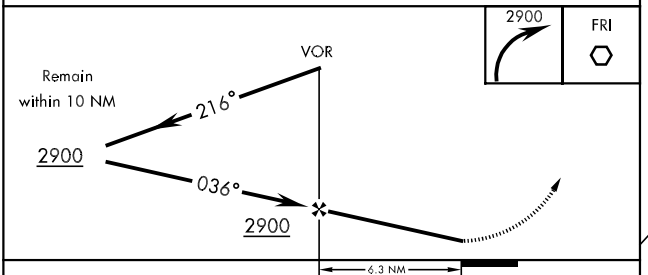
* Circling not authorized NW of Rwy 4-22.

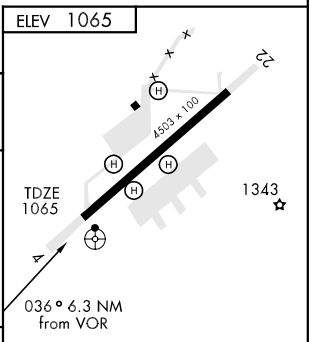
ODALS

MISSED APPROACH: Climbing right turn to 2900 direct FRI VOR and hold.

ATIS *	MARSHALL GCA *	MARSHALL TOWER *	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	







CATEGORY	A	B	C	D
S-4	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING *	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1760-2¼ 755 (800-2¼)

HIRL Rwy 4-22

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

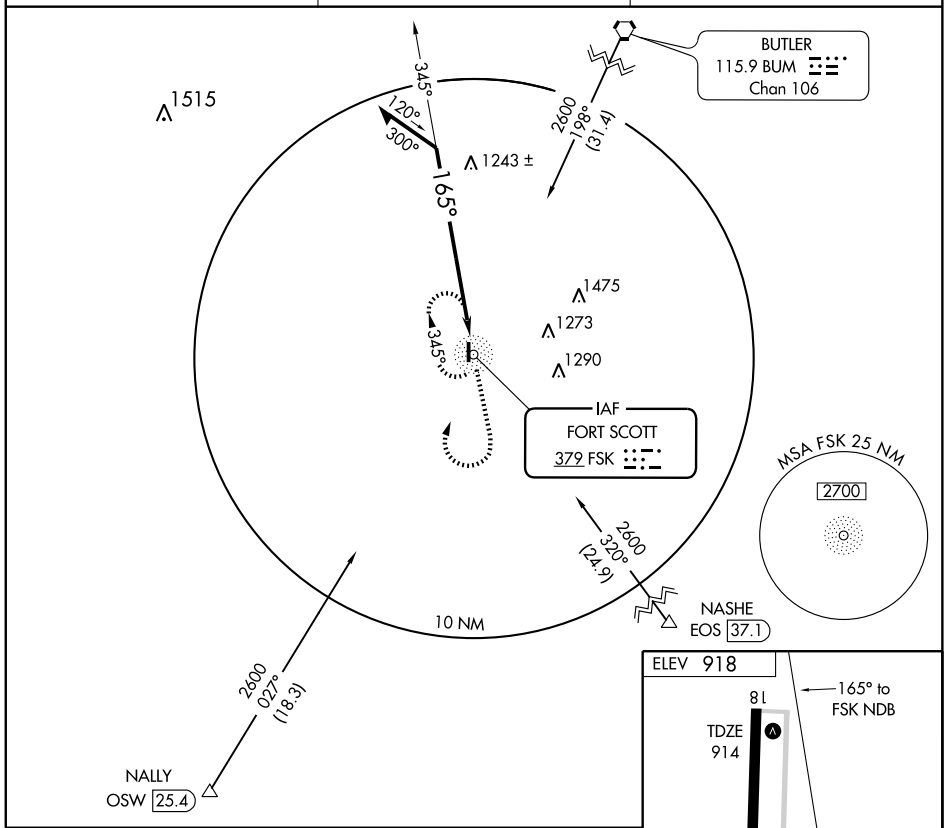
NDB FSK 379	APP CRS 165°	Rwy Idg 4403 TDZE 914 Apt Elev 918

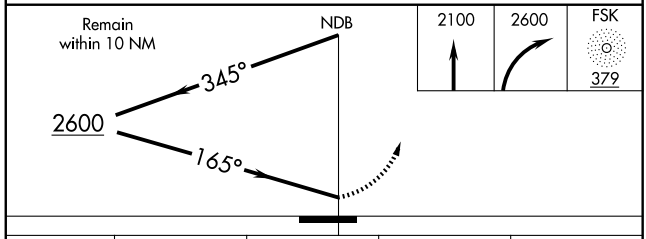
NDB RWY 18
FORT SCOTT MUNI (FSK)

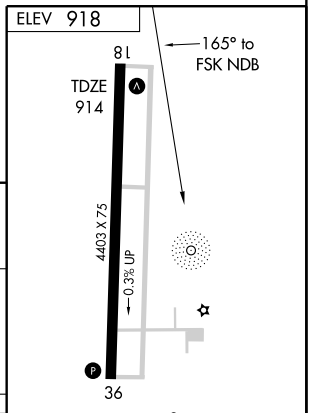
If local altimeter setting not received, use Chanute altimeter setting and increase all MDAs 100 feet.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2600 direct FSK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1660-1 746 (800-1)	1660-1¼ 746 (800-1¼)	1660-2¼ 746 (800-2¼)	1660-2½ 746 (800-2½)
CIRCLING	1660-1 742 (800-1)	1660-1¼ 742 (800-1¼)	1660-2¼ 742 (800-2¼)	1660-2½ 742 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 50404 W18A	APP CRS 176°	Rwy Idg 4403 TDZE 914 Apt Elev 918

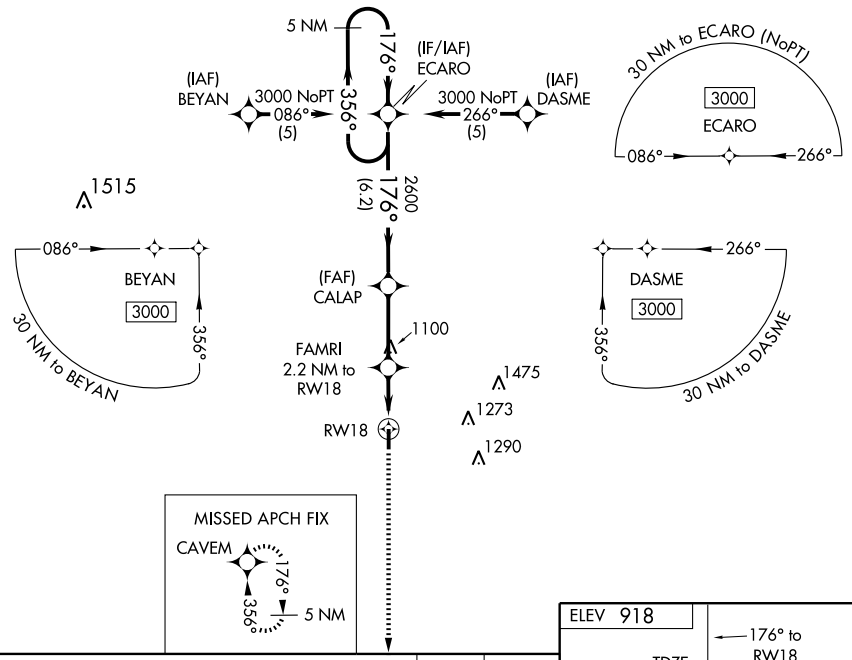
RNAV (GPS) RWY 18
FORT SCOTT MUNI (FSK)

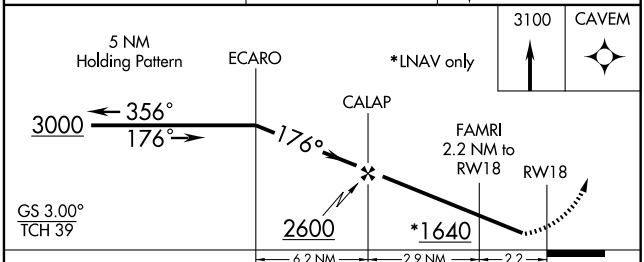
If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

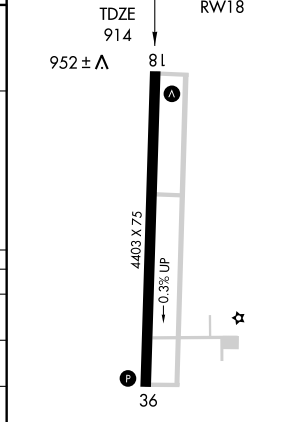
MISSED APPROACH: Climb to 3100 direct CAVEM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1164-1 250 (300-1)			
LNAV/VNAV DA	1212-1 298 (300-1)			
LNAV MDA	1220-1 306 (400-1)			
CIRCLING	1280-1 362 (400-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

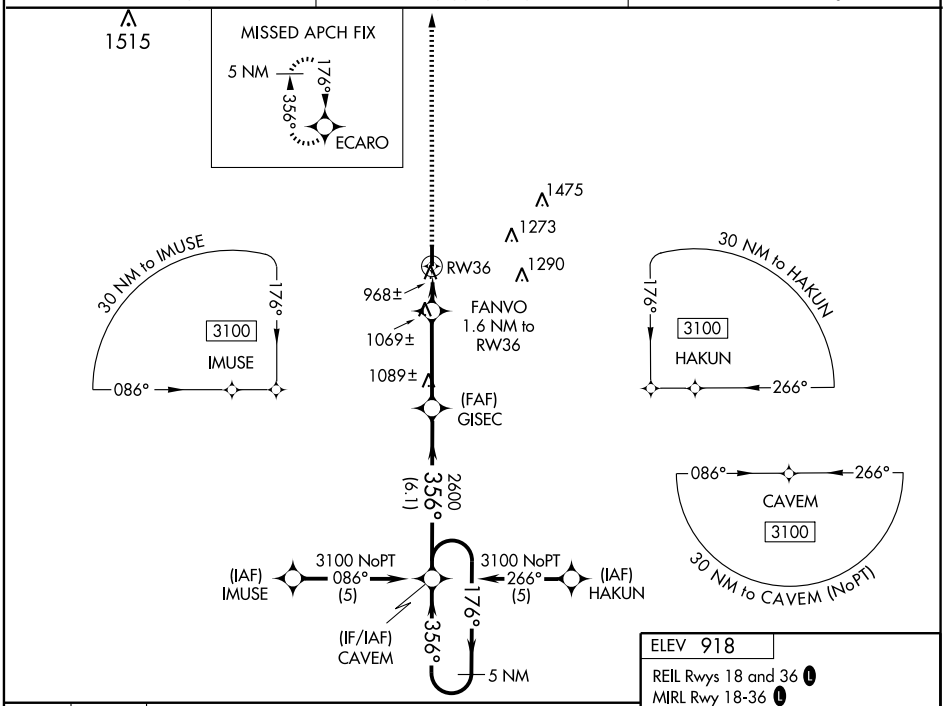
WAAS CH 56504 W36A	APP CRS 356°	Rwy Idg 4403	TDZE 918	Apt Elev 918

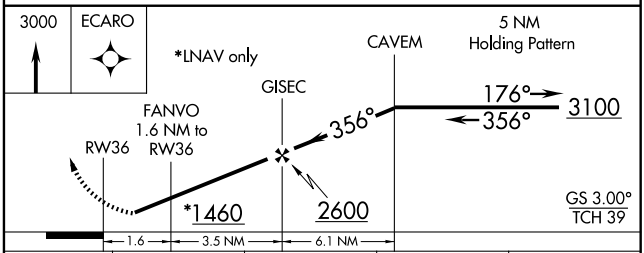
RNAV (GPS) RWY 36
FORT SCOTT MUNI (FSK)

▼ ▲ NA — If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ECARO and hold.

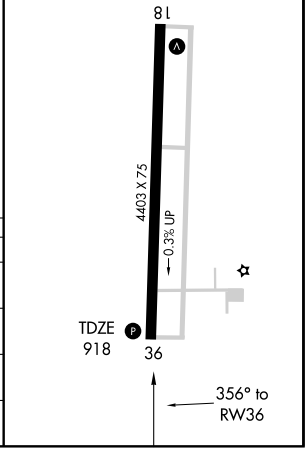
AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1189-1 271 (300-1)			
LNAV/VNAV DA	1240-1¼ 322 (400-1¼)			
LNAV MDA	1320-1 402 (500-1)		1320-1¼ 402 (500-1¼)	
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

ELEV 918
REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



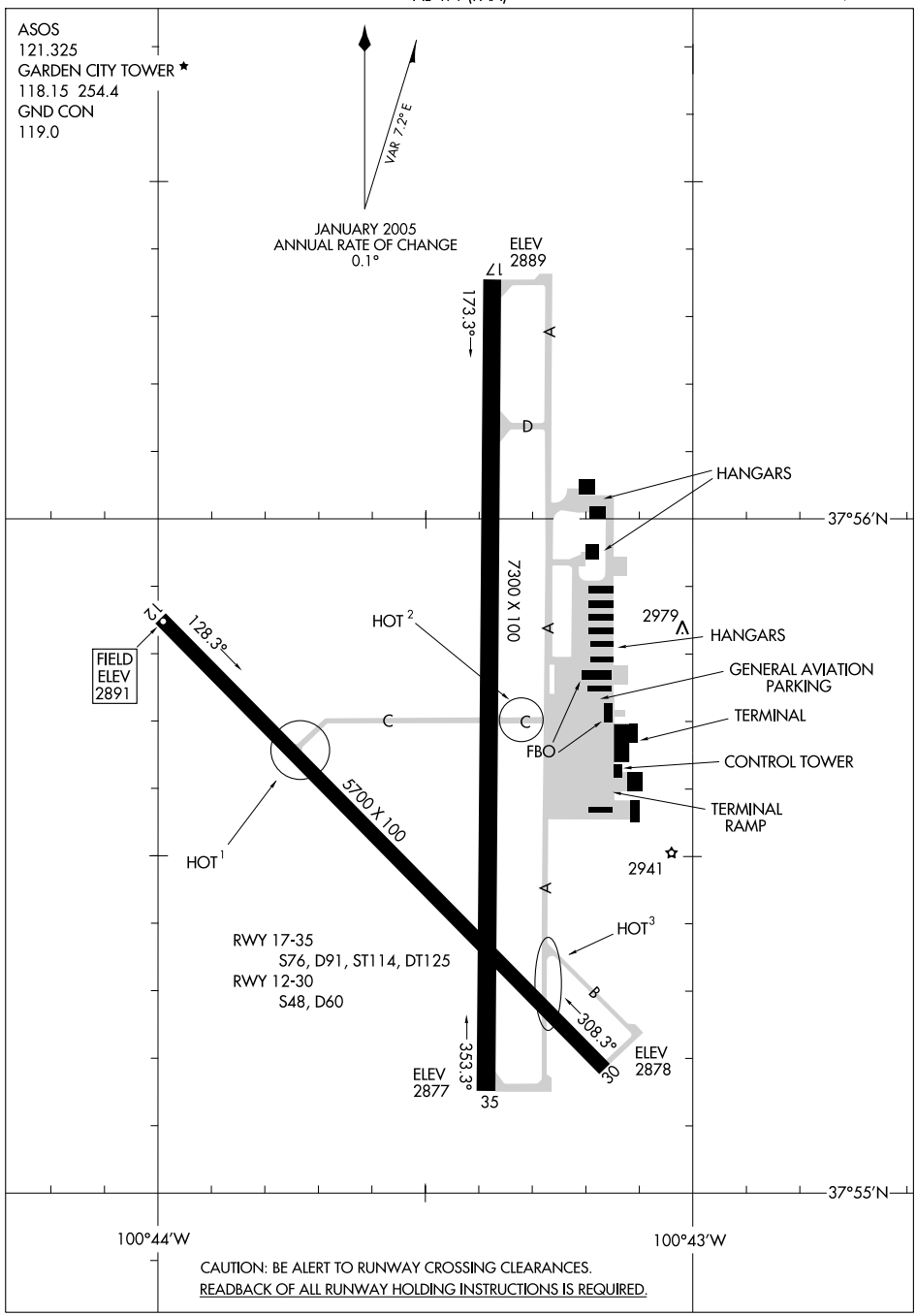
NC-2, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-491 (FAA)

GARDEN CITY RGNL (GCK)
GARDEN CITY, KANSAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GCK	APP CRS	Rwy Idg	7300
109.9	352°	TDZE	2884
		Apt Elev	2890

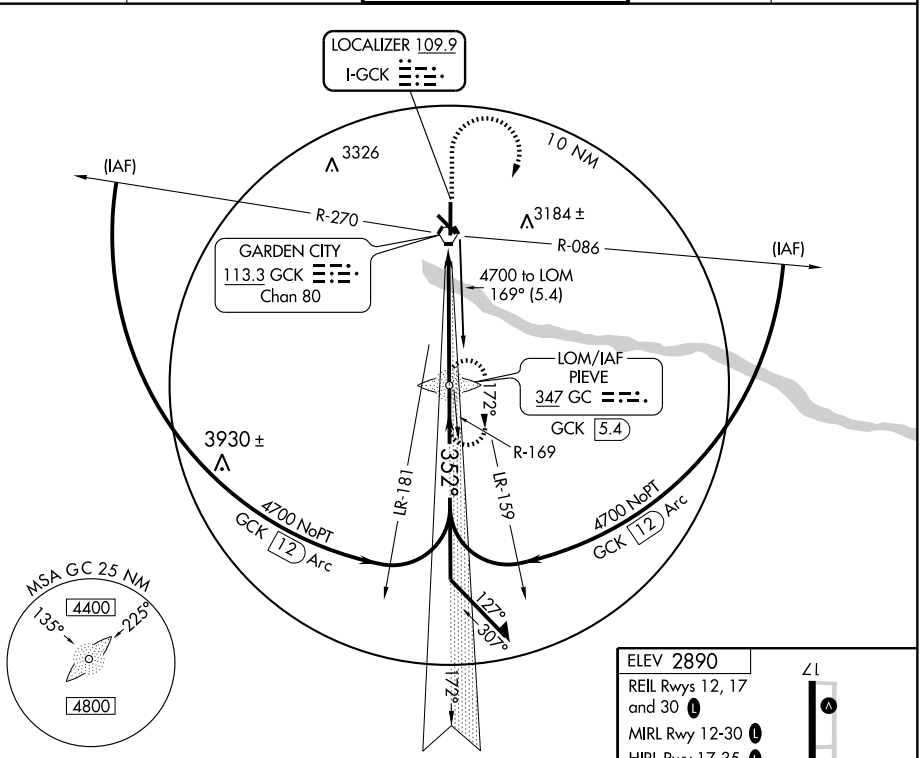
ILS RWY 35
GARDEN CITY RGNL (GCK)

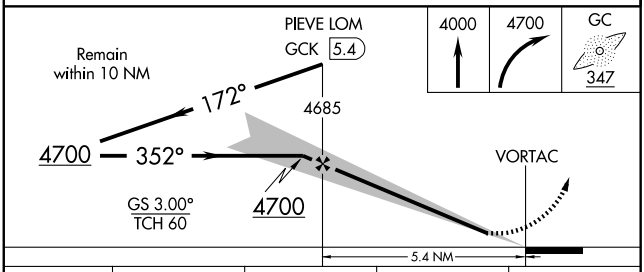
For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1 mile.

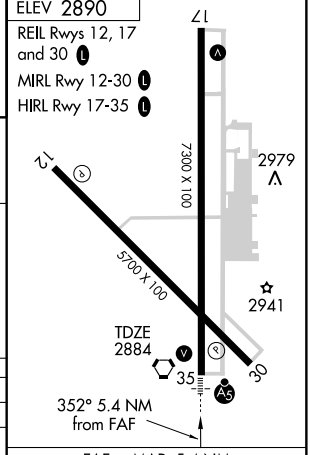
MALSR

MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct PIEVE LOM and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-ILS-35	3084-½ 200 (200-½)			
S-LOC-35	3200-½ 316 (400-½)			3200-¾ 316 (400-¾)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

LOM GC	APP CRS	Rwy Idg	7300
347	352°	TDZE	2884
		Apt Elev	2890

NDB RWY 35

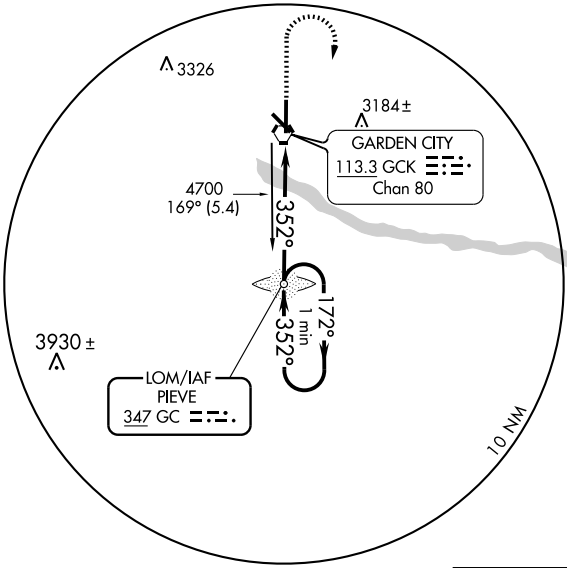
GARDEN CITY RGNL (GCK)

Cat C S-35 visibility increased ¼ mile for inoperative MALSR.

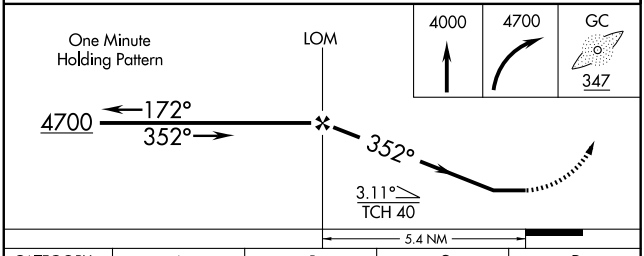
MALSR

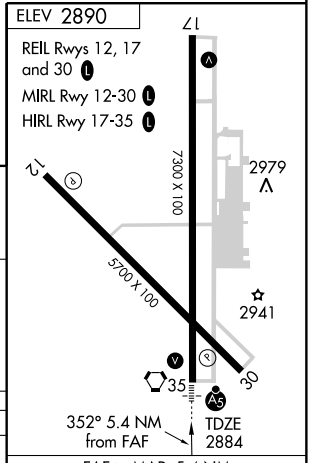
MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GC LOM and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95









CATEGORY	A	B	C	D
S-35	3240-¾ 356 (400-¾)			3240-1 356 (400-1)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 77803 W12A	APP CRS 126°	Rwy Idg 5700 TDZE 2891 Apt Elev 2891

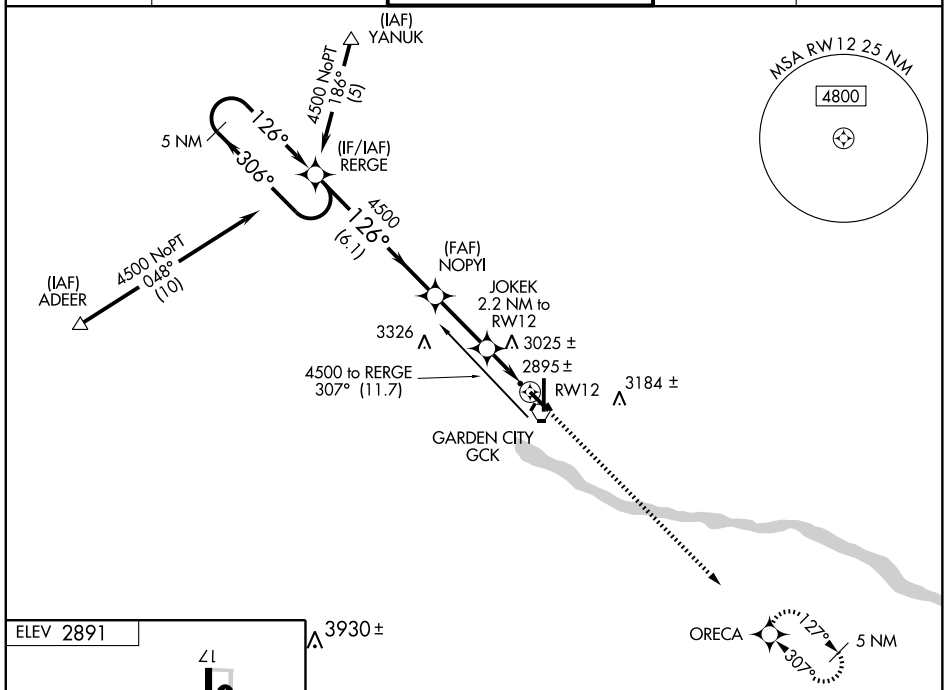
RNAV (GPS) RWY 12

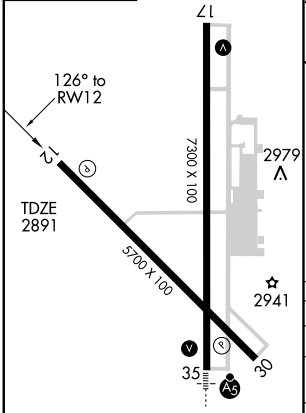
GARDEN CITY RGNL (GCK)

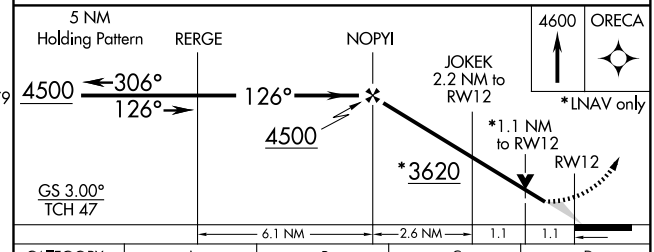
▼ ▲ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3141-1 250 (300-1)			
LNAV/VNAV DA	3184-1 293 (300-1)			
LNAV MDA	3280-1 389 (400-1)			3280-1¼ 389 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 42803 W17A	APP CRS 171°	Rwy Idg 7300 TDZE 2889 Apt Elev 2891

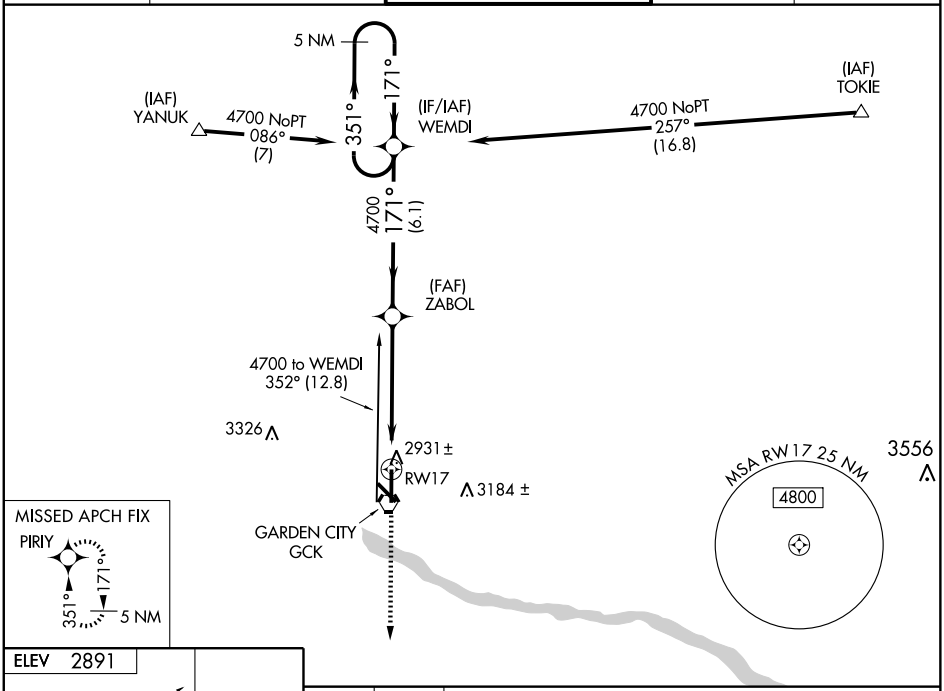
RNAV (GPS) RWY 17

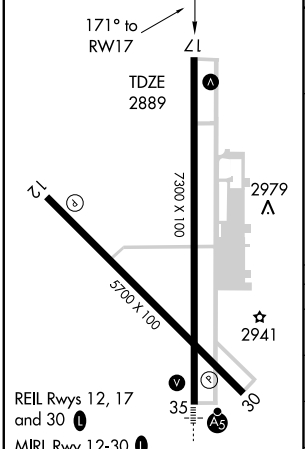
GARDEN CITY RGNL (GCK)

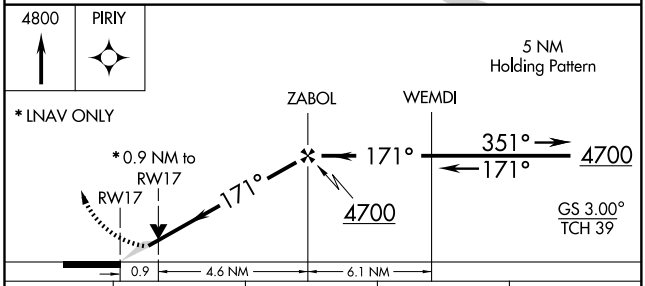
Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4800 direct PIRIY and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3139-1 250 (300-1)			
LNAV/VNAV DA	3217-1¼ 328 (400-1¼)			
LNAV MDA	3220-1 331 (400-1)			
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5700
CH 86703	306°	TDZE	2885
W30A		Apt Elev	2891

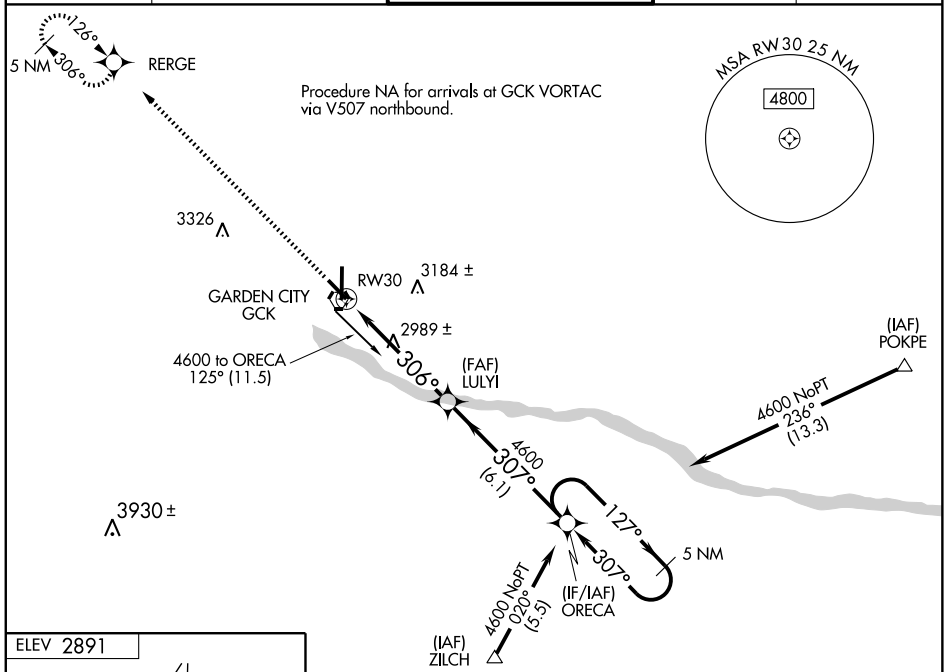
RNAV (GPS) RWY 30

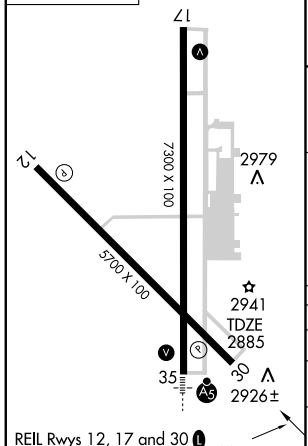
GARDEN CITY RGNL (GCK)

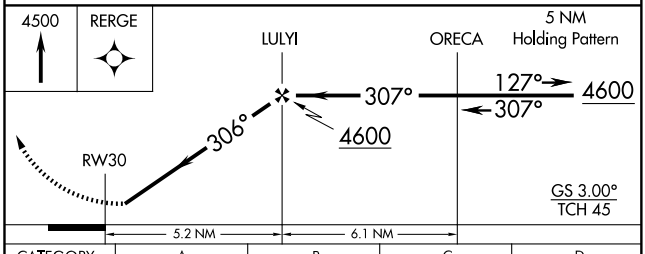
If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct RERGE and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3186-1 301 (300-1)			
LNAV MDA	3300-1 415 (500-1)		3300-1¼ 415 (500-1¼)	
CIRCLING	3300-1 409 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7300
CH 63103	351°	TDZE	2885
W35A		Apt Elev	2891

RNAV (GPS) RWY 35

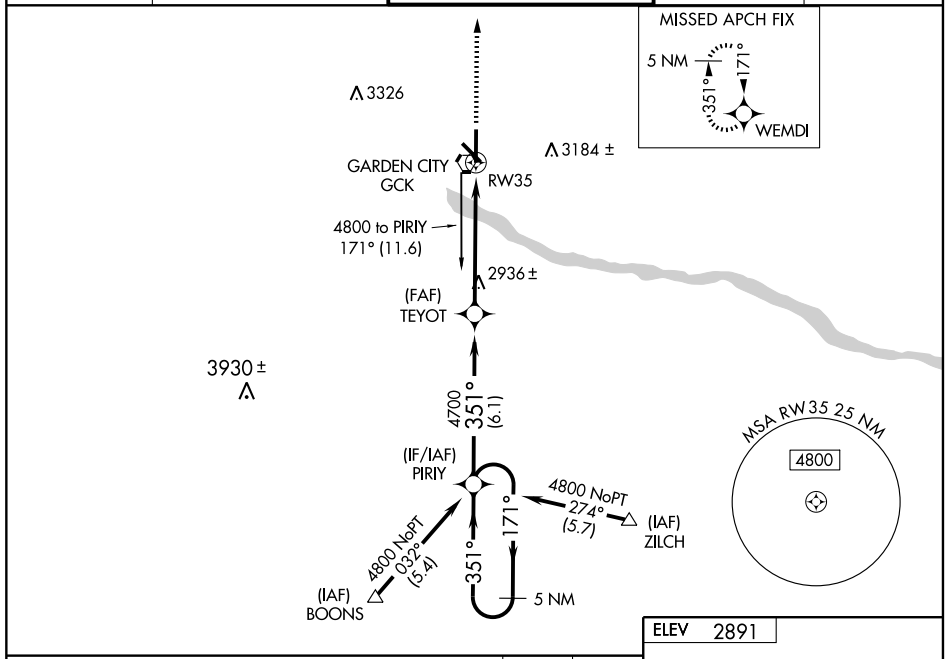
GARDEN CITY RGNL (GCK)

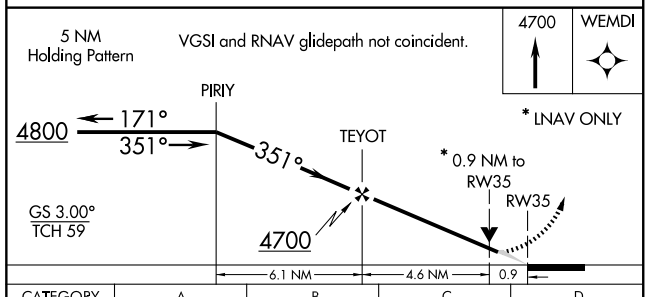
Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

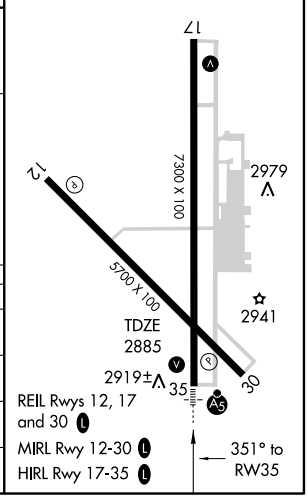
MALSR

MISSED APPROACH: Climb to 4700 direct WEMDI and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3135-½ 250 (300-½)			
LNAV/VNAV DA	3169-½ 284 (300-½)			3169-¾ 284 (300-¾)
LNAV MDA	3200-½ 315 (400-½)			3200-1 315 (400-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

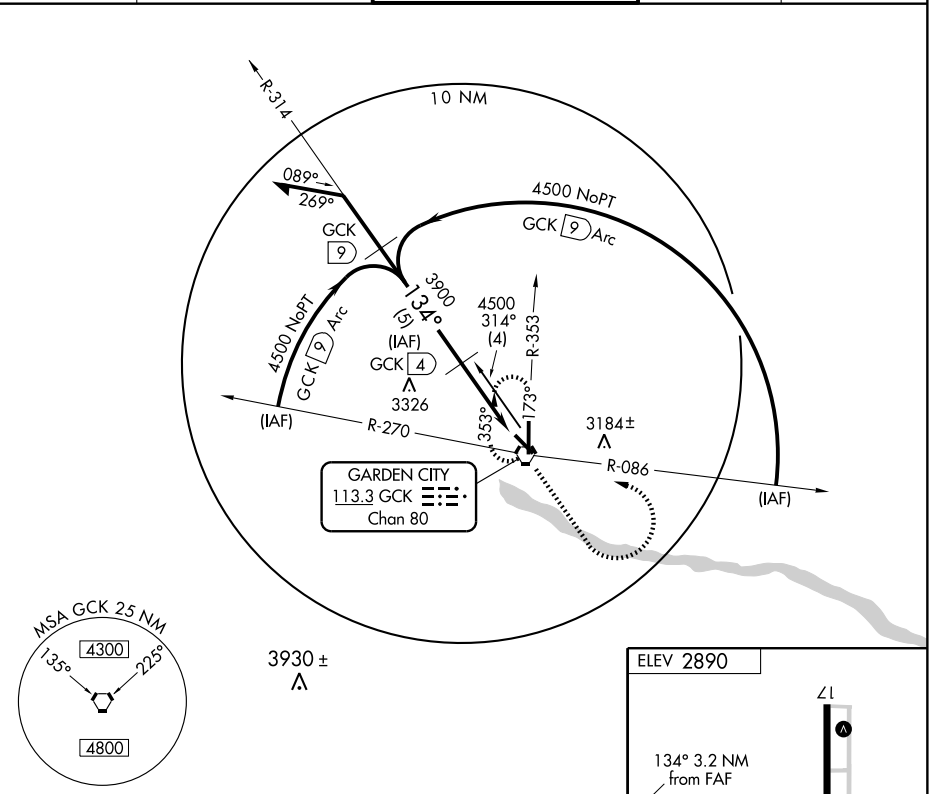
NC-2, 08 APR 2010 to 06 MAY 2010

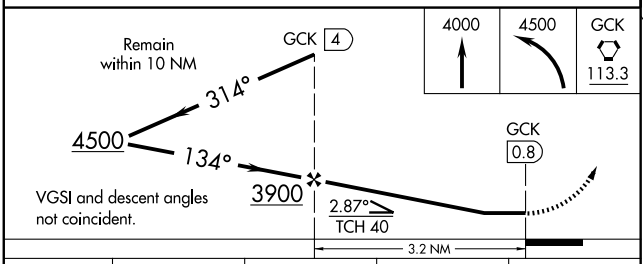
VORTAC GCK	APP CRS	Rwy Idg	5700
113.3	134°	TDZE	2890
Chan 80		Apt Elev	2890

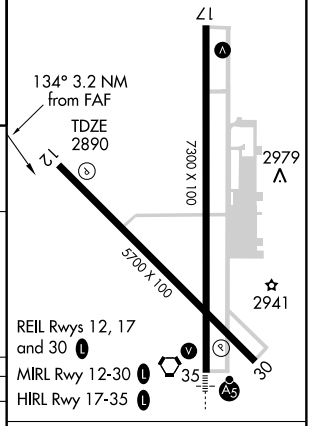
VOR/DME RWY 12
GARDEN CITY RGNL (GCK)

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-12	3240-1 350 (400-1)			3240-1¼ 350 (400-1¼)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GCK	APP CRS	Rwy Idg	7300
113.3	173°	TDZE	2889
Chan 80		Apt Elev	2891

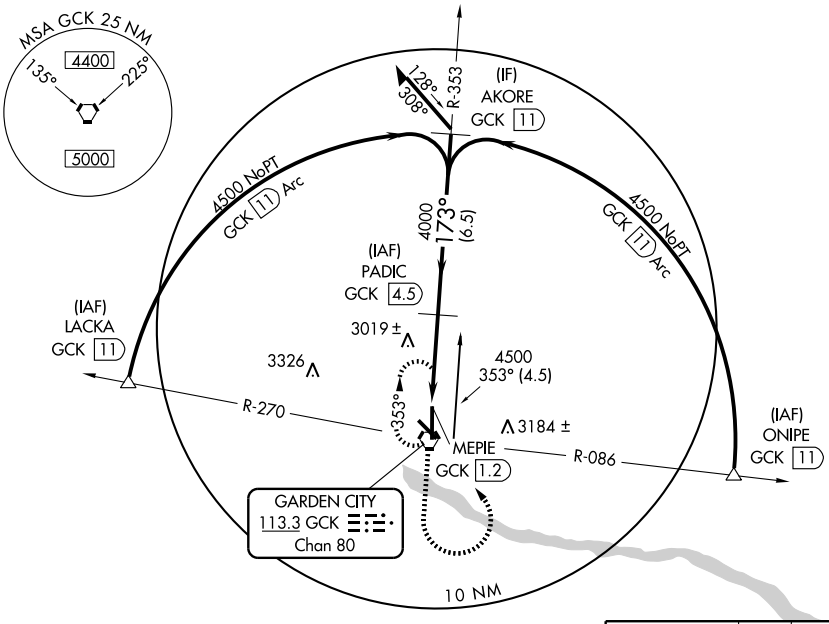
VOR/DME RWY 17

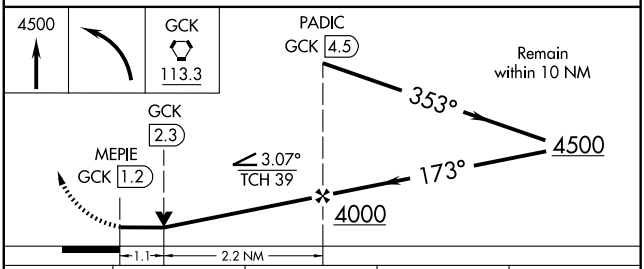
GARDEN CITY RGNL (GCK)

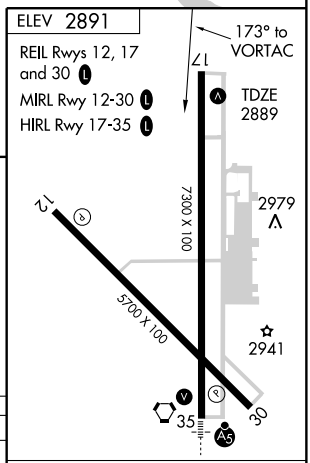
If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City altimeter setting.

MISSED APPROACH: Climb to 4500, then left turn direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-17	3280-1 391 (400-1)			3280-1¼ 391 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

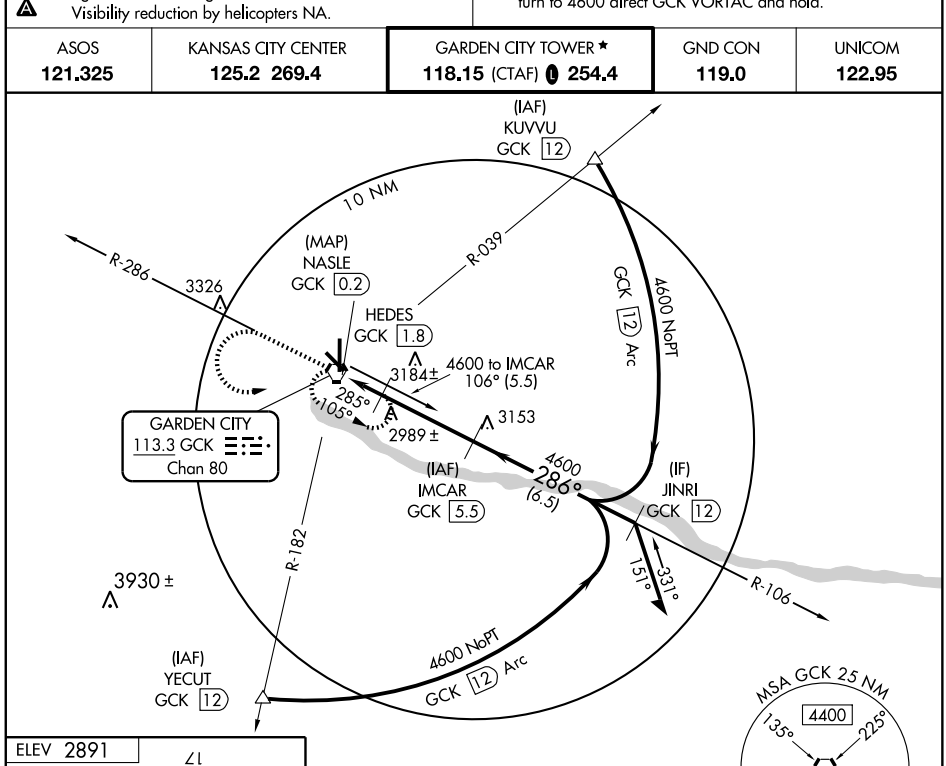
VORTAC GCK 113.3 Chan 80	APP CRS 286°	Rwy Idg 5700 TDZE 2885 Apt Elev 2891

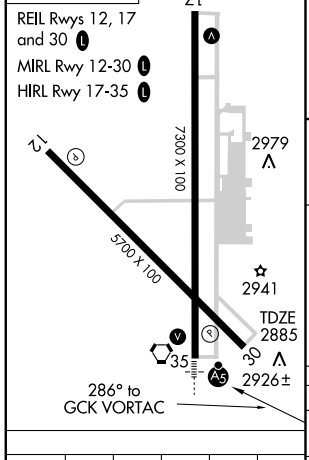
VOR/DME RWY 30
GARDEN CITY RGNL (GCK)

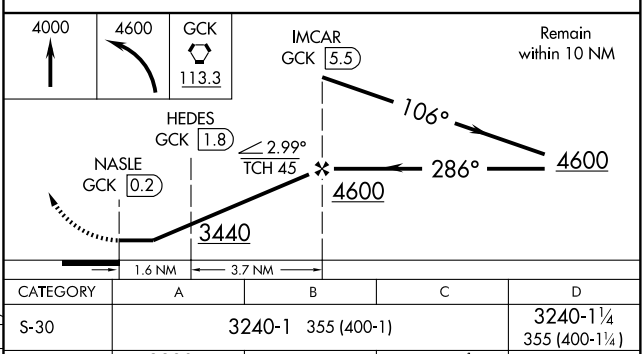
If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) Ⓛ 254.4	119.0	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-30	3240-1 355 (400-1)			3240-1¼ 355 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GCK 113.3 Chan 80	APP CRS 344°	Rwy Idg 7300 TDZE 2885 Apt Elev 2891

VOR/DME RWY 35

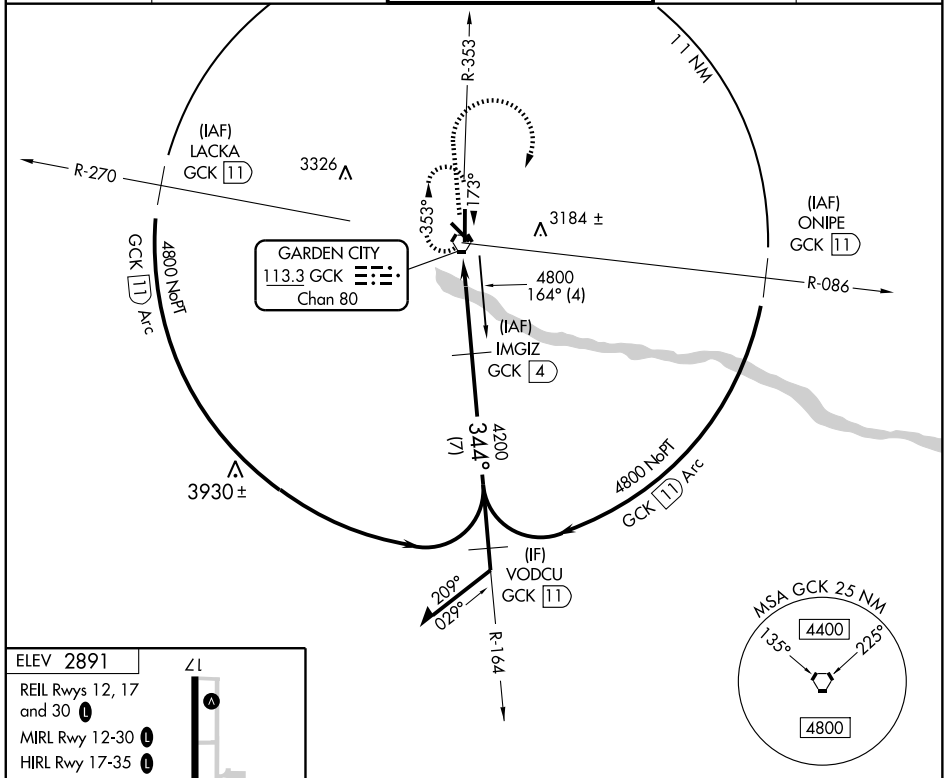
GARDEN CITY RGNL (GCK)

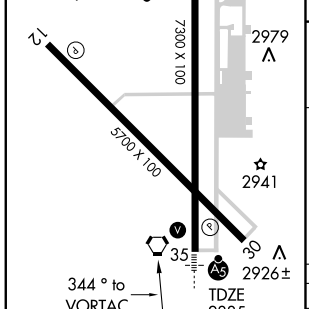
Inoperative table does not apply to S-35 Cat D visibility. If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl setting.

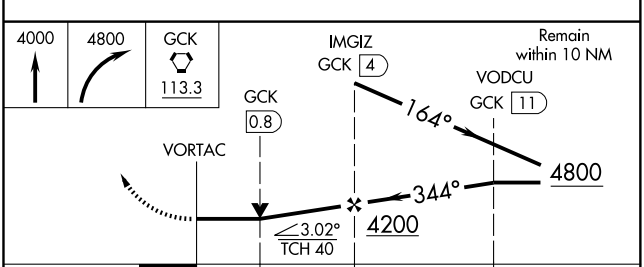
MALSR

MISSED APPROACH: Climb to 4000, then climbing right turn to 4800 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	3180-½ 295 (300-½)			3180-1 295 (300-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

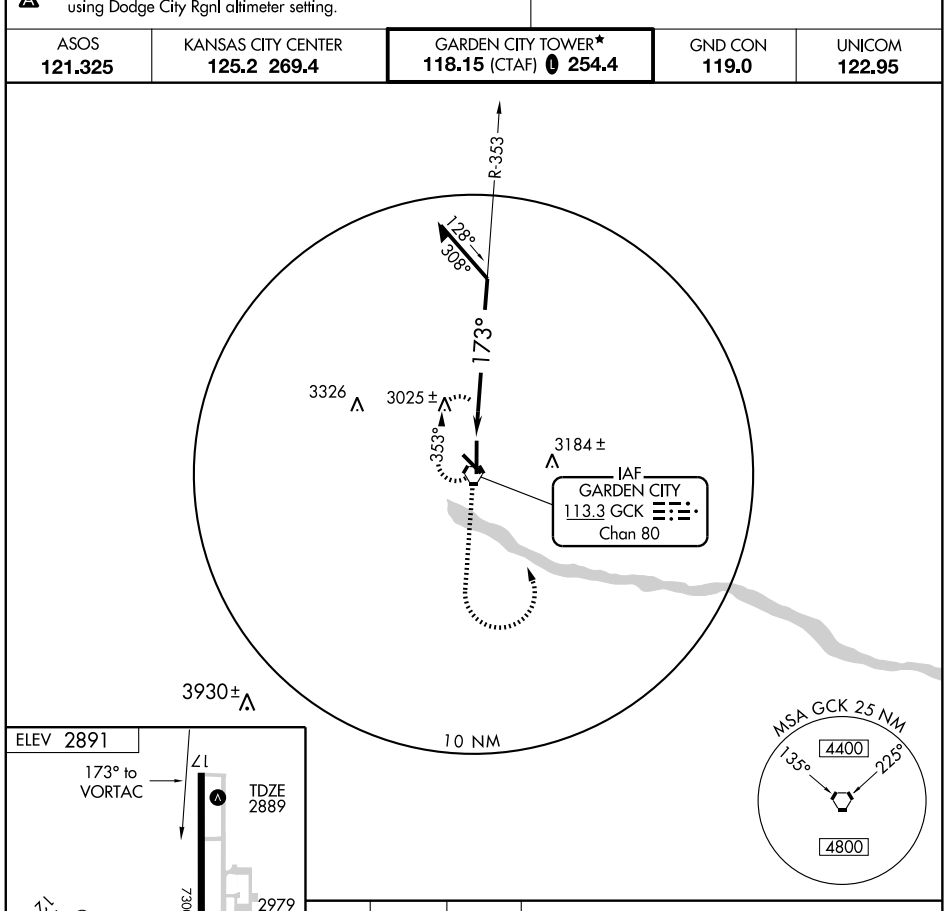
VORTAC GCK 113.3 Chan 80	APP CRS 173°	Rwy Idg 7300 TDZE 2889 Apt Elev 2891

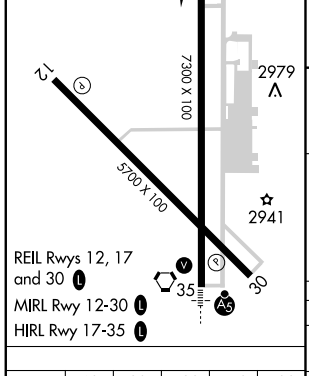
VOR RWY 17
GARDEN CITY RGNL (GCK)

If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl altimeter setting.

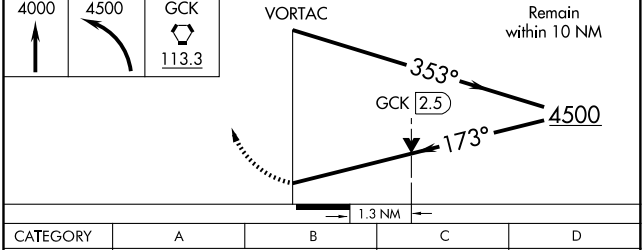
MISSED APPROACH: Climb to 4000, then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17	3340-1 451 (500-1)		3340-1¼ 451 (500-1¼)	3340-1½ 451 (500-1½)
CIRCLING	3340-1 449 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC GCK	APP CRS	Rwy Idg	7300
113.3	344°	TDZE	2884
Chan 80		Apt Elev	2890

VOR RWY 35

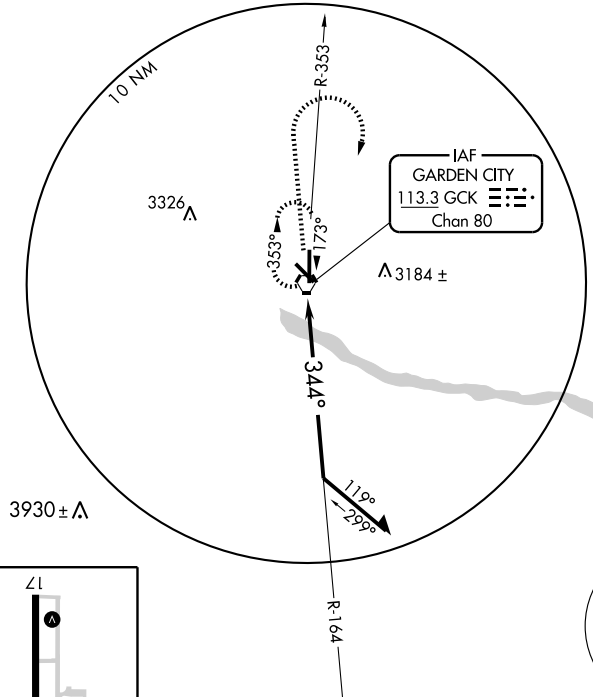
GARDEN CITY RGNL (GCK)

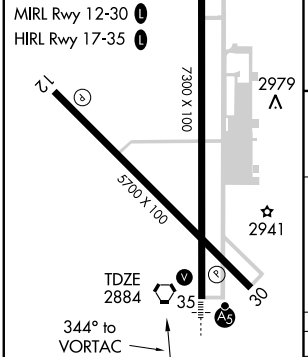
Cat. D S-35 visibility increased ¼ mile for inoperative MALSR.

MALSR

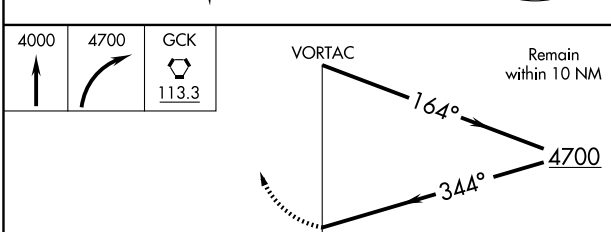
MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-35	3280-½ 396 (400-½)			3280-1 396 (400-1)
CIRCLING	3280-1 391 (400-1)	3340-1 451 (500-1)	3340-1½ 451 (500-1½)	3440-2 551 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

LOM IX	APP CRS	Rwy Idg	N/A
368	320°	TDZE	N/A
		Apt Elev	1042

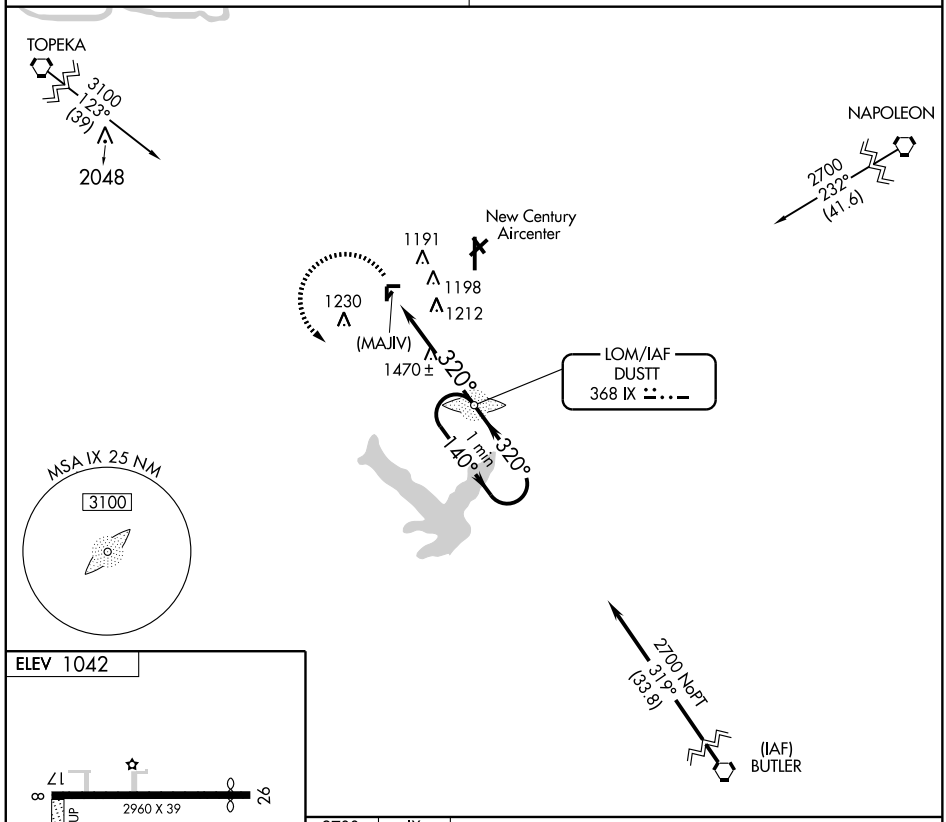
NDB or GPS-D
GARDNER MUNI (K34)

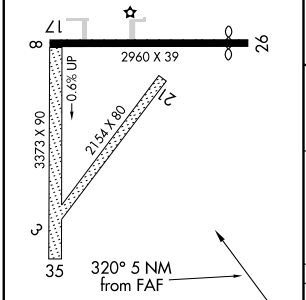
Use New Century Aircenter altimeter setting; if not received, use Charles B. Wheeler Downtown Airport altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2700 direct IX LOM and hold.

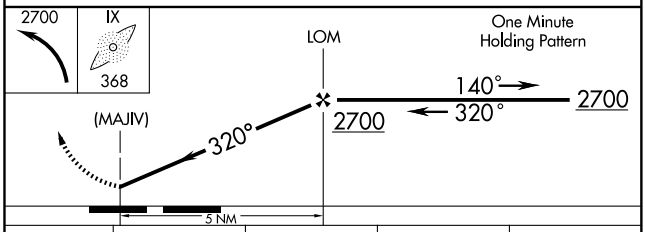
KANSAS CITY APP CON	UNICOM
118.9 294.7	122.8 (CTAF) L





LIRL Rwys 8-26 and 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

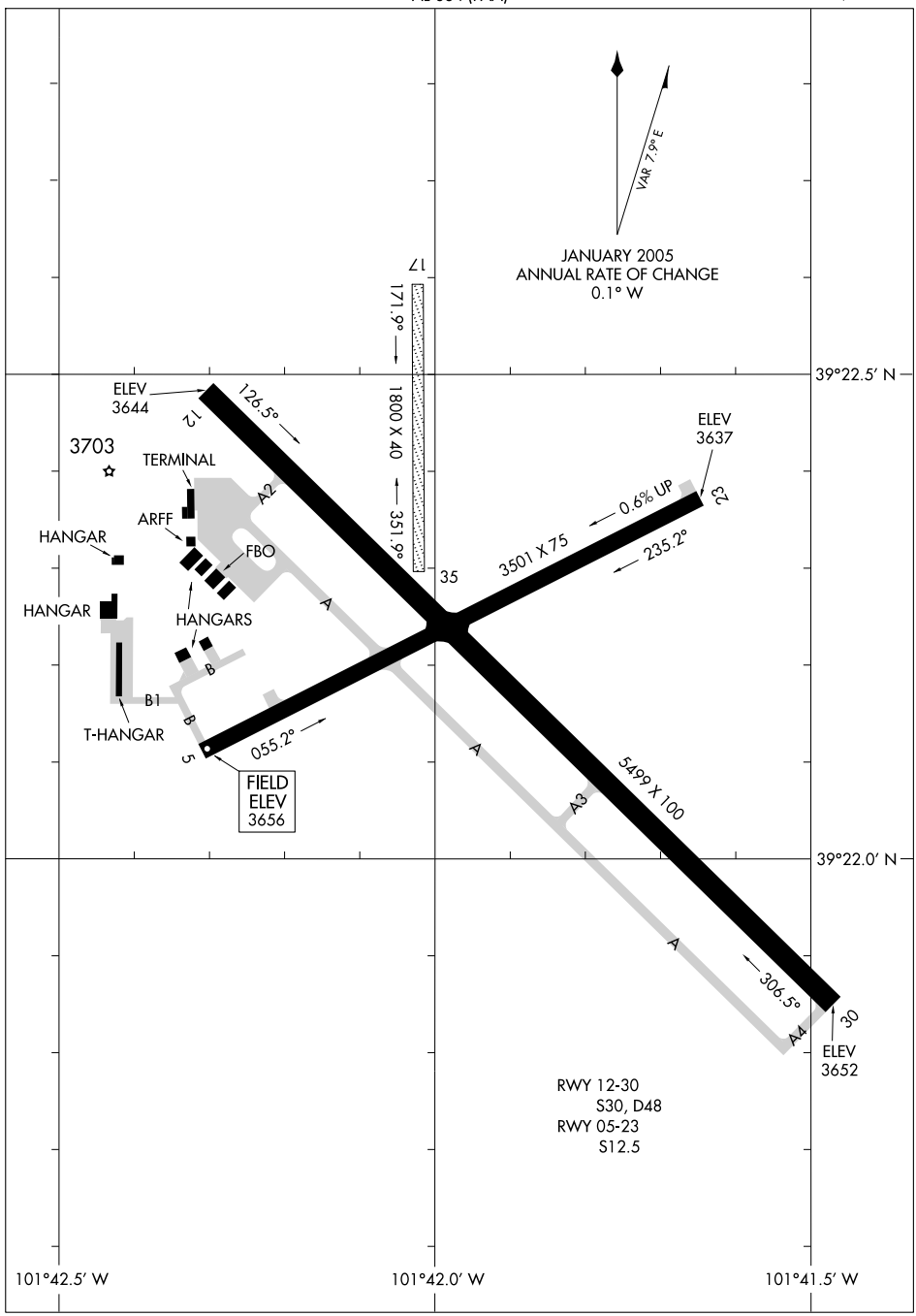


CATEGORY	A	B	C	D
CIRCLING	1540-1	498 (500-1)	1540-1½ 498 (500-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1640-1	598 (600-1)	1640-1½ 598 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)
AL-684 (FAA)
GOODLAND, KANSAS



RWY 12-30
S30, D48
RWY 05-23
S12.5

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GLD 108.9 Chan 26	APP CRS 305°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656

ILS or LOC RWY 30

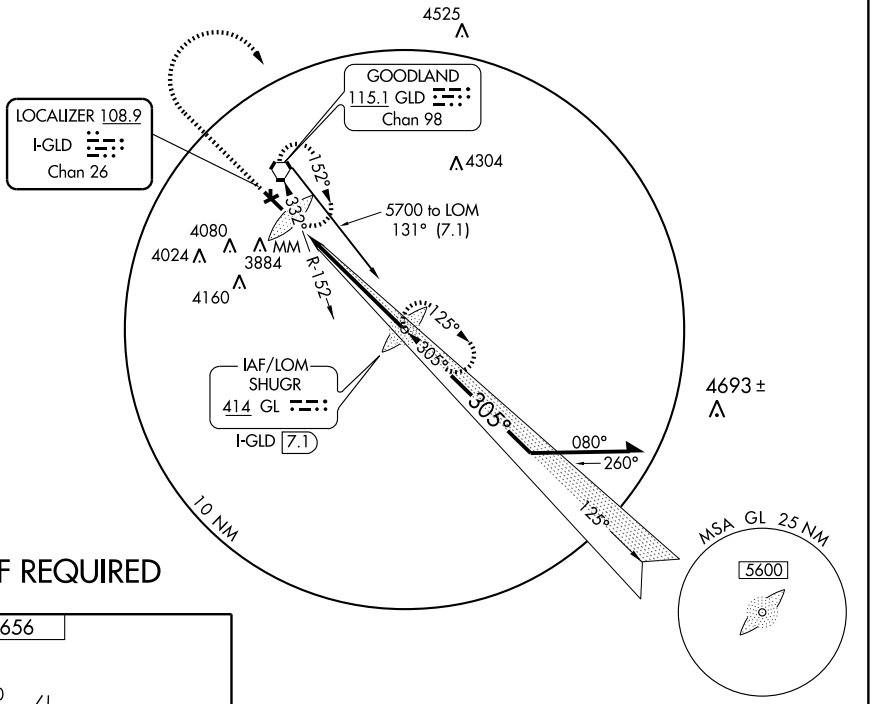
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

Circling not authorized south of runways 5 and 30. ADF required.

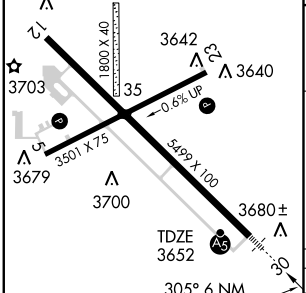
MALSR

MISSED APPROACH: Climb to 4500, then climbing right turn to 5700 direct SHUGR LOM and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L



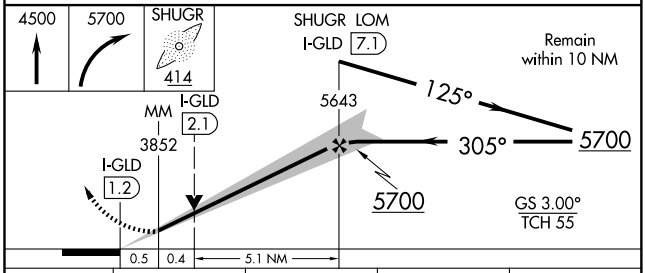
ADF REQUIRED



REIL Rwy 12 L

MIRL Rwy 5-23 and 12-30 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS-30	3852-½ 200 (200-½)		NA	
S-LOC-30	4020-½ 368 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5499
125°	TDZE	3646
	Apt Elev	3656

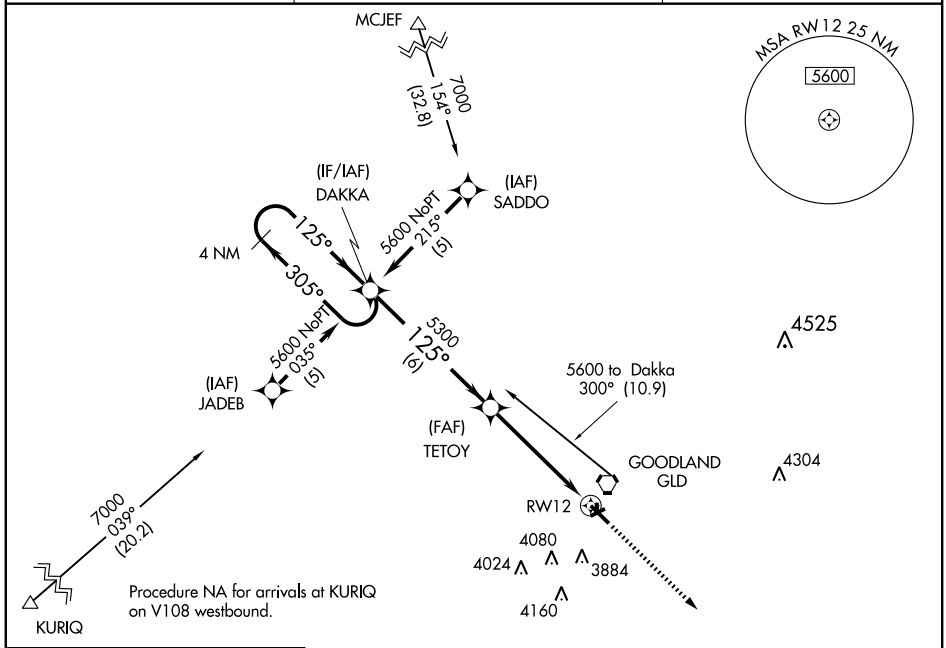
RNAV (GPS) RWY 12

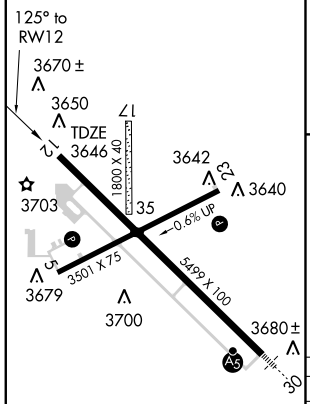
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling not authorized south of runways 5 and 30.

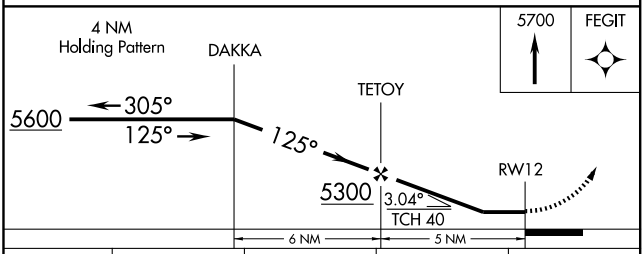
MISSED APPROACH: Climb to 5700 direct FEGIT WP and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





REIL Rwy 12 L
MIRL Rwy 5-23 and 12-30 L





CATEGORY	A	B	C	D
LNAV MDA	4080-1	434 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3501
234°	TDZE	3654
	Apt Elev	3656

RNAV (GPS) RWY 23

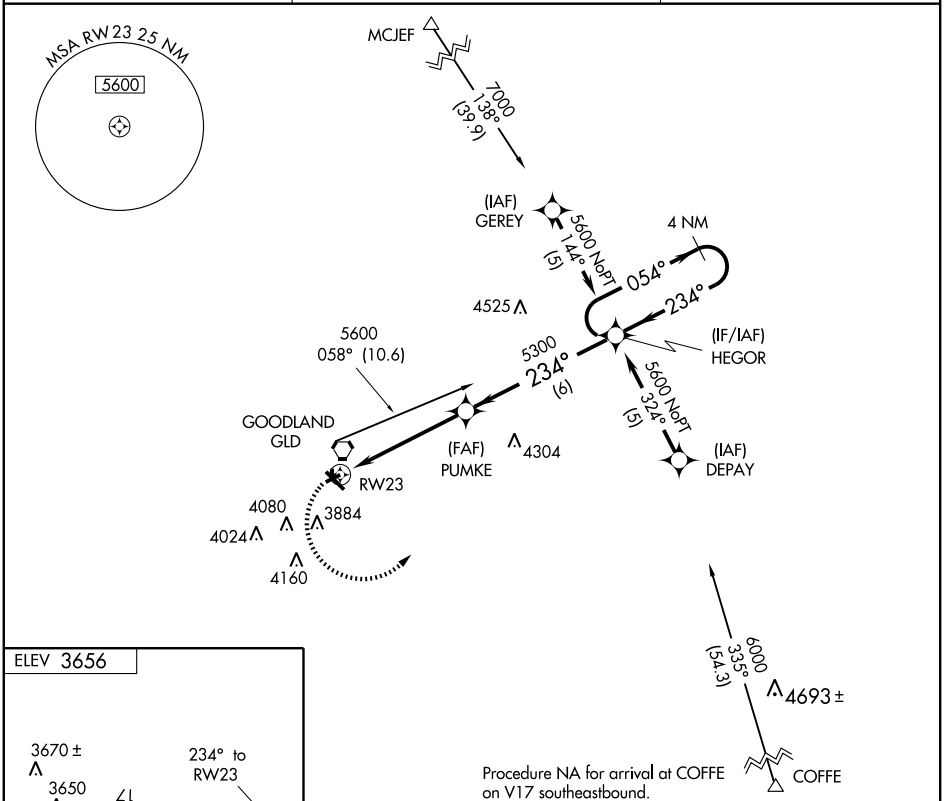
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

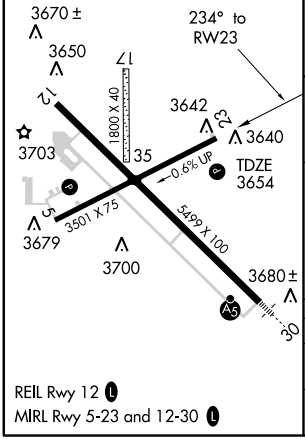
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling not authorized south of runways 5 and 30. Procedure NA at night.

NA

MISSED APPROACH: Climbing left turn to 5600 direct HEGOR WP and hold.

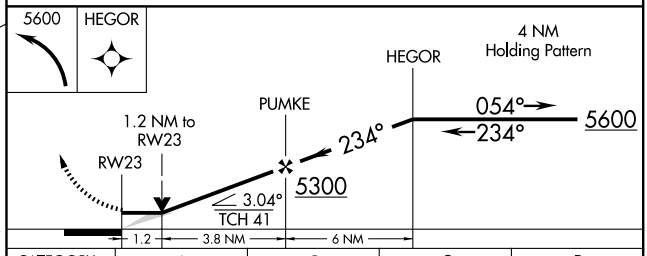
ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





REIL Rwy 12 L

MIRL Rwy 5-23 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	4060-1	406 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5499
305°	TDZE	3652
	Apt Elev	3656

RNAV (GPS) RWY 30

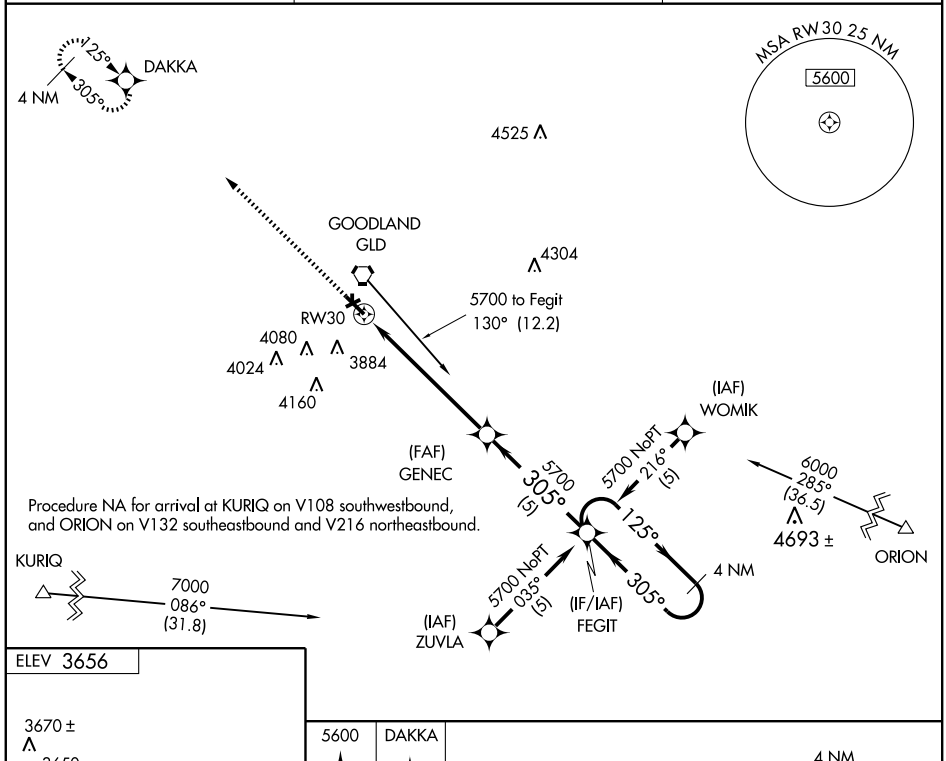
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

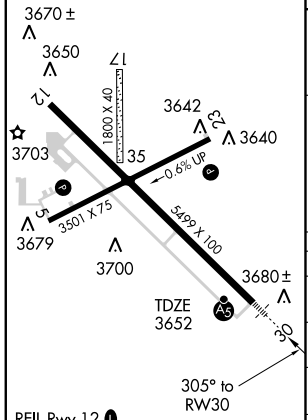
Circling not authorized south of runways 5 and 30. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -22°C (-7°F).

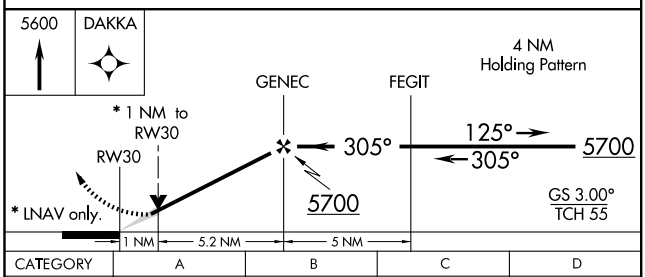
MALSR

MISSED APPROACH: Climb to 5600 direct DAKKA WP and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3940-½ 288 (300-½)		NA	
LNAV MDA	4020-½ 368 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GLD 115.1 Chan 98	APP CRS 330°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656

VOR/DME RWY 30

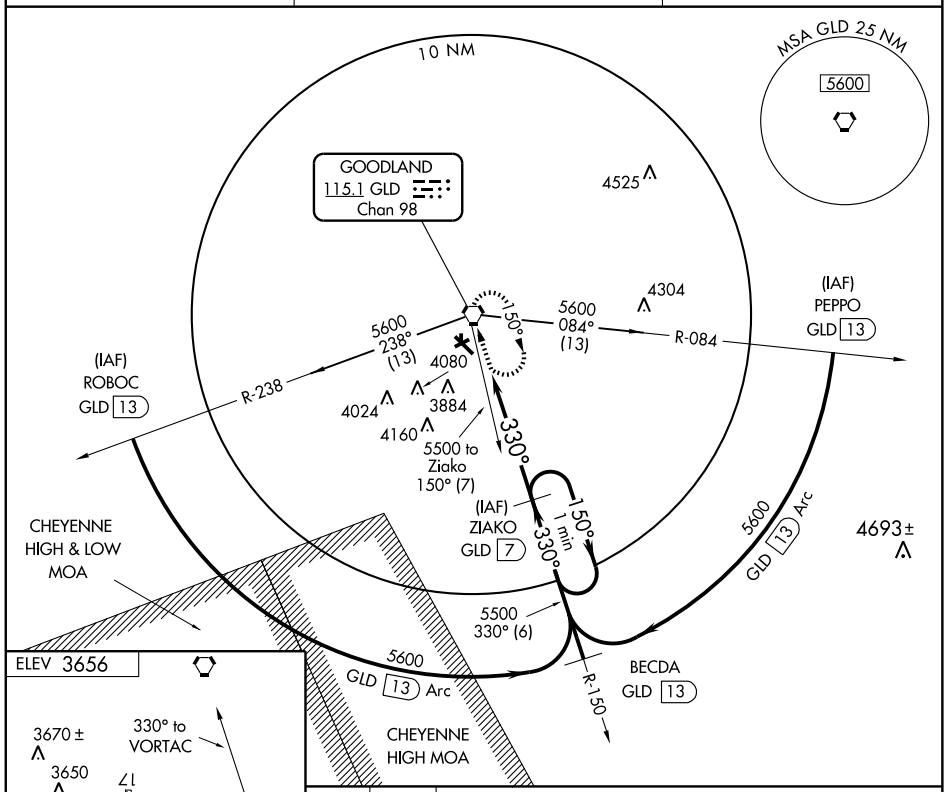
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

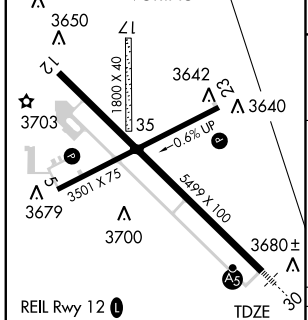
Circling not authorized south of runways 5 and 30.

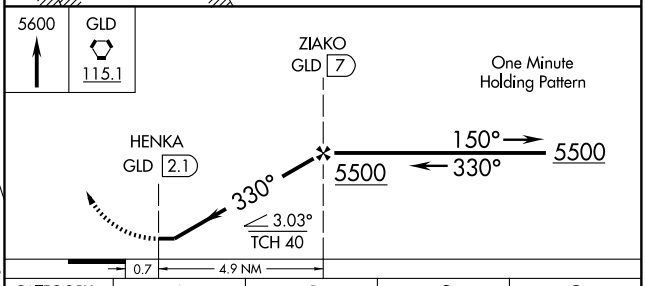
MALSR

MISSED APPROACH: Climb to 5600 direct GLD VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-30	4040-½ 388 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GLD 115.1 Chan 98	APP CRS 332°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656

VOR RWY 30

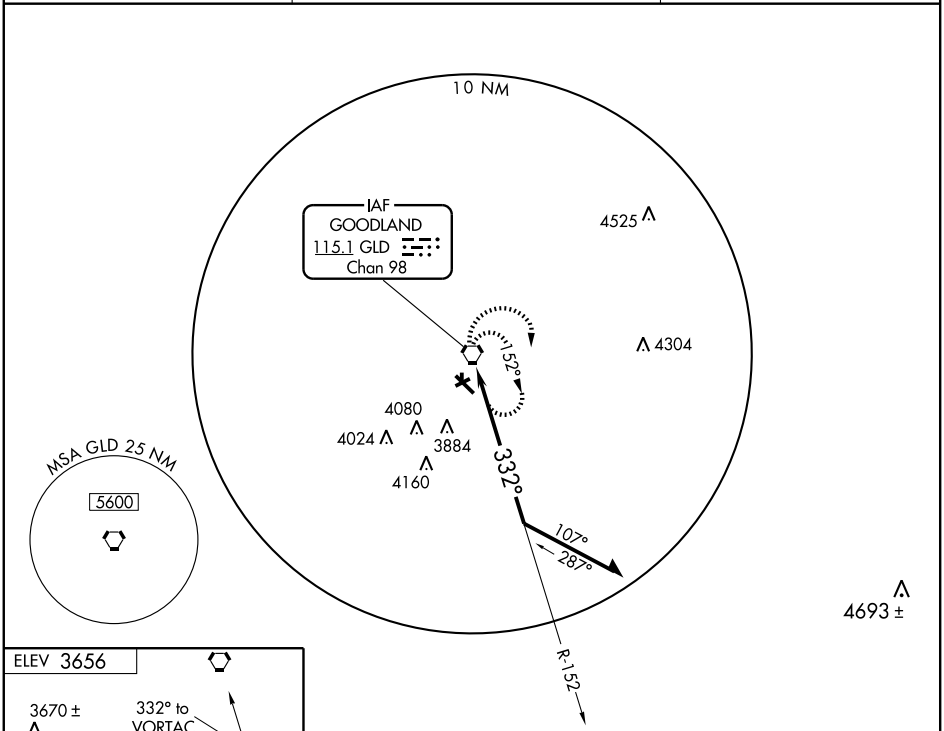
GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)

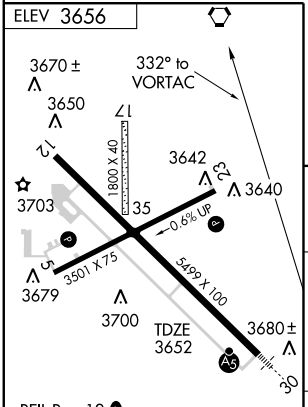
Circling not authorized south of runways 5 and 30.

MALSR

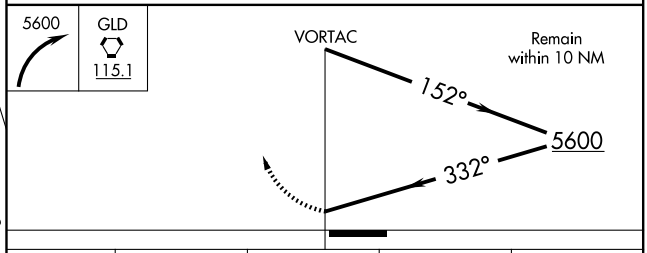
MISSED APPROACH: Climbing right turn to 5600 in GLD VORTAC holding pattern.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



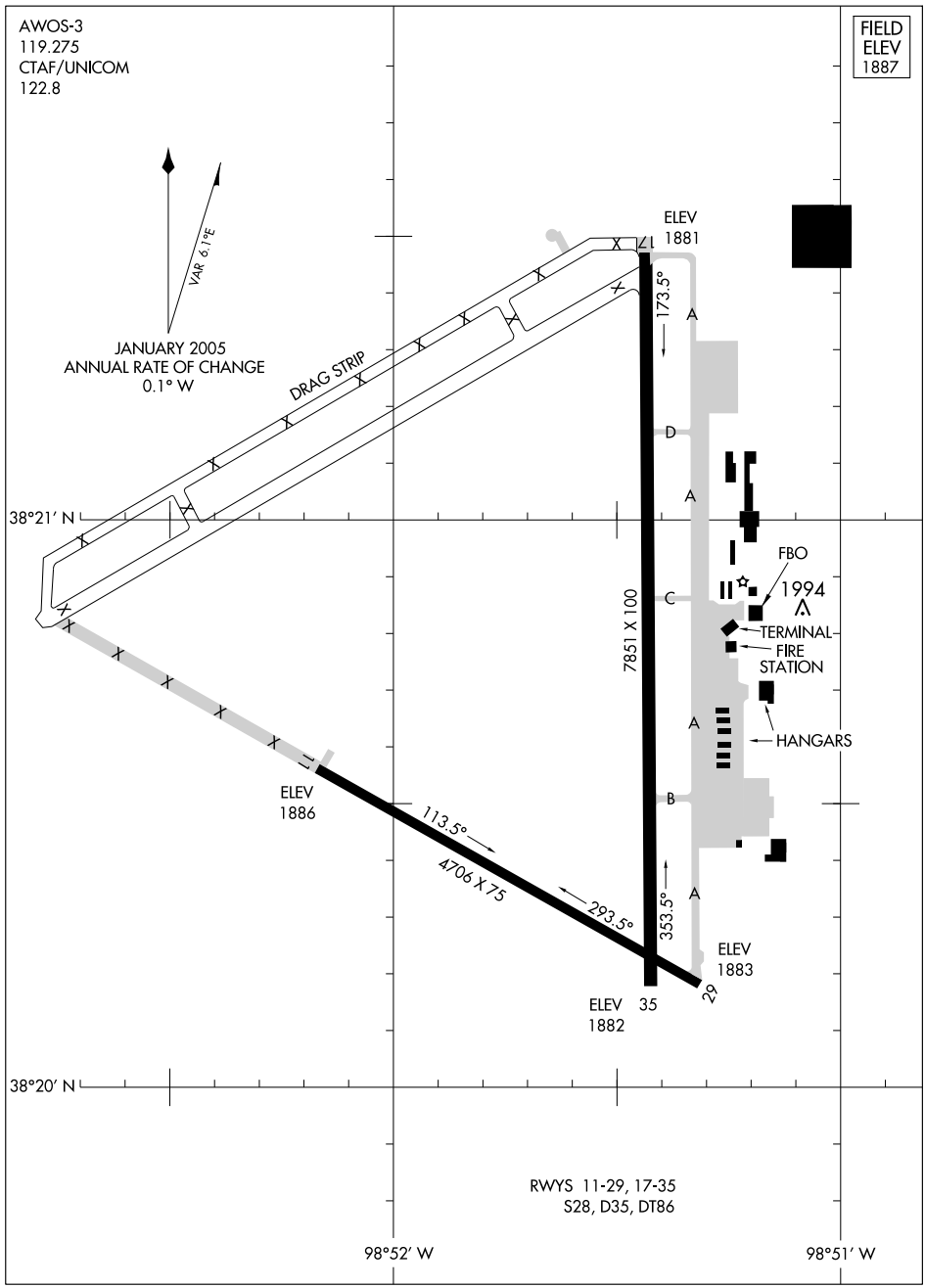
CATEGORY	A	B	C	D
S-30	4160-½ 508 (600-½)		NA	
CIRCLING	4160-1 504 (600-1)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-175 (FAA)

GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GBD	APP CRS	Rwy Idg	7851
111.9	352°	TDZE	1883
Chan 56		Apt Elev	1887

ILS OR LOC RWY 35

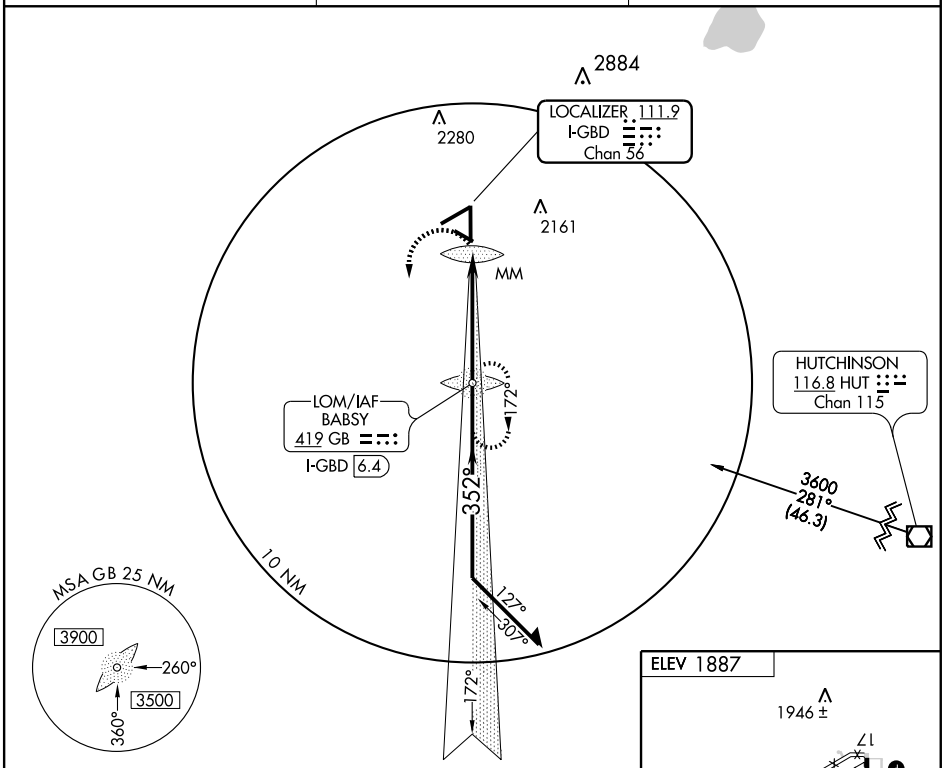
GREAT BEND MUNI (GBD)

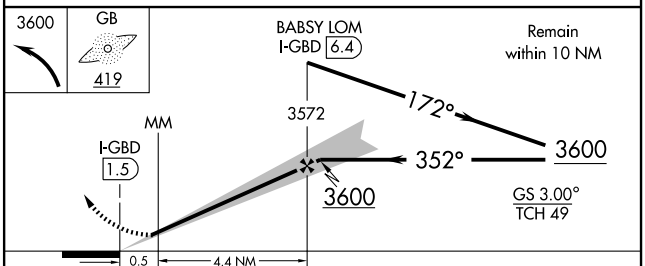
T
NA
AFD Required.

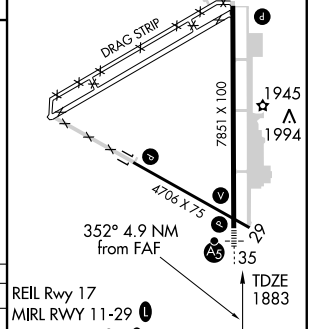
MALSR

MISSED APPROACH: Climbing left turn to 3600 direct GB LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 35	2083-½ 200 (200-½)			
S-LOC 35	2240-½ 357 (400-½)			2240-¾ 357 (400-¾)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2460-2 573 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2. 08 APR 2010 to 06 MAY 2010

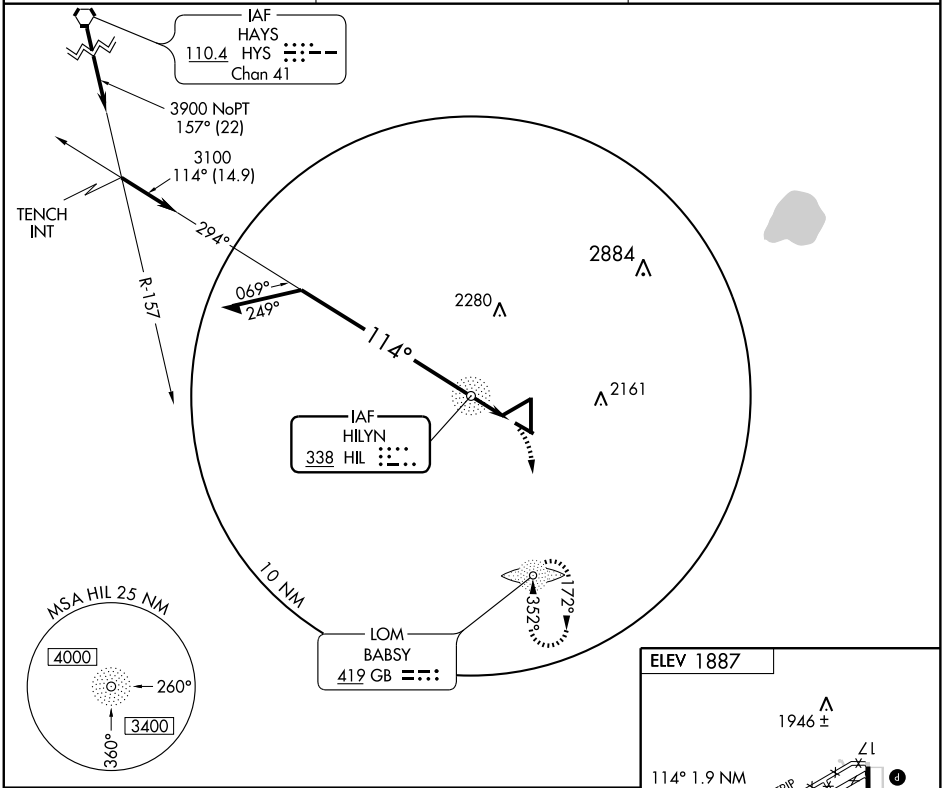
NDB HIL 308	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 1887

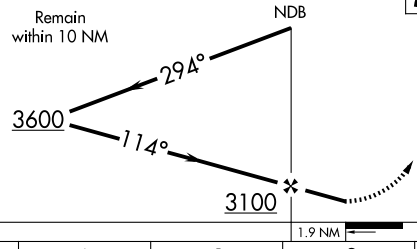
NDB-A

GREAT BEND MUNI (GBD)

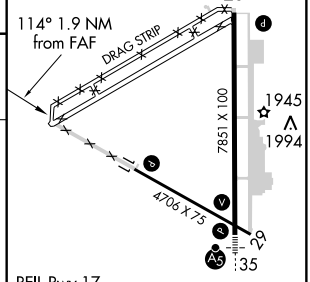
MISSED APPROACH: Climbing right turn to 3500 direct BABSY LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L





3500 GB 419



CATEGORY	A	B	C	D
CIRCLING	2360-1 473 (500-1)	2360-1 473 (500-1)	2360-1½ 473 (500-1½)	2500-2 613 (700-2)

FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NC-2. 08 APR 2010 to 06 MAY 2010

LOM GB	APP CRS	Rwy Idg	7851
419	351°	TDZE	1883
		Apt Elev	1887

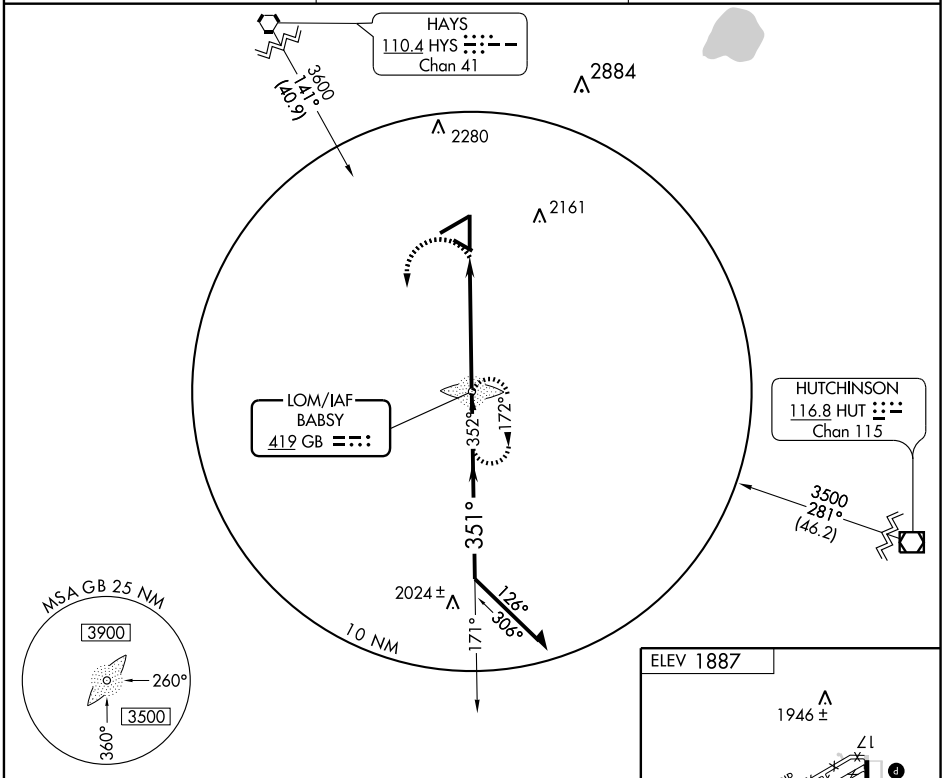
NDB RWY 35
GREAT BEND MUNI (GBD)

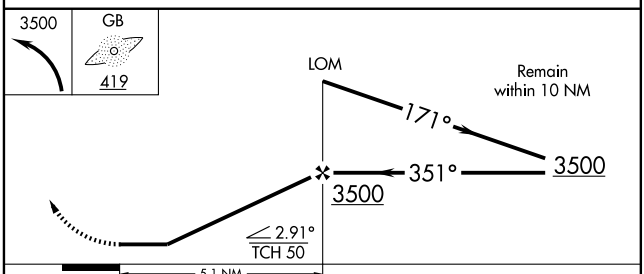
When local altimeter setting not received use Russell Muni altimeter setting and increase all MDA 80 feet and increase S-35 Cat C/D and circling Cat D visibility ¼ mile.

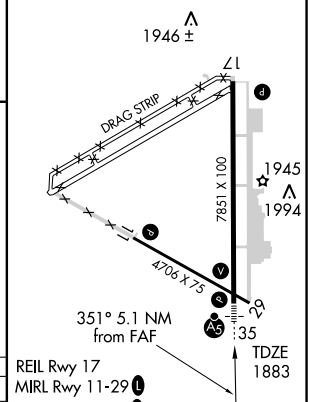
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct GB LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2340-¾ 457 (500-¾)			2340-1¼ 457 (500-1¼)
CIRCLING	2340-1 453 (500-1)		2340-1½ 453 (500-1½)	2500-2 613 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 65710 W35A	APP CRS 352°	Rwy Idg 7851 TDZE 1883 Apt Elev 1887

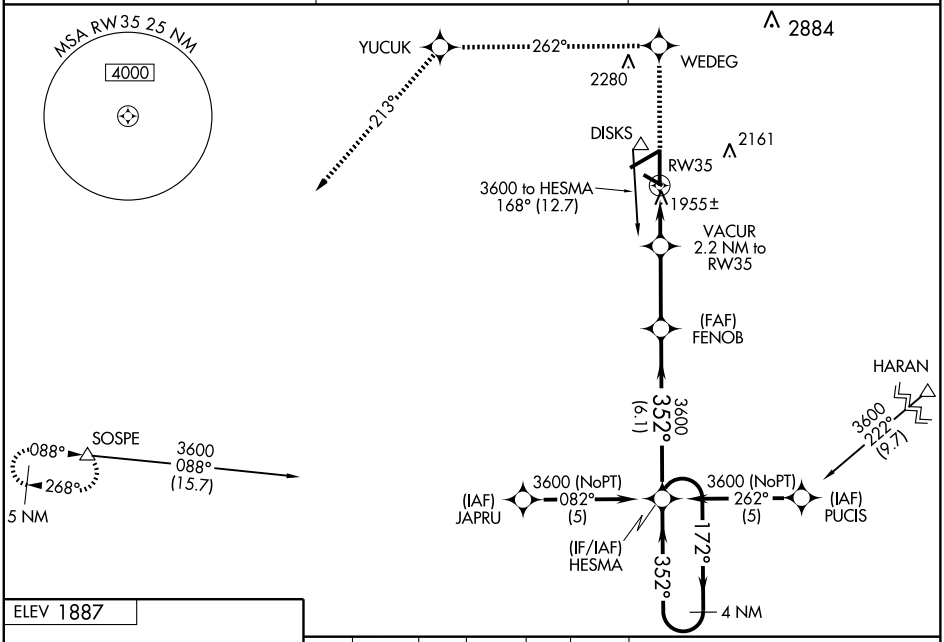
RNAV (GPS) RWY 35
GREAT BEND MUNI (GBD)

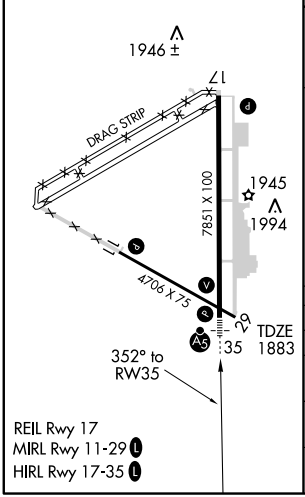
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0.0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat D visibility ¼ mile.
For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inoperative table does not apply to LNAV Cat D.

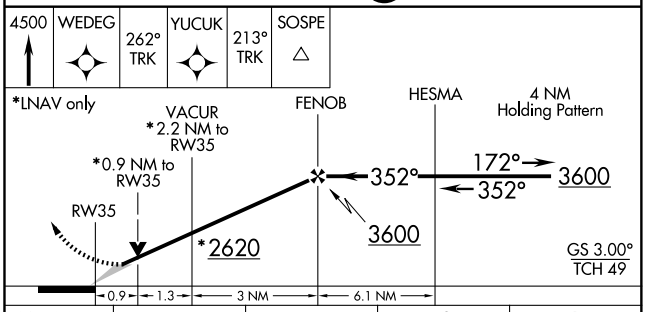
MALSR

MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2171-½ 288 (300-½)			
LNAV/VNAV DA	2222-¾ 339 (400-¾)			
LNAV MDA	2220-½ 337 (400-½)			2220-1 337 (400-1)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2500-2 613 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ANY	APP CRS	Rwy Idg	N/A
112.9	033°	TDZE	N/A
Chan 76		Apt Elev	1427

VOR or GPS-B

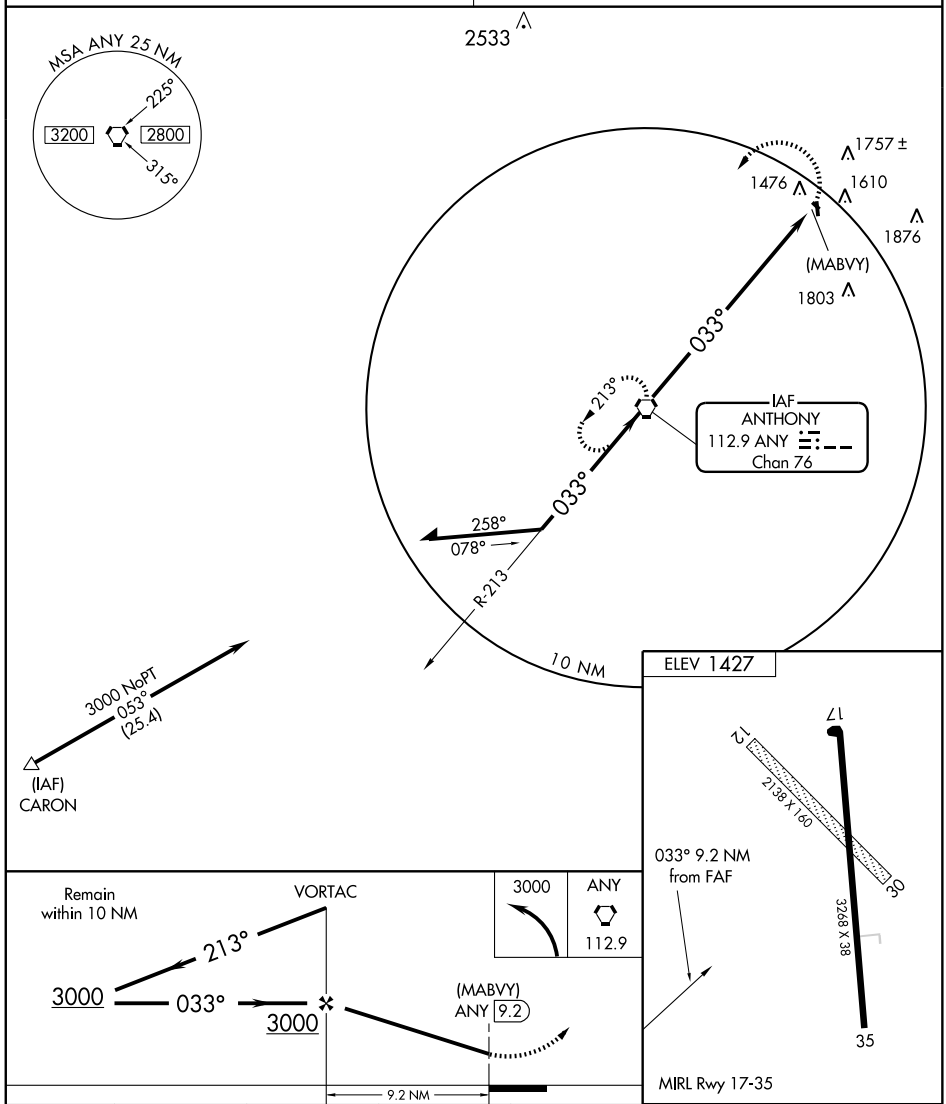
HARPER MUNI (8K2)

NA

Use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ANY VORTAC and hold

KANSAS CITY CENTER	CTAF
118.35 344.8	122.9



CATEGORY	A	B	C	D
CIRCLING	2060-1 633 (700-1)		2060-1¾ 633 (700-1¾)	NA

FAF to MAP 9.2 NM

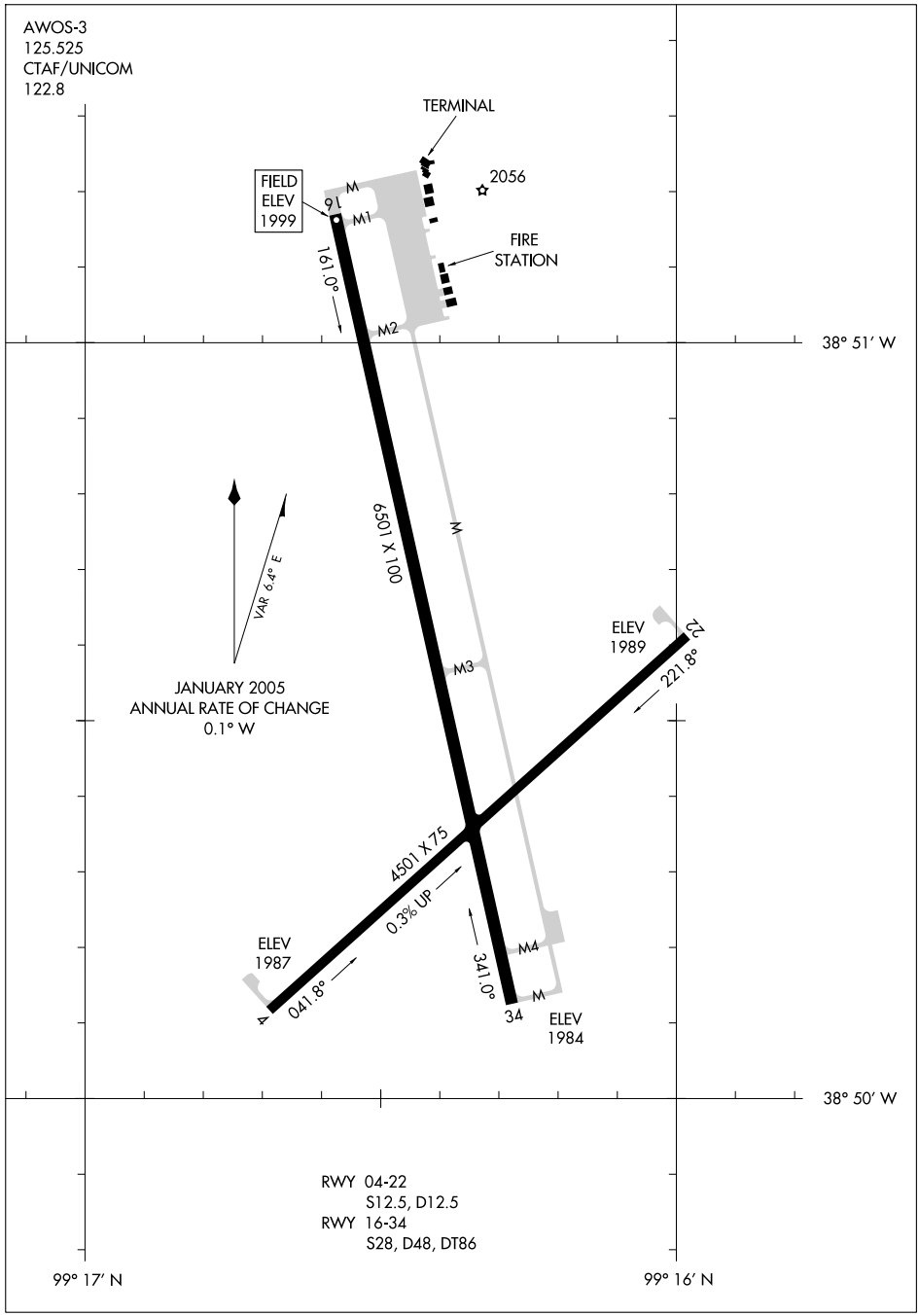
Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5440 (FAA)

HAYS RGNL (HYS)
HAYS, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

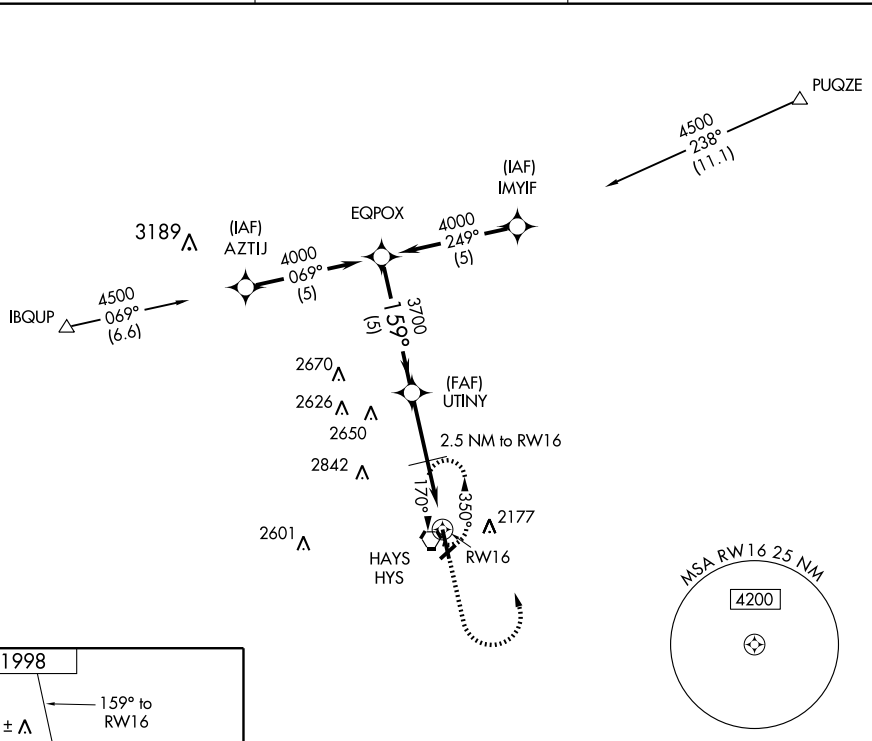
APP CRS	Rwy Idg	6500
159°	TDZE	1998
	Apt Elev	1998

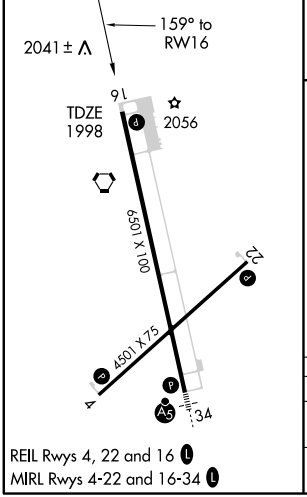
GPS RWY 16
HAYS RGNL (HYS)

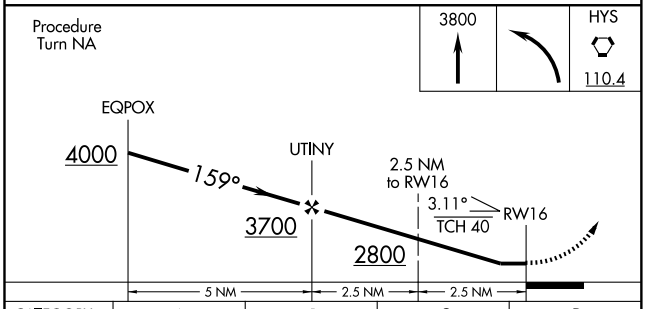
NA

MISSED APPROACH: Climb to 3800 then left turn direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	2440-1	442 (500-1)	2440-1¼ 442 (500-1¼)	2440-1½ 442 (500-1½)
CIRCLING	2440-1 442 (500-1)	2480-1 482 (500-1)	2480-1½ 482 (500-1½)	2560-2 562 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-HYS	APP CRS	Rwy Idg	6500
111.5	339°	TDZE	1993
		Apt Elev	1998

ILS or LOC RWY 34

HAYS RGNL (HYS)

ADF Required

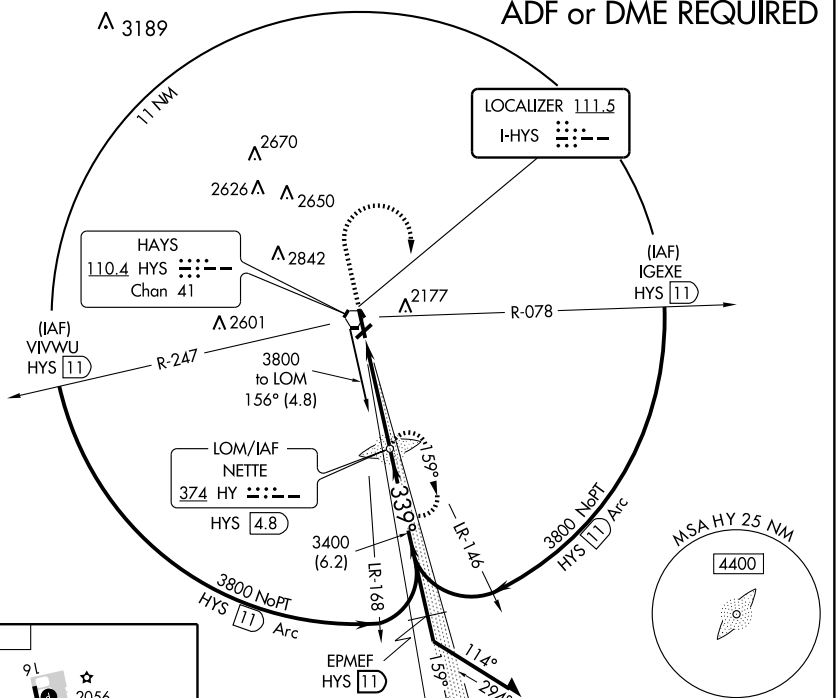
NA

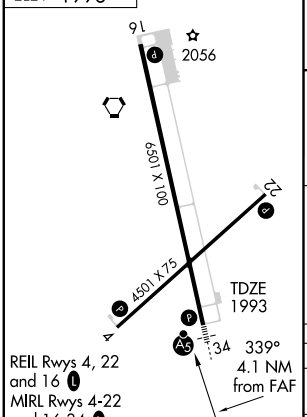
MALSR

MISSED APPROACH: Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L

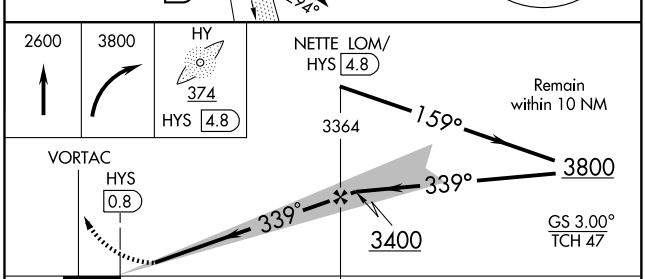
ADF or DME REQUIRED





FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 34	2193-½ 200 (200-½)			
S-LOC 34	2340-½ 347 (400-½)			2340-¾ 347 (400-¾)
CIRCLING	2360-1 362 (400-1)	2480-1 482 (500-1)	2480-1½ 482 (500-1½)	2560-2 562 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6500
339°	TDZE	1993
	Apt Elev	1998

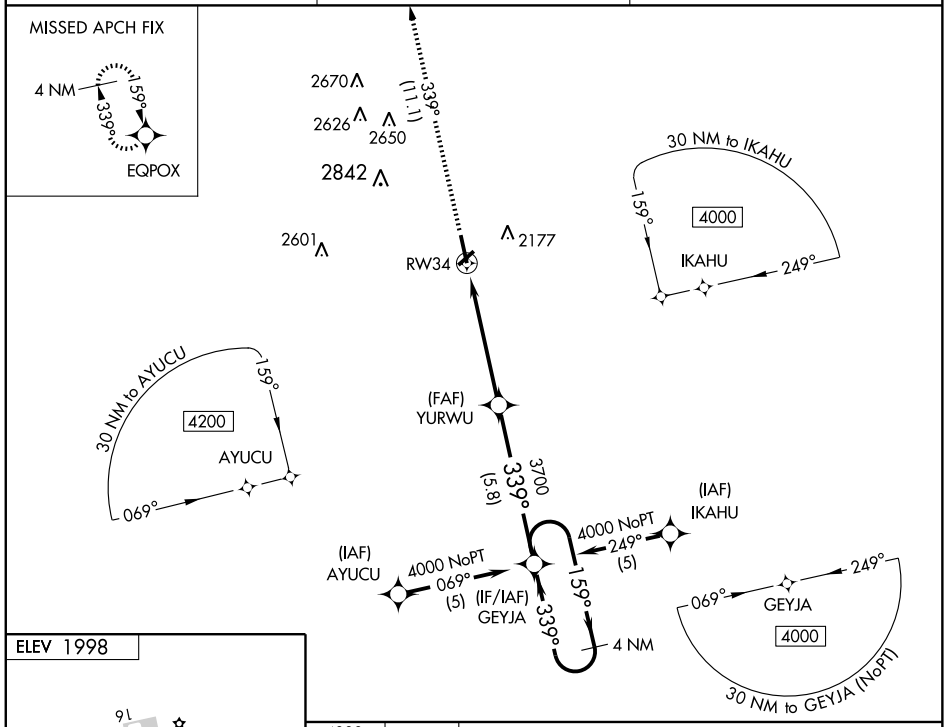
RNAV (GPS) RWY 34
HAYS RGNL (HYS)

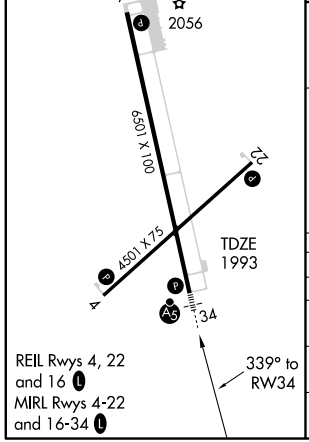
DME/DME RNP -0.3 NA
NA BARO-NAV NA below -18°C (0°F)
For inoperative MALSR increase LNAV Cat D visibility to 1¼.

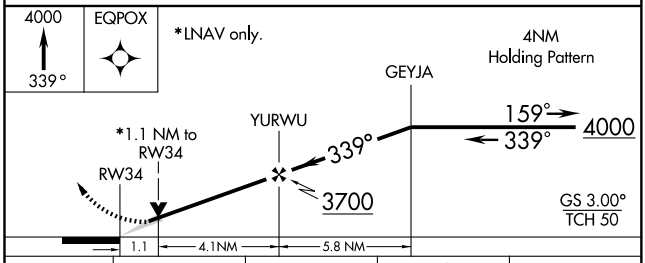
MALSR

MISSED APPROACH: Climb to 4000 via 339° course to EQPOX and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	2500-1¼ 507 (600-1¼)			
LNAV MDA	2380-½ 387 (400-½)			2380-1 387 (400-1)
CIRCLING	2440-1¾ 442 (500-1¾)	2480-1¾ 482 (500-1¾)		2560-2 562 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

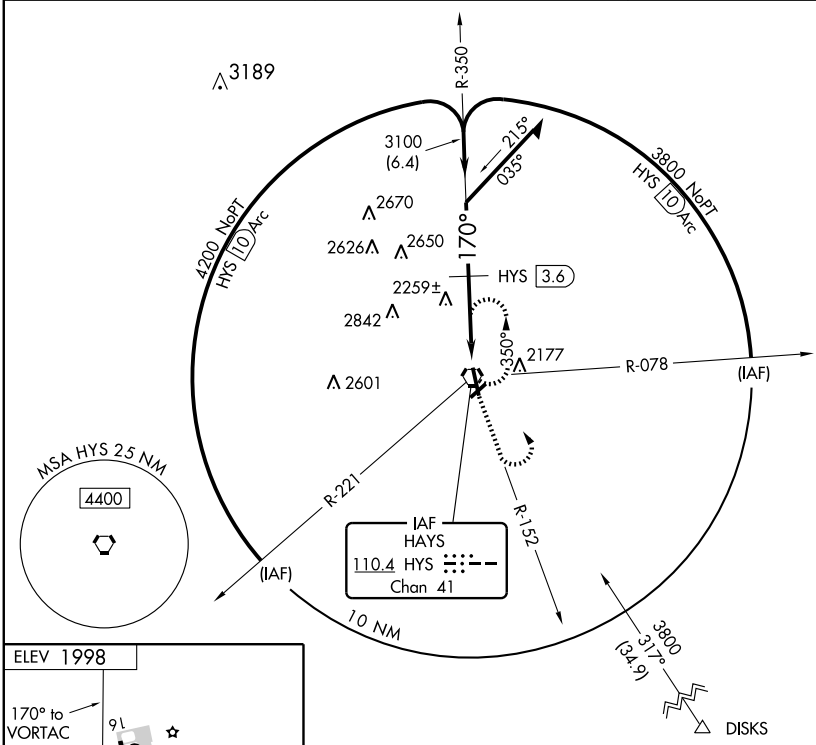
VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	170°	TDZE	1998
Chan 41		Apt Elev	1998

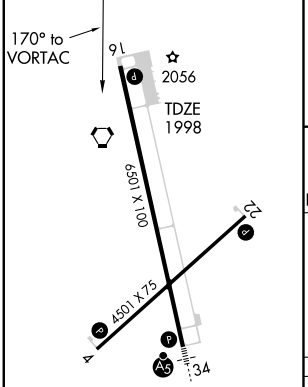
VOR/DME RWY 16

HAYS RGNL (HYS)

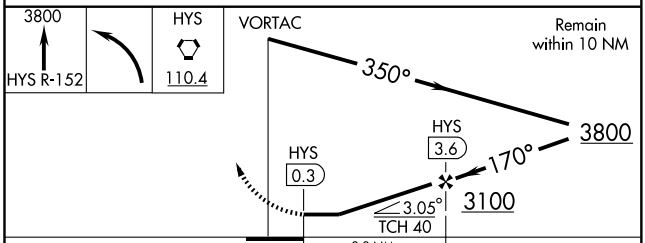
MISSED APPROACH: Climb to 3800 via HYS R-152 then left turn direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L





REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L



CATEGORY	A	B	C	D
S-16	2520-1	522 (600-1)	2520-1½ 522 (600-1½)	2520-1¾ 522 (600-1¾)
CIRCLING	2520-1	522 (600-1)	2520-1½ 522 (600-1½)	2600-2 602 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC HYS	APP CRS	Rwy ldg	6500
110.4	332°	TDZE	1993
Chan 41		Apt Elev	1998

VOR/DME RWY 34

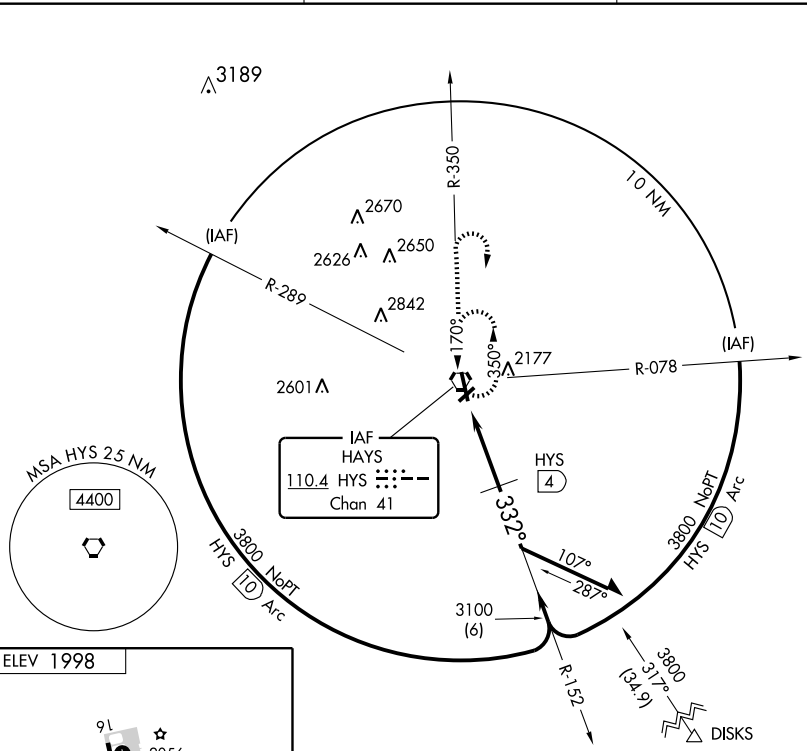
HAYS RGNL (HYS)

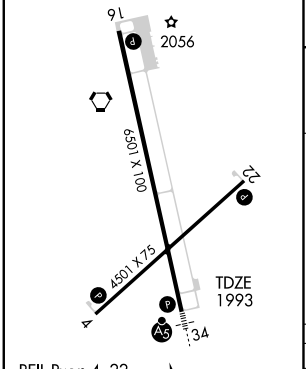
For inoperative MALSR, increase S-34 Cat D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L

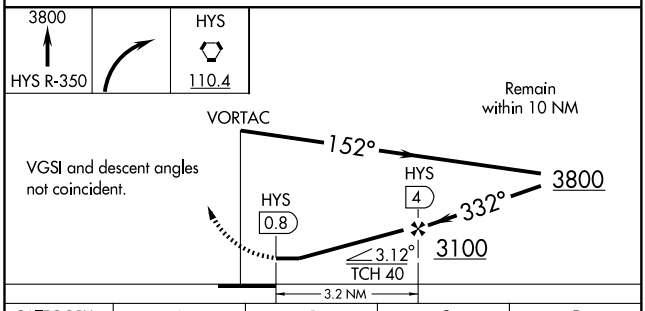




REIL Rwys 4, 22 and 16 L

MIRL Rwys 4-22 and 16-34 L

332° to VORTAC



CATEGORY	A	B	C	D
S-34	2380- ½ 387 (400-½)			2380-1 387 (400-1)
CIRCLING	2400-1 402 (500-1)	2480-1 482 (500-1)	2480-1½ 482 (500-1½)	2600-2 602 (700-2)

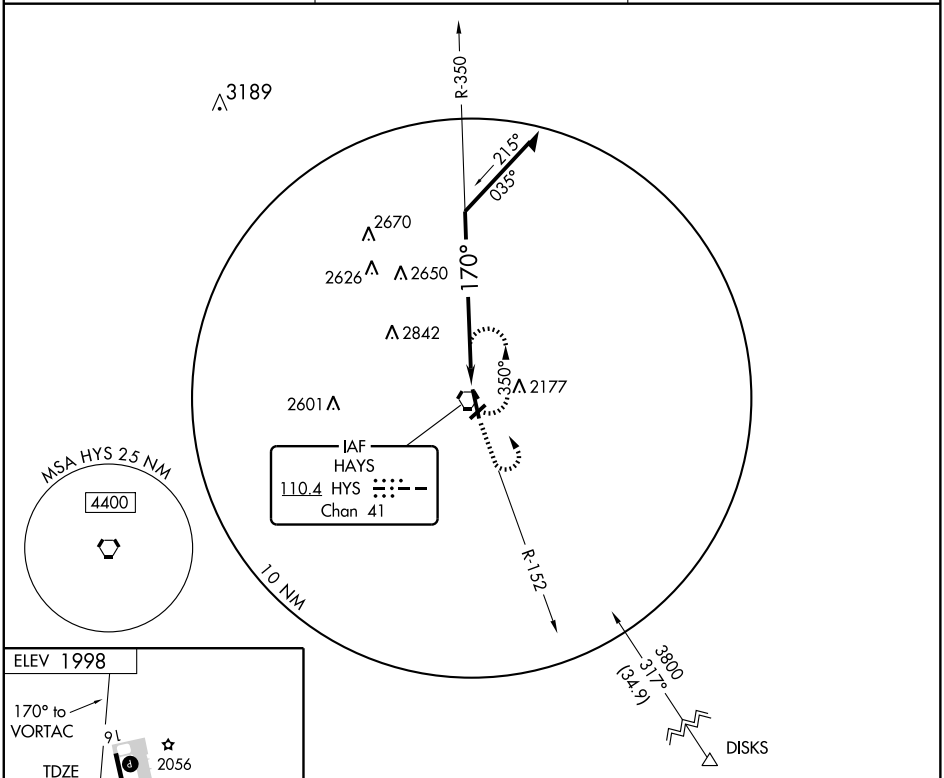
NC-2. 08 APR 2010 to 06 MAY 2010

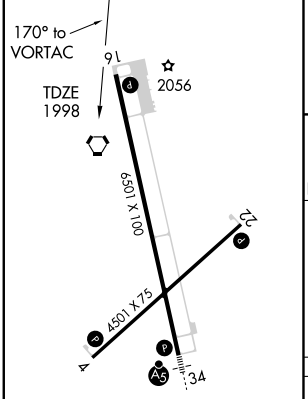
VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	170°	TDZE	1998
Chan 41		Apt Elev	1998

VOR RWY 16
HAYS RGNL (HYS)

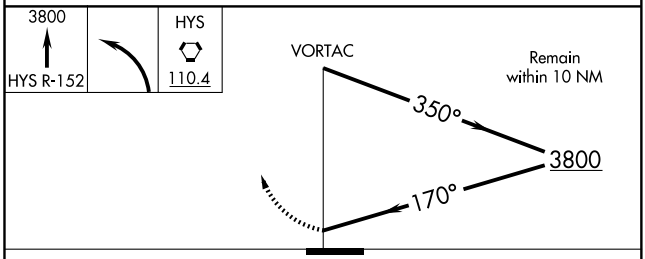
MISSED APPROACH: Climb to 3800 via HYS R-152 then left turn direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L





REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L



CATEGORY	A	B	C	D
S-16	2700-1	702 (800-1)	2700-2 702 (800-2)	2700-2¼ 702 (800-2¼)
CIRCLING	2700-1	702 (800-1)	2700-2 702 (800-2)	2700-2¼ 702 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

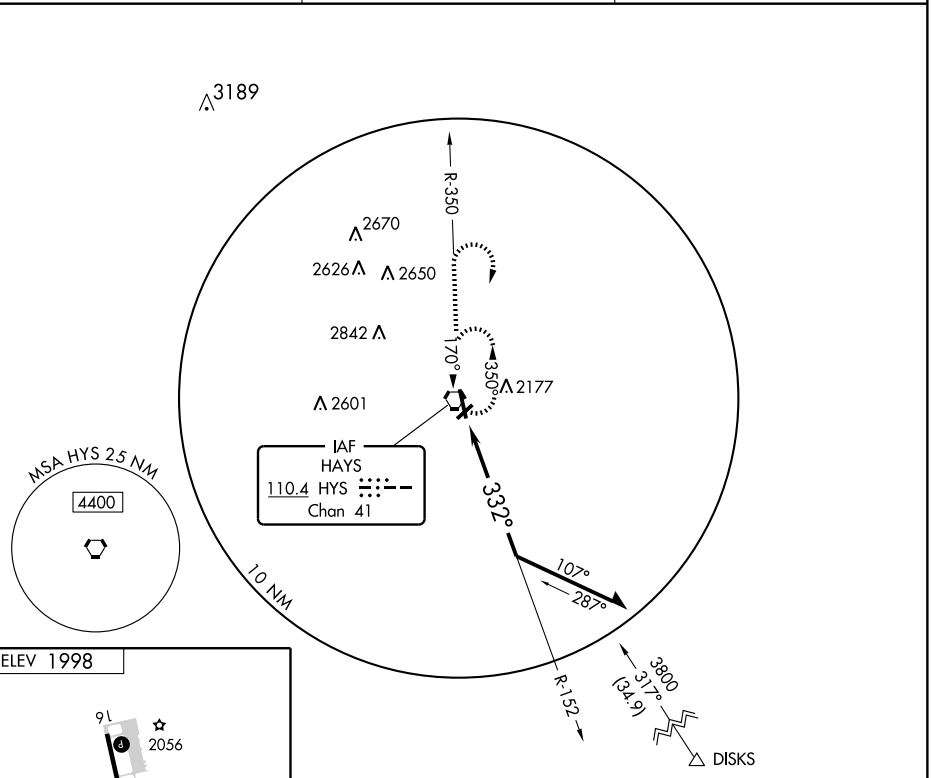
VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	332°	TDZE	1993
Chan 41		Apt Elev	1998

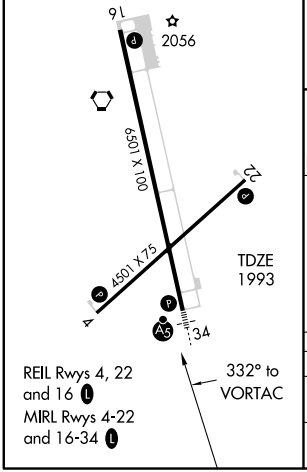
VOR RWY 34
HAYS RGNL (HYS)

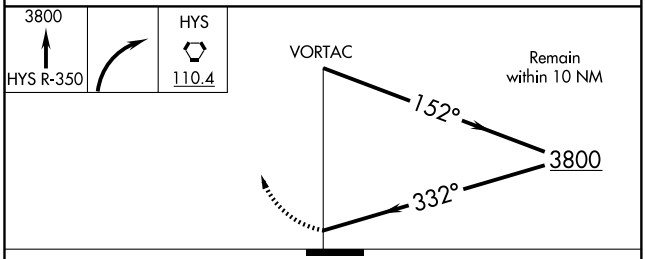
MALSR

MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	2480-½	487 (500-½)	2480-¾ 487 (500-¾)	2480-1 487 (500-1)
CIRCLING	2480-1	482 (500-1)	2480-1½ 482 (500-1½)	2600-2 602 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

NDB HRU	APP CRS	Rwy Idg	4184
407	184°	TDZE	1480
		Apt Elev	1480

NDB or GPS RWY 17

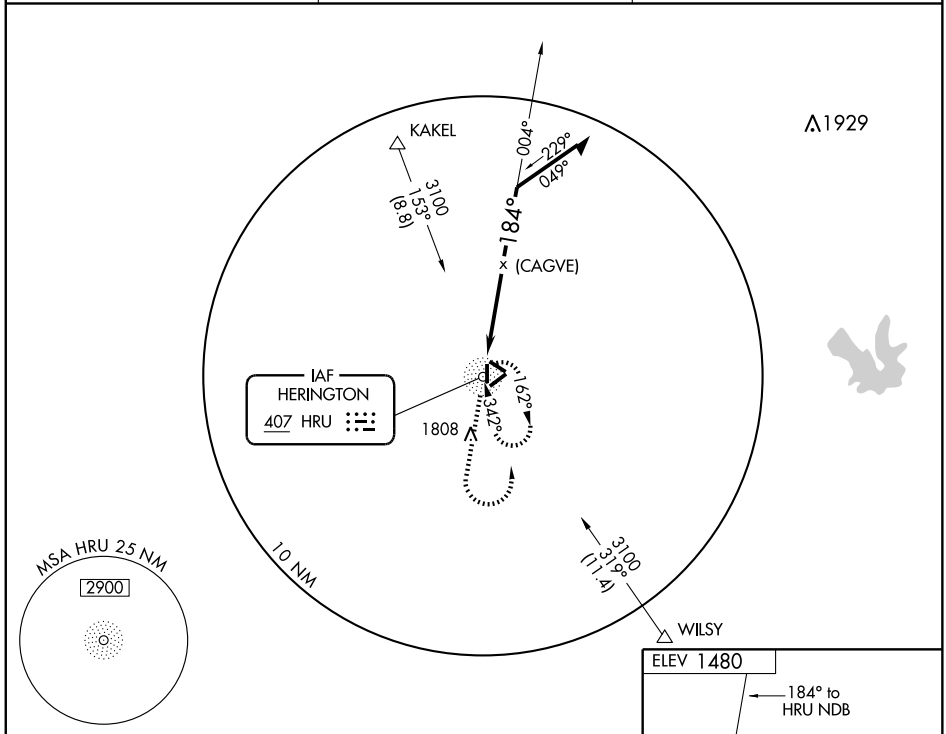
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3100 then left turn direct HRU NDB and hold.

KANSAS CITY CENTER	UNICOM	CTAF
127.35 257.975	122.8	122.9 L



CATEGORY	A	B	C	D
S-17	2100-1	620 (700-1)	2100-1¾ 620 (700-1¾)	2100-2 620 (700-2)
CIRCLING	2100-1	620 (700-1)	2100-1¾ 620 (700-1¾)	2240-2½ 760 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

NDB HRU	APP CRS	Rwy Idg	4184
407	342°	TDZE	1480
		Apt Elev	1480

NDB or GPS RWY 35

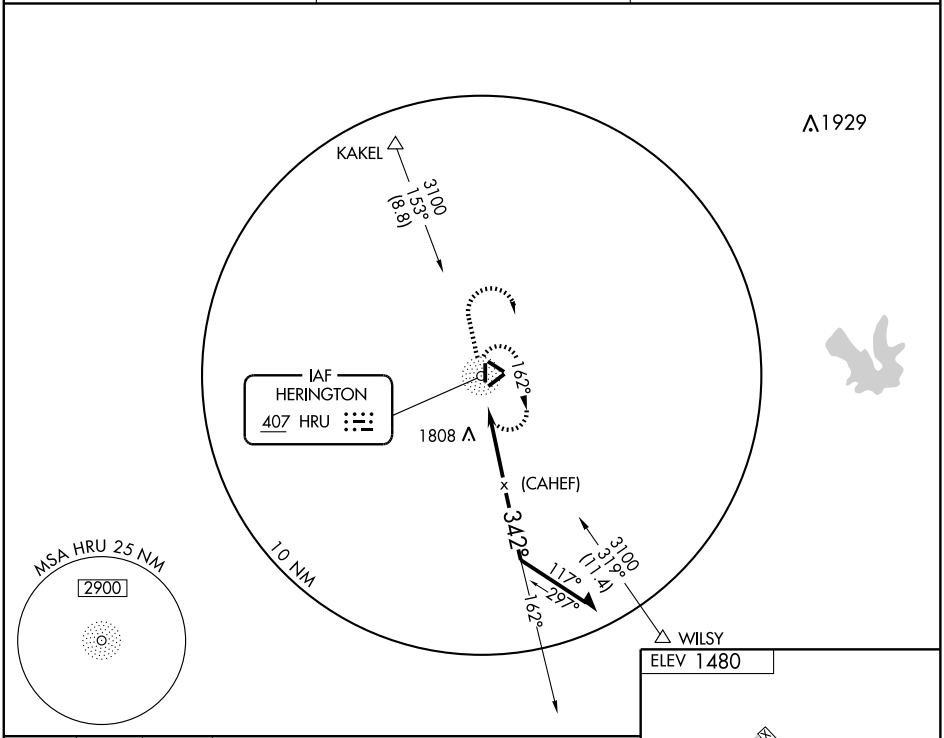
HERINGTON RGNL (HRU)

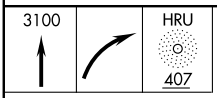
Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 40 feet.

⚠ NA

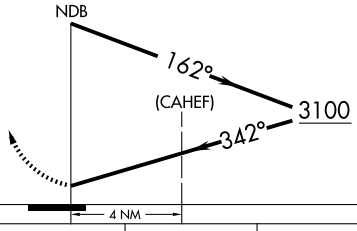
MISSED APPROACH: Climb to 3100 then right turn direct HRU NDB and hold.

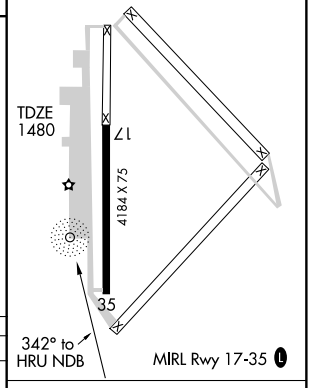
KANSAS CITY CENTER	UNICOM	CTAF
127.35 257.975	122.8	122.9 L





Remain within 10 NM





CATEGORY	A	B	C	D
S-35	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)
CIRCLING	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
172°	TDZE	2238
	Apt Elev	2238

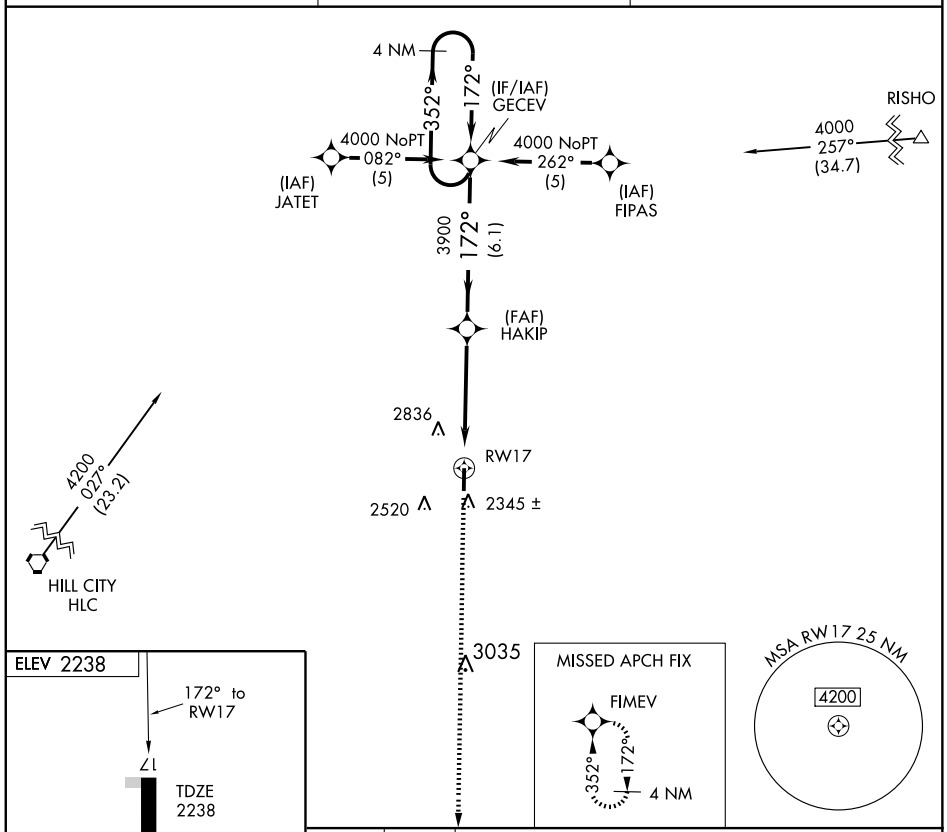
RNAV (GPS) RWY 17

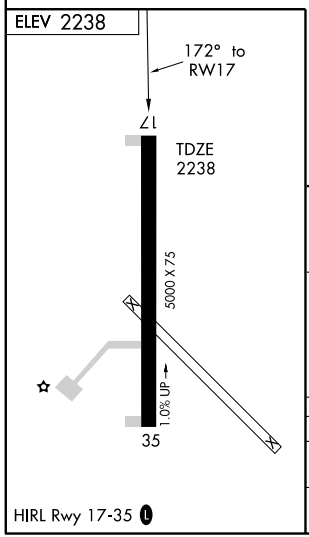
HILL CITY MUNI (HLC)

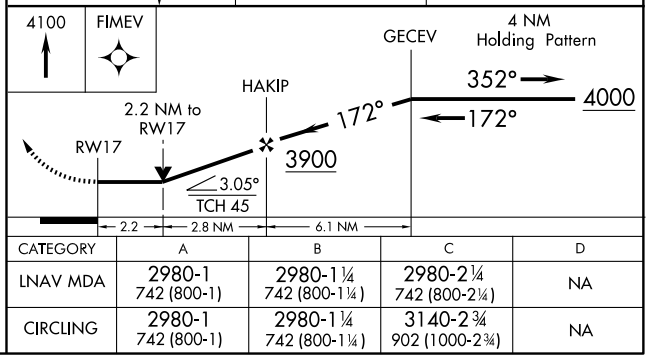
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.
▲ VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4100 direct FIMEV and hold.

ASOS	WICHITA RADIO	CTAF
118.425	122.65	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	2980-2¼ 742 (800-2¼)	NA
CIRCLING	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	3140-2¾ 902 (1000-2¾)	NA

HIRL Rwy 17-35 (L)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
352°	TDZE	2223
	Apt Elev	2238

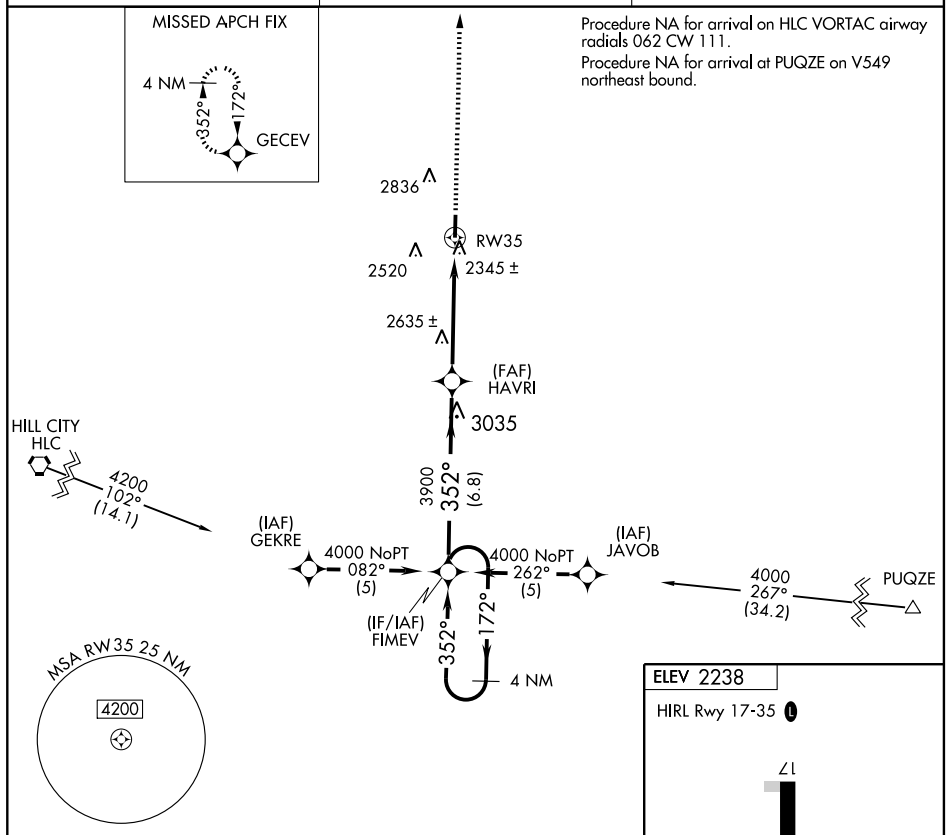
RNAV (GPS) RWY 35
HILL CITY MUNI (HLC)

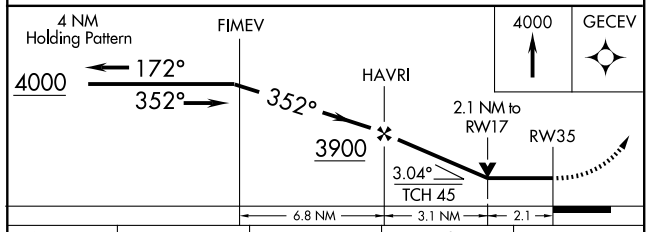
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

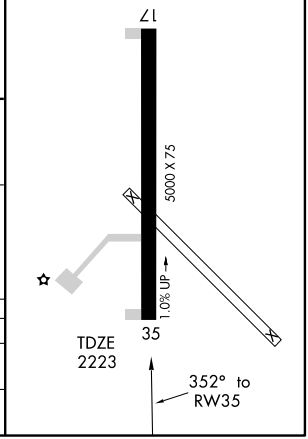
VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct GECEV and hold.

ASOS	WICHITA RADIO	CTAF
118.425	122.65	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	2900-1 677 (700-1)		2900-2 677 (700-2)	NA
CIRCLING	2900-1 662 (700-1)		3140-2¾ 902 (1000-2¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

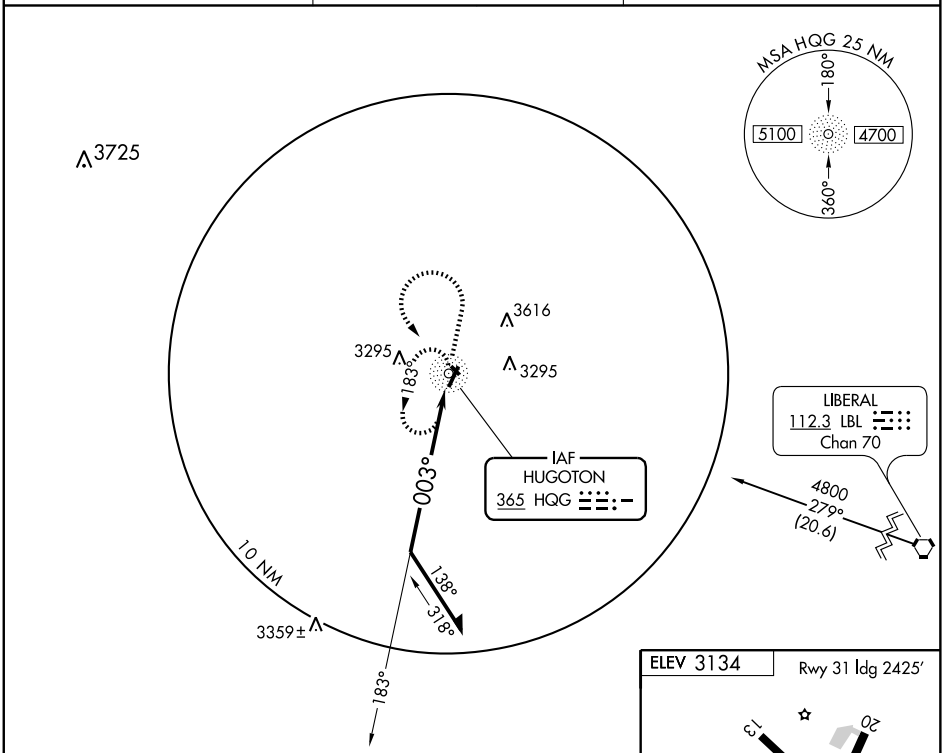
NDB HQG	APP CRS	Rwy Idg	5000
365	003°	TDZE	3133
		Apt Elev	3134

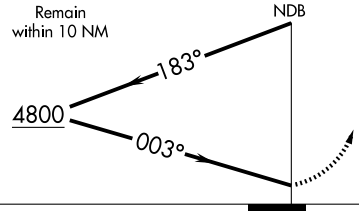
NDB RWY 2
HUGOTON MUNI (HQG)

T
NA
If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

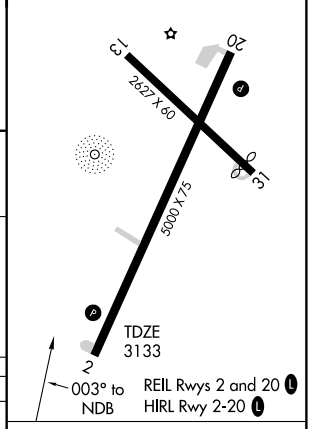
MISSED APPROACH: Climb to 4200 then climbing left turn to 4800 direct HQG NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L





4200	4800	HQG 365



CATEGORY	A	B	C	D
S-2	3720-1	587 (600-1)	3720-1½ 587 (600-1½)	NA
CIRCLING	3720-1	586 (600-1)	3720-1½ 586 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63003	016°	TDZE	3133
W02A		Apt Elev	3134

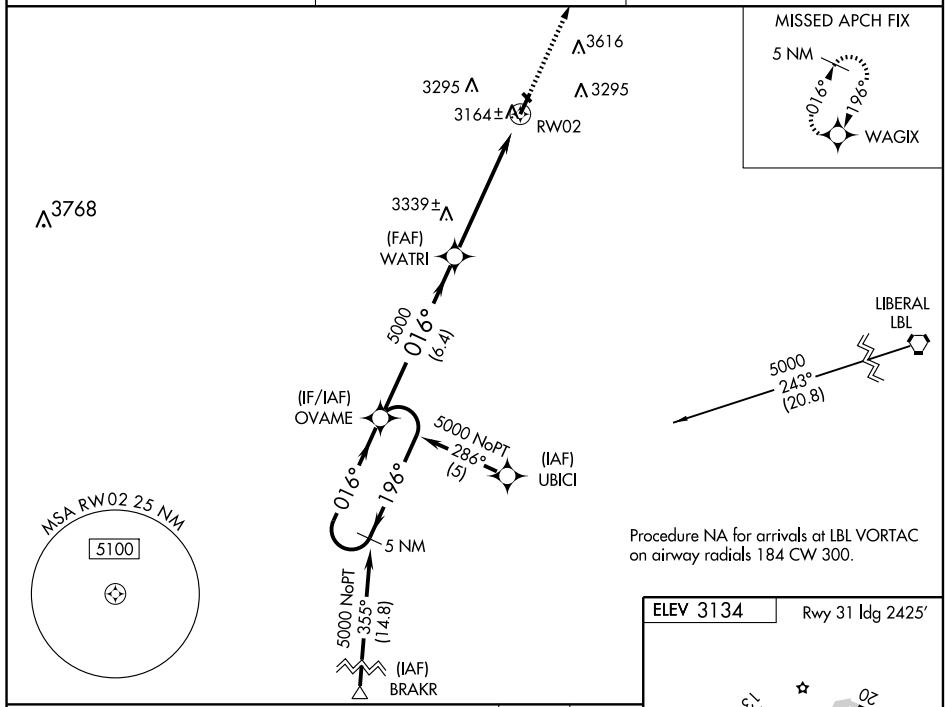
RNAV (GPS) RWY 2
HUGOTON MUNI (HQG)

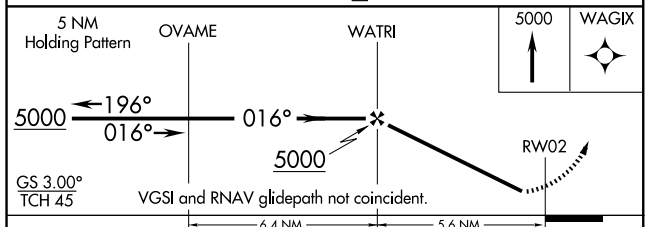
T
NA

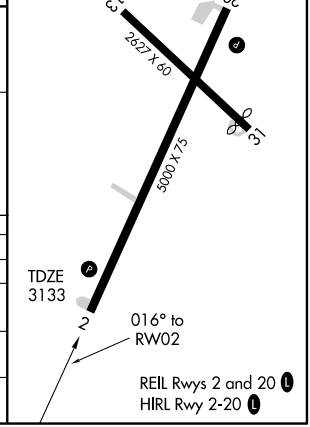
BARO-VNAV NA when using Liberal altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and all MDAs 100 feet.

MISSED APPROACH: Climb to 5000 direct WAGIX and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3383-1 250 (300-1)			NA
LNAV/VNAV DA	3424-1 291 (300-1)			NA
LNAV MDA	3600-1 467 (500-1)		3600-1¼ 467 (500-1¼)	NA
CIRCLING	3600-1 466 (500-1)		3600-1½ 466 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

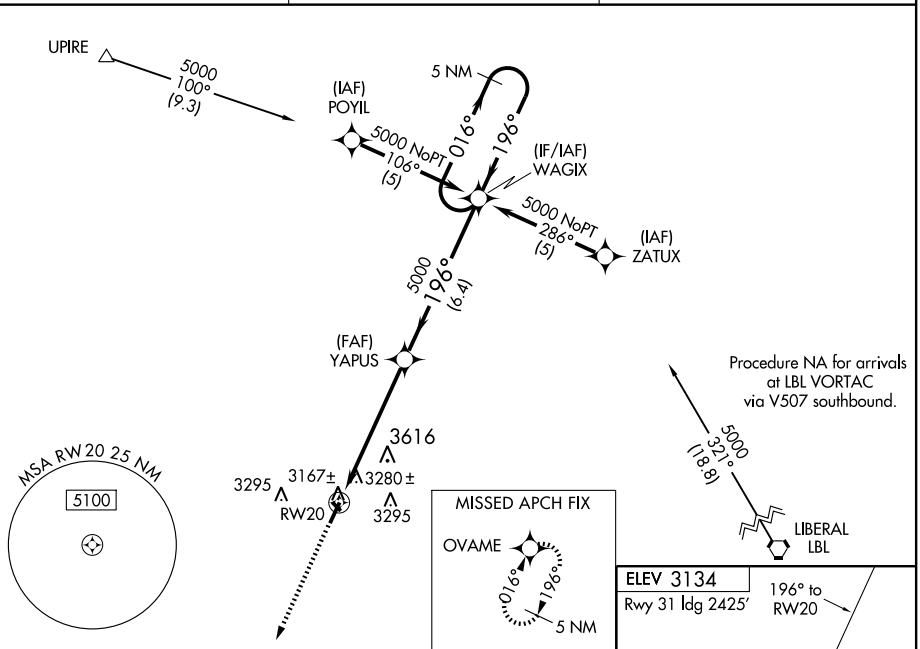
WAAS	APP CRS	Rwy Idg	5000
CH 86603	196°	TDZE	3132
W20A		Apt Elev	3134

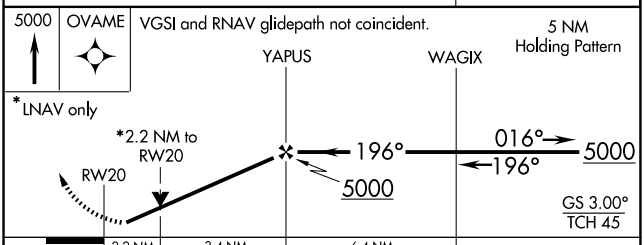
RNAV (GPS) RWY 20
HUGOTON MUNI (HQG)

BARO-VNAV NA when using Liberal altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and MDAs 100 feet. VDP NA when using Liberal altimeter setting.

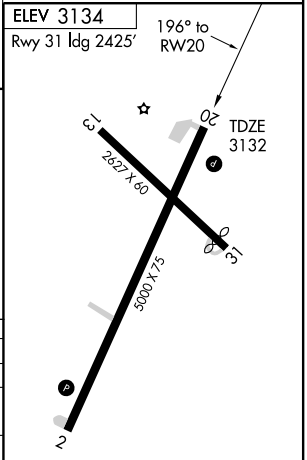
MISSED APPROACH: Climb to 5000 direct OVAME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3382-1 250 (300-1)			NA
LNAV/VNAV DA	3437-1 305 (400-1)			NA
LNAV MDA	3860-1 728 (800-1)		3860-2 728 (800-2)	NA
CIRCLING	3860-1 726 (800-1)		3860-2 726 (800-2)	NA



REIL Rwys 2 and 20 L
HIRL Rwy 2-20 L

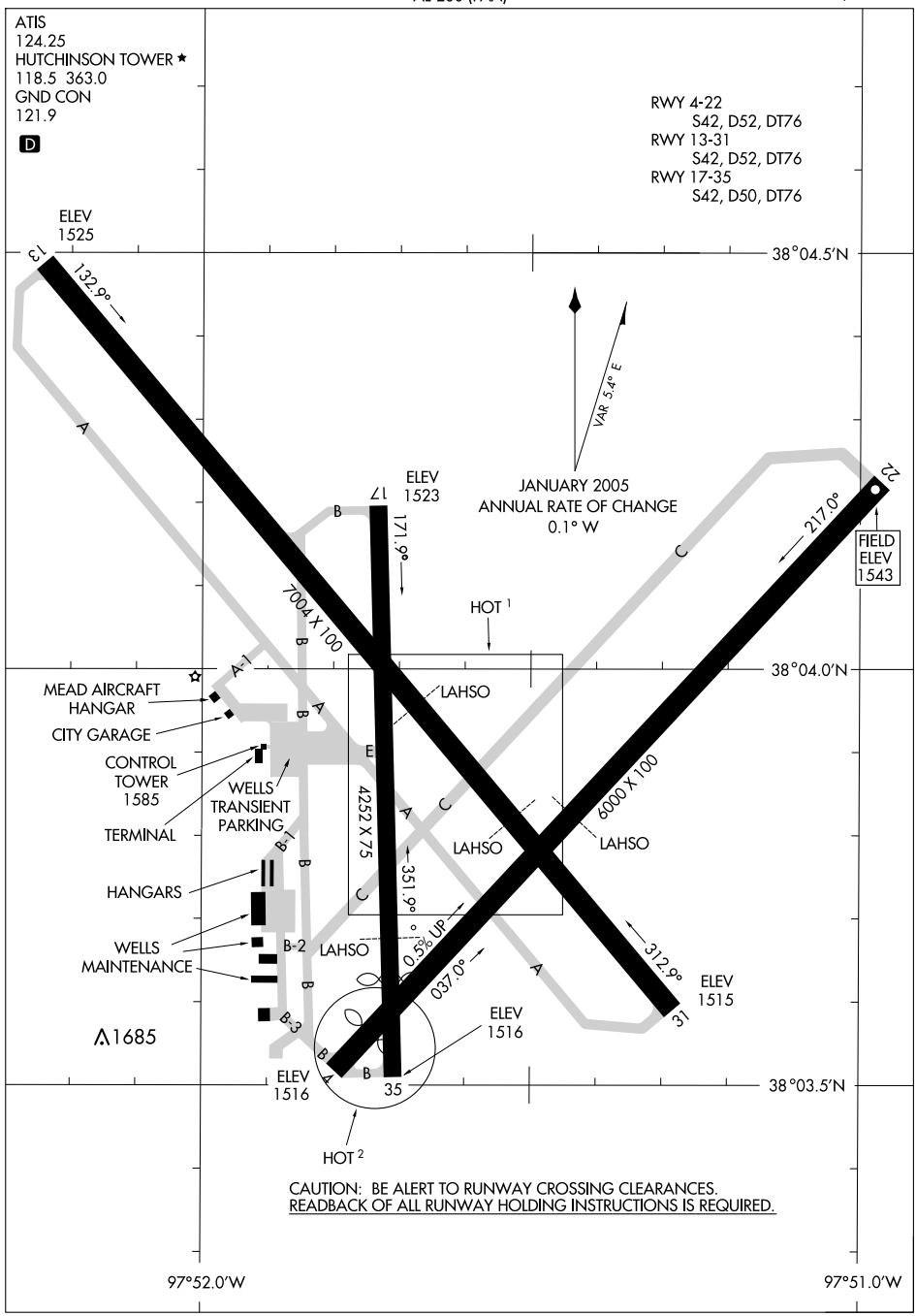
NC-2, 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-200 (FAA)

HUTCHINSON MUNI (HUT)
HUTCHINSON, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

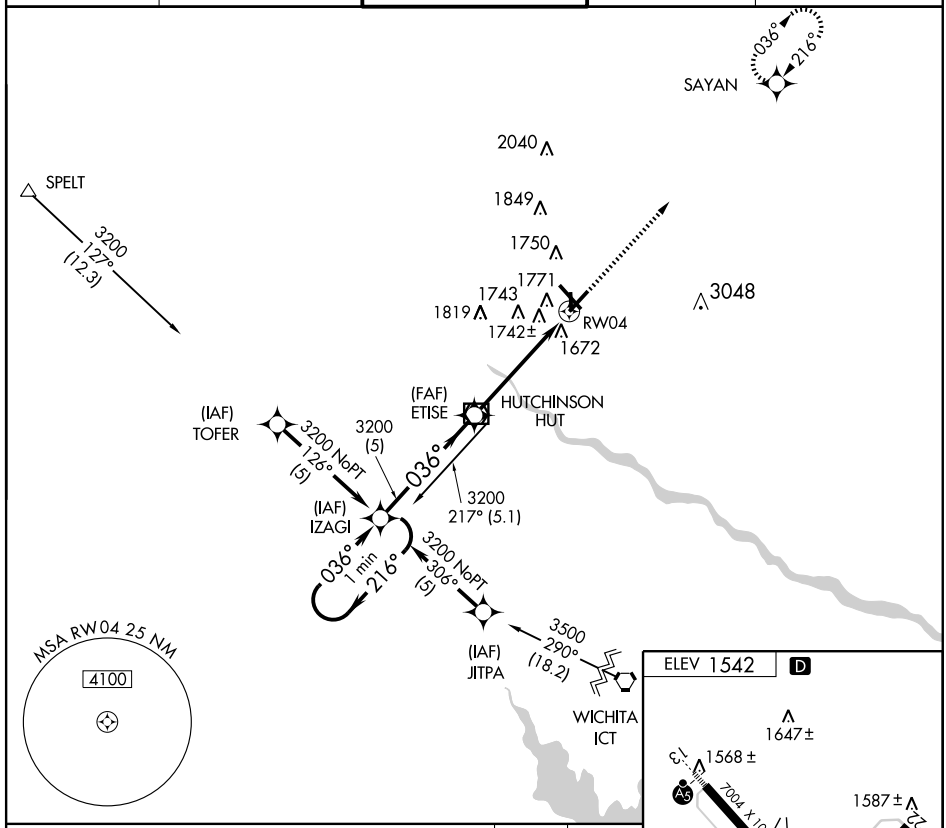
APP CRS	Rwy Idg	5600
036°	TDZE	1518
	Apt Elev	1542

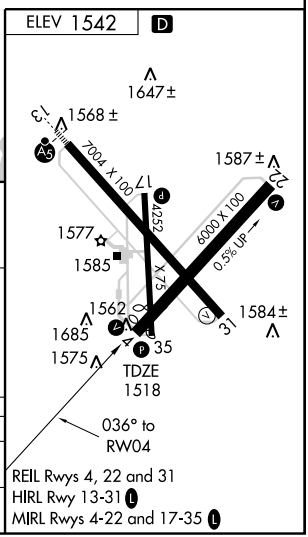
GPS RWY 4
HUTCHINSON MUNI (HUT)

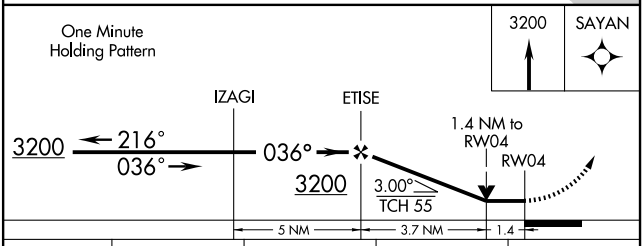
NA

MISSED APPROACH: Climb to 3200 direct SAYAN WP and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-4	2000-1	482 (500-1)	2000-1¼ 482 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

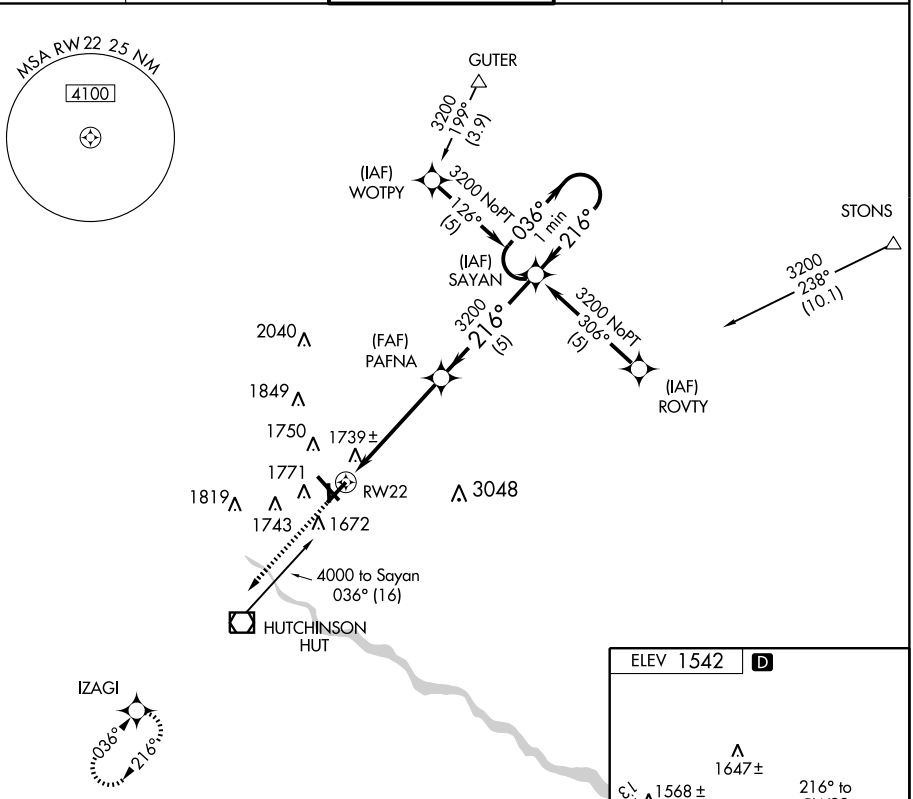
APP CRS	Rwy Idg	6000
216°	TDZE	1542
	Apt Elev	1542

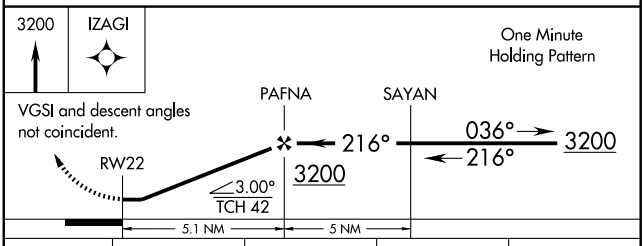
GPS RWY 22
HUTCHINSON MUNI (HUT)

NA

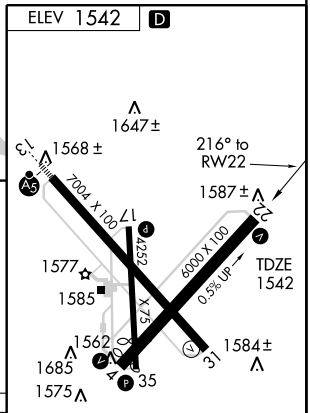
MISSED APPROACH: Climb to 3200 direct IZAGI WP and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-HUT	APP CRS	Rwy Idg	7004
110.1	132°	TDZE	1524
		Apt Elev	1542

ILS or LOC RWY 13

HUTCHINSON MUNI (HUT)

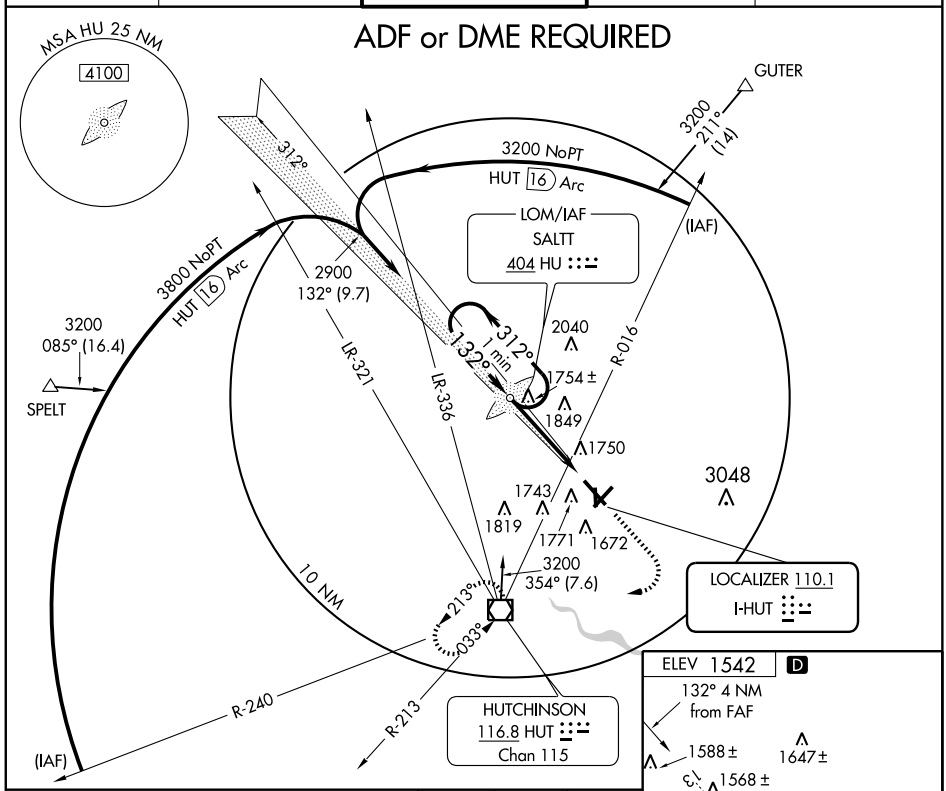
*S-ILS 13 RVR 1800 authorized with the use of FD or AP or HUD to DA.

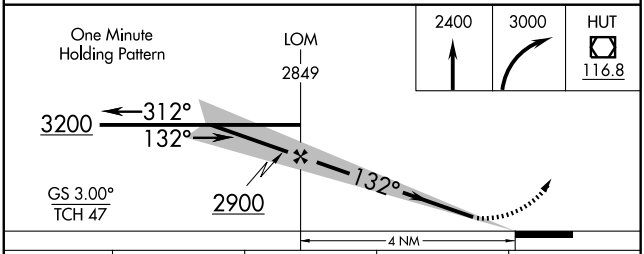
MALSR

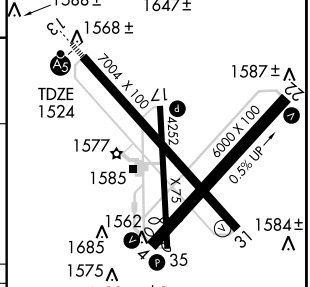
MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95

ADF or DME REQUIRED







REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-ILS 13	*1724/24 200 (200-½)			NA
S-LOC 13	2000/24 476 (500-½)		2000/40 476 (500-¾)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

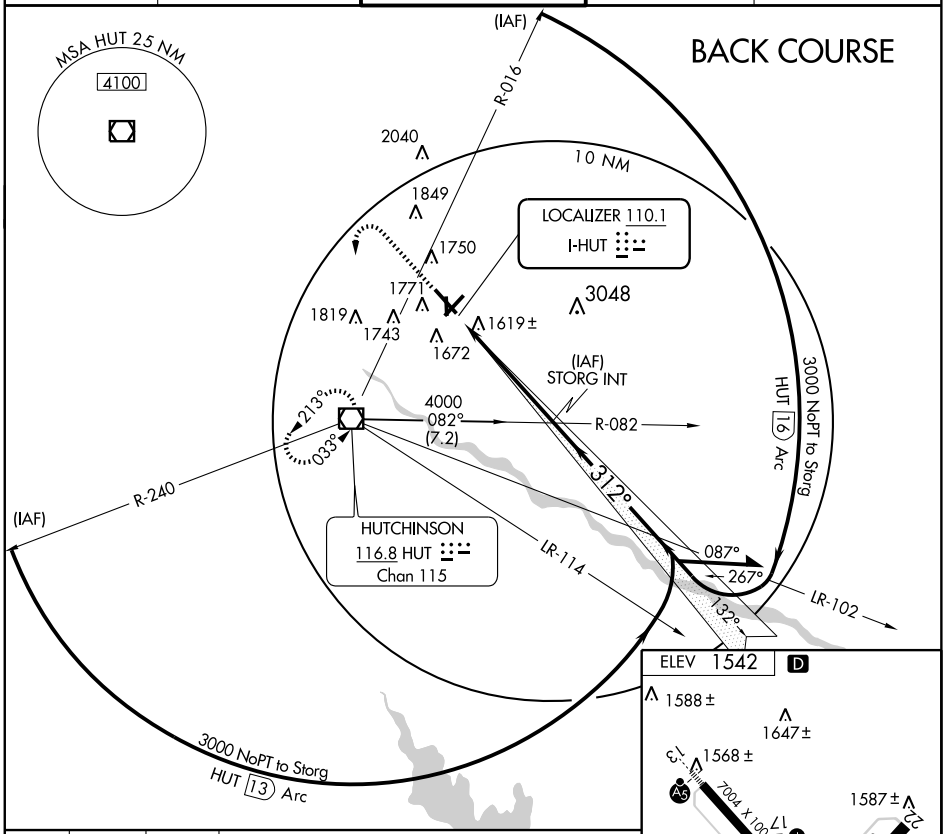
NC-2. 08 APR 2010 to 06 MAY 2010

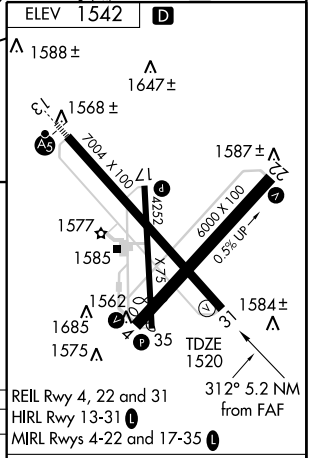
LOC I-HUT	APP CRS	Rwy Idg	7004
110.1	312°	TDZE	1520
		Apt Elev	1542

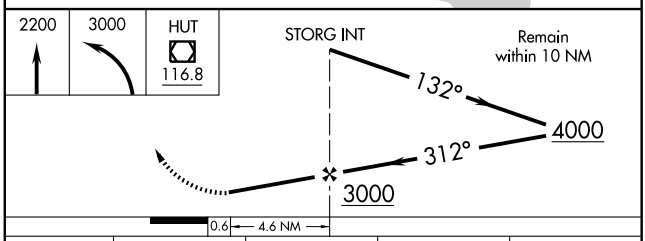
LOC BC RWY 31
HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-31	1880-1 360 (400-1)			NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-2, 08 APR 2010 to 06 MAY 2010

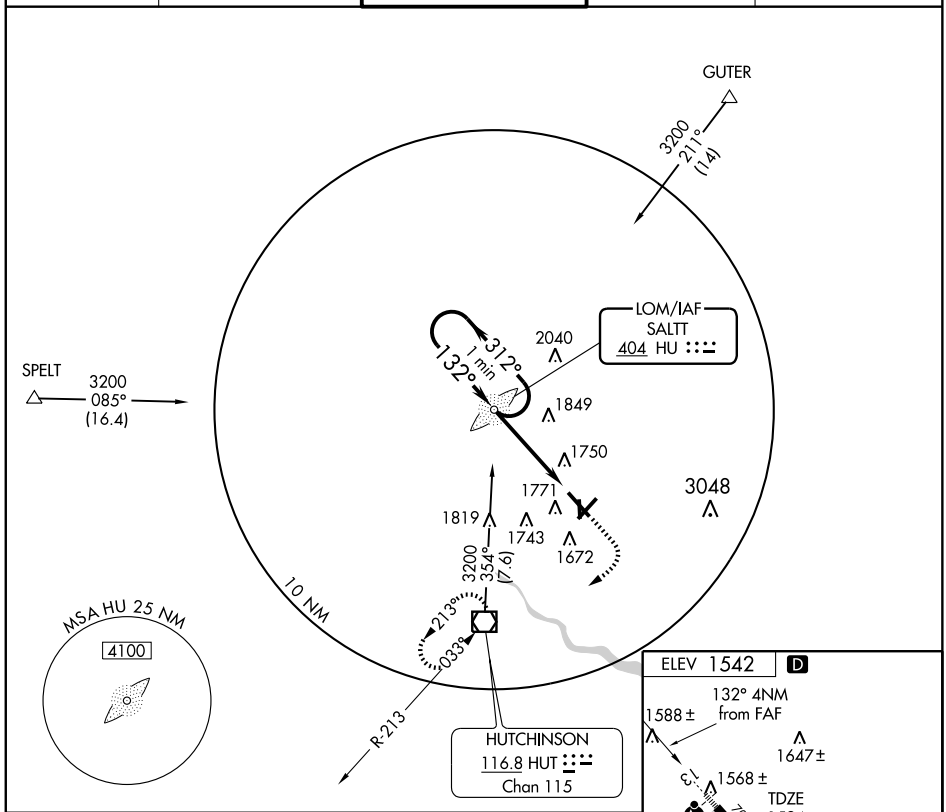
LOM HU	APP CRS	Rwy Idg / TDZE / Apt Elev
404	132°	7004 / 1524 / 1542

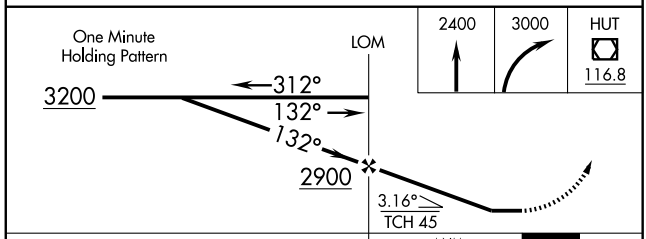
NDB RWY 13
HUTCHINSON MUNI (HUT)

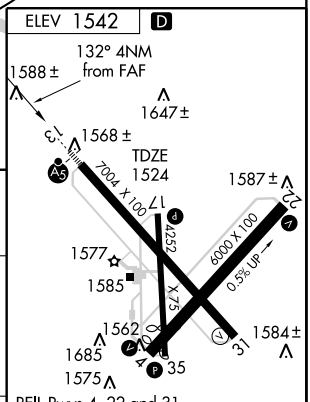
MALSR

MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-13	2200/40	676 (700-¾)	2200-1½ 676 (700-1½)	NA
CIRCLING	2200-1	658 (700-1)	2200-2 658 (700-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7004
CH 50210	132°	TDZE	1525
W13A		Apt Elev	1543

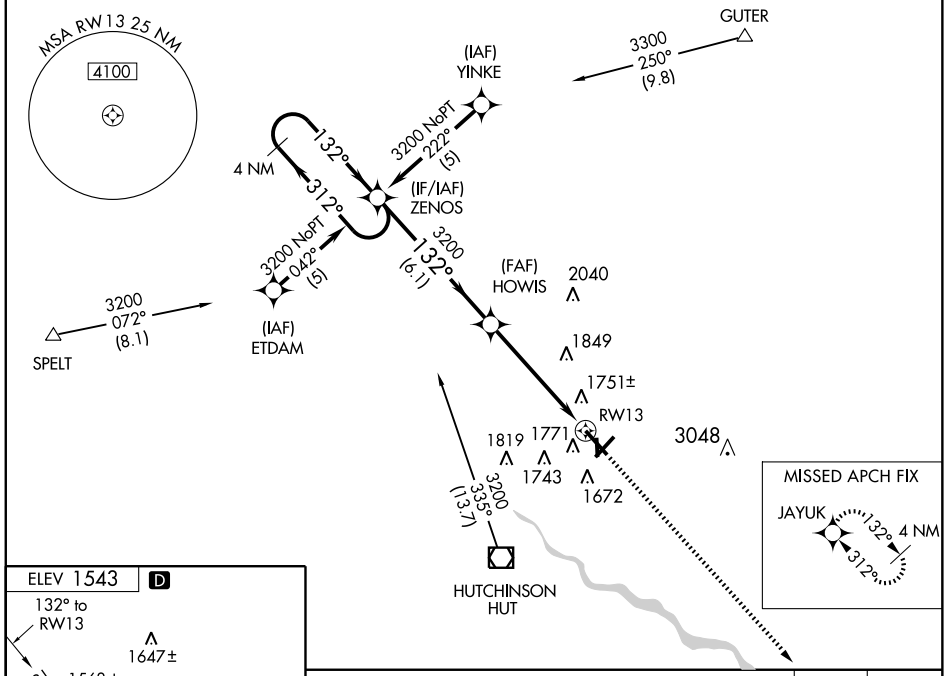
RNAV (GPS) RWY 13
HUTCHINSON MUNI (HUT)

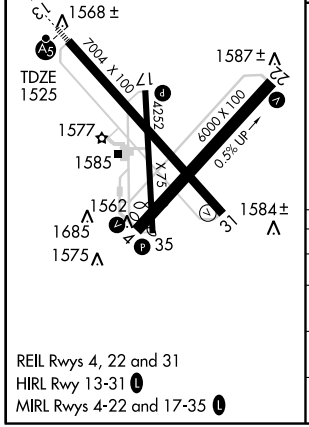
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Newton altimeter setting and increase all DA 66 feet, and all MDA 80 feet, LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all cats ¾ mile, and circling visibility Cat C ¼ mile. For inoperative MALSR increase LPV visibility to 1¼ mile all Cats; when using Newton altimeter setting, increase LPV visibility to 1½ mile all Cats, inoperative table does not apply to LNAV/VNAV.

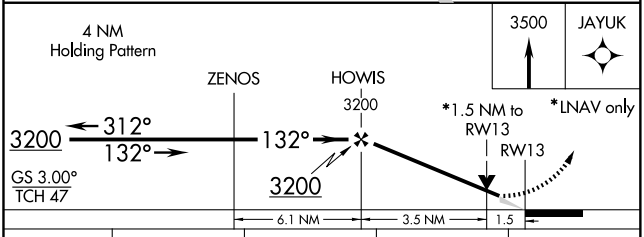
MALSR

MISSED APPROACH: Climb to 3500 direct JAYUK and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER *	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1856/40 331 (400-¾)			NA
LNAV/VNAV DA	2077-1½ 552 (600-1½)			NA
LNAV MDA	2040/24 515 (600-½)		2040/50 515 (600-1)	NA
CIRCLING	2080-1 537 (600-1)		2080-1½ 537 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

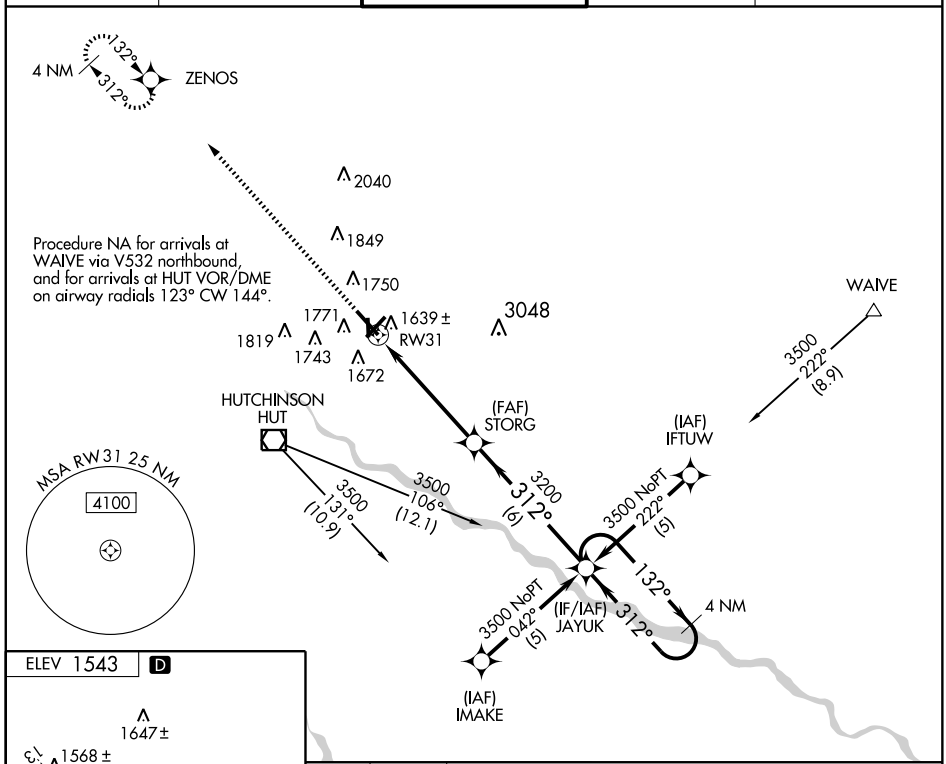
APP CRS	Rwy Idg	7004
312°	TDZE	1520
	Apt Elev	1543

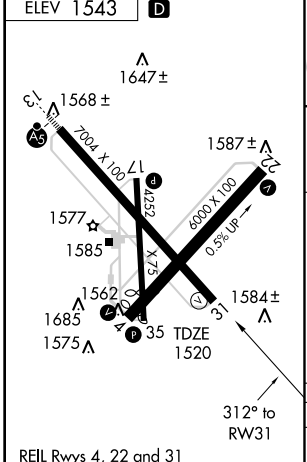
RNAV (GPS) RWY 31
HUTCHINSON MUNI (HUT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newton altimeter setting and increase all MDA 80 feet and increase LNAV and circling Cat C visibility ¼ mile.

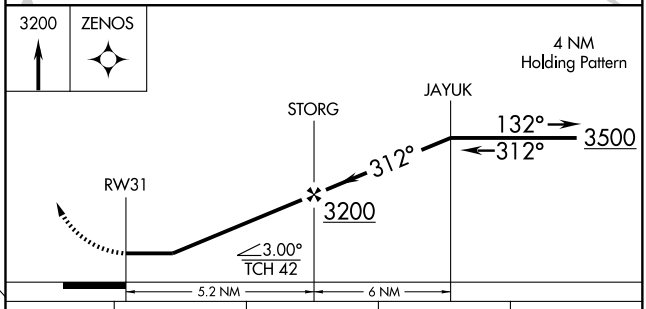
MISSED APPROACH: Climb to 3200 direct ZENOS and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1960-1 440 (500-1)		1960-1¼ 440 (500-1¼)	NA
CIRCLING	2080-1 537 (600-1)		2080-1½ 537 (600-1½)	NA

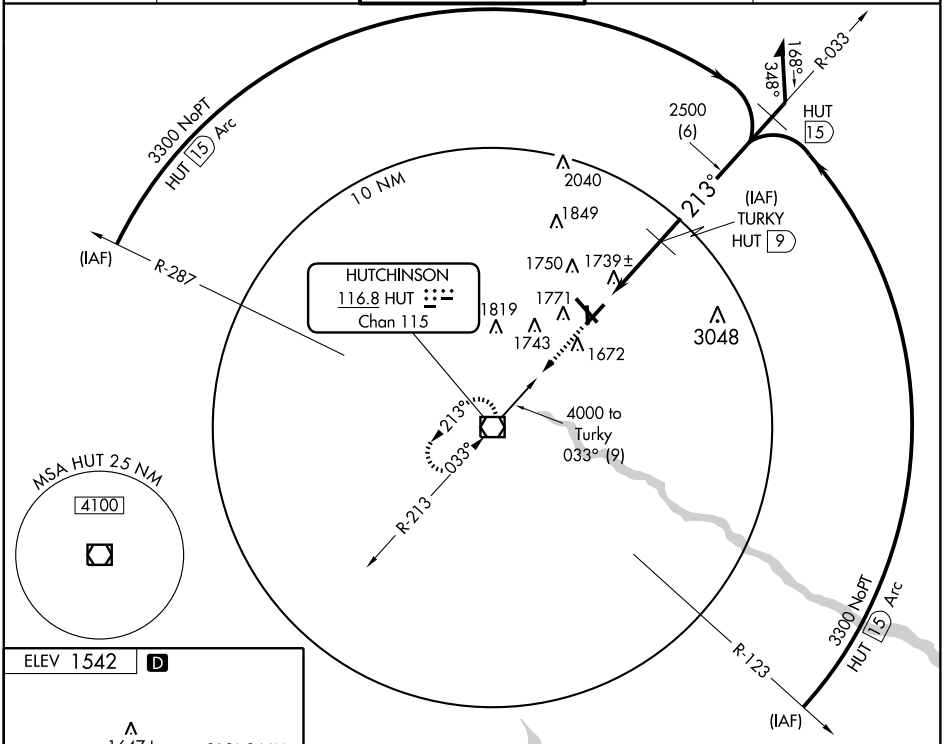
NC-2. 08 APR 2010 to 06 MAY 2010

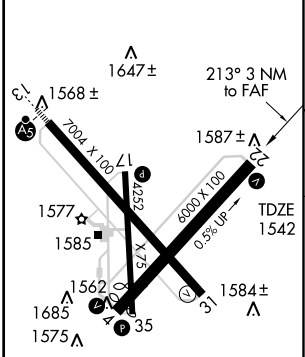
VOR/DME HUT	APP CRS	Rwy Idg	6000
116.8	213°	TDZE	1542
Chan 115		Apt Elev	1542

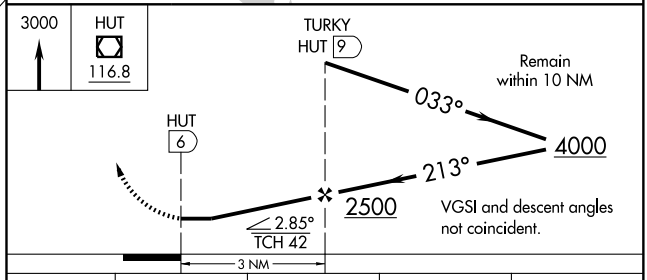
VOR/DME RWY 22
HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

REIL Rwy 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

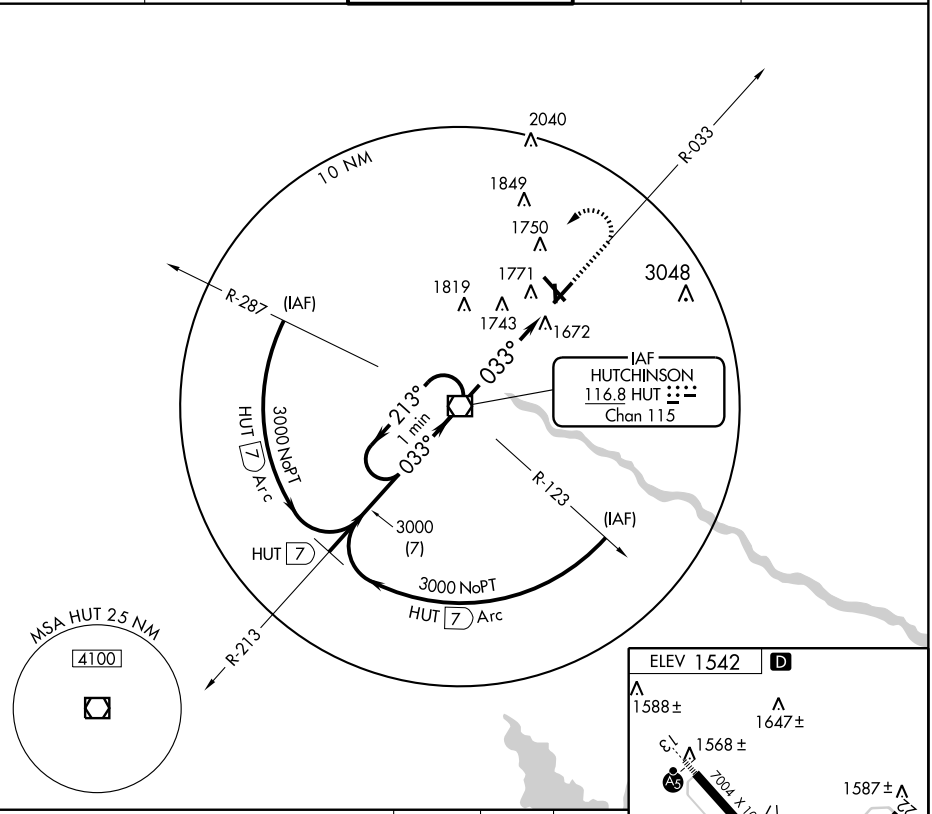
VOR/DME HUT 116.8 Chan 115	APP CRS 033°	Rwy Idg 5600 TDZE 1518 Apt Elev 1542

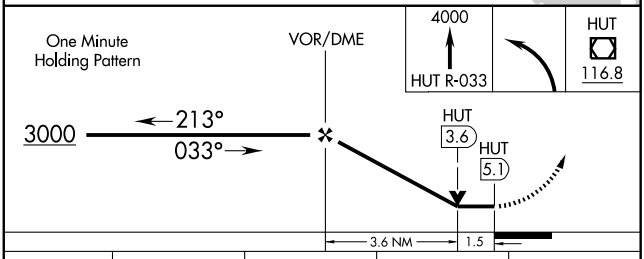
VOR RWY 4

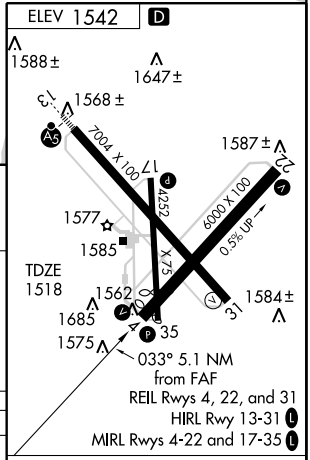
HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 4000 via HUT R-033 then left turn direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-4	2040-1	522 (500-1)	2040-1½ 522 (500-1½)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-IDP	APP CRS	Rwy Idg	5500
110.7	355°	TDZE	819
Chan 44		Apt Elev	822

ILS RWY 35

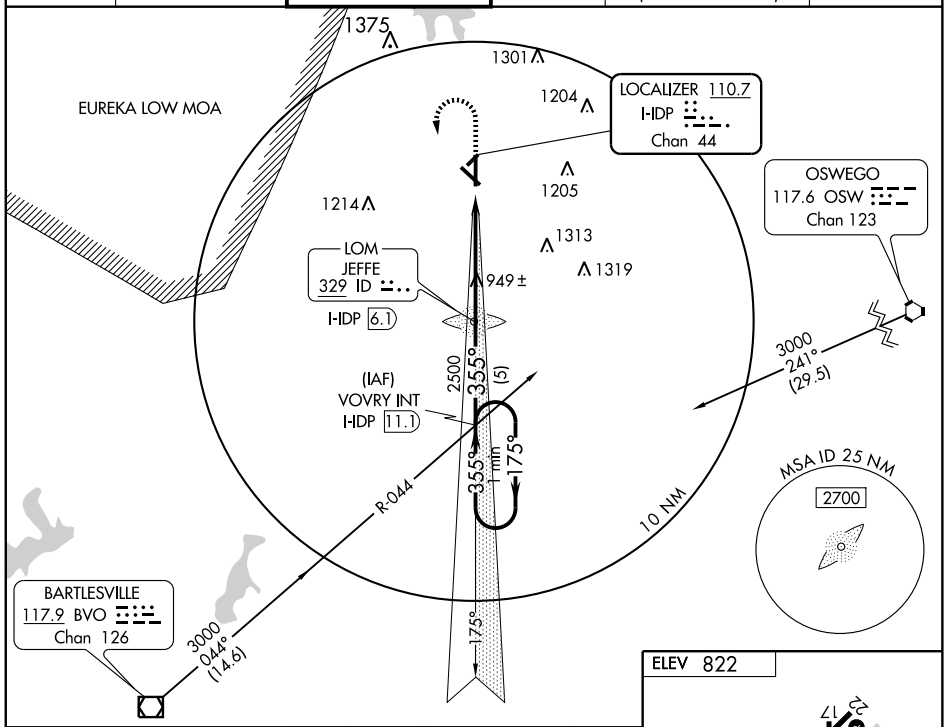
INDEPENDENCE MUNI (IDP)

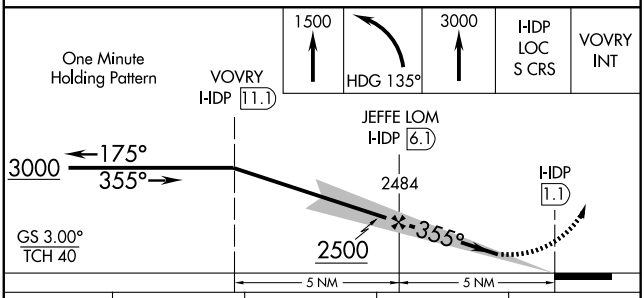
T
A NA

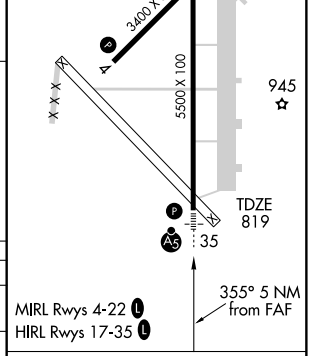
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn heading 135° to 3000 intercept I-IDP LOC S course to VOVRY Int and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 35	1019-½ 200 (200-½)			NA
S-LOC 35	1200-½ 381 (400-½)			NA
CIRCLING	1300-1 478 (500-1)		1300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 L
HIRL Rwys 17-35 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

LOM ID	APP CRS	Rwy Idg	5500
329	356°	TDZE	821
		Apt Elev	822

NDB RWY 35

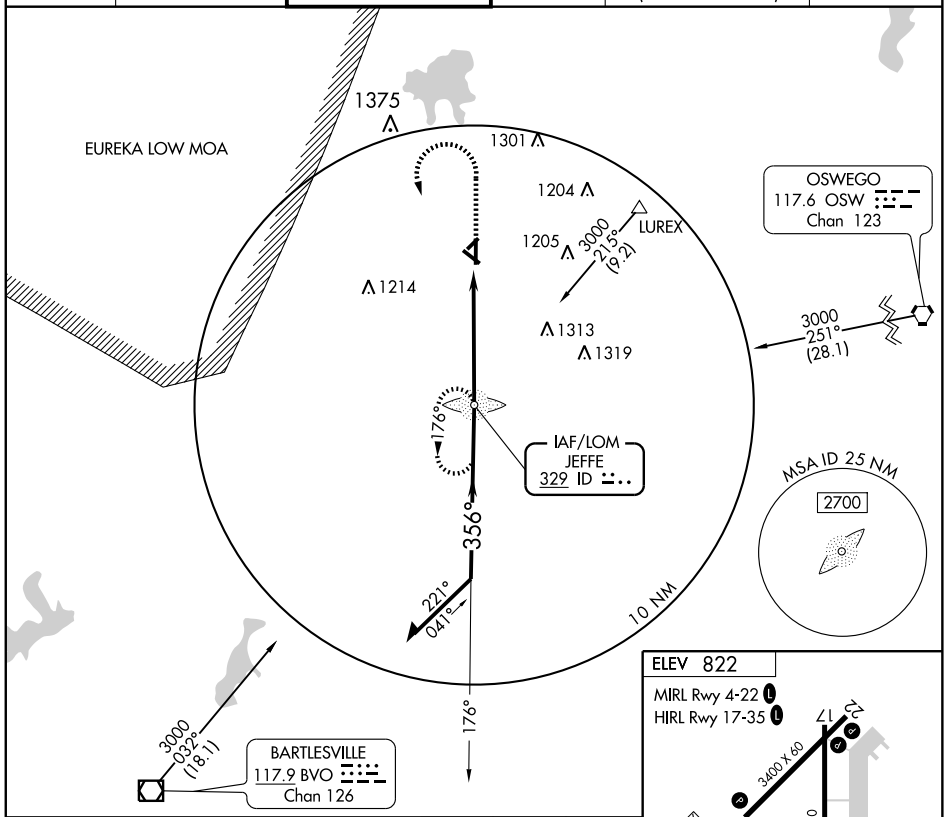
INDEPENDENCE MUNI (IDP)

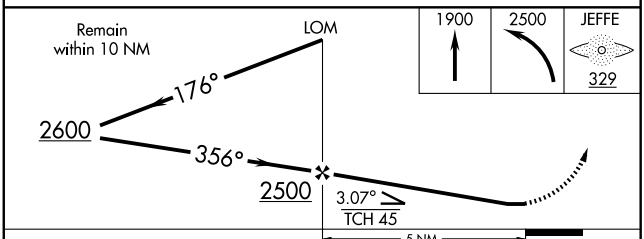
T
NA

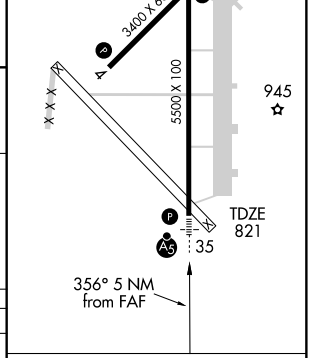
MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct JEFFE LOM and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-35	1360-¾ 539 (600-¾)		1360-1 539 (600-1)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5500
175°	TDZE	821
	Apt Elev	825

RNAV (GPS) RWY 17

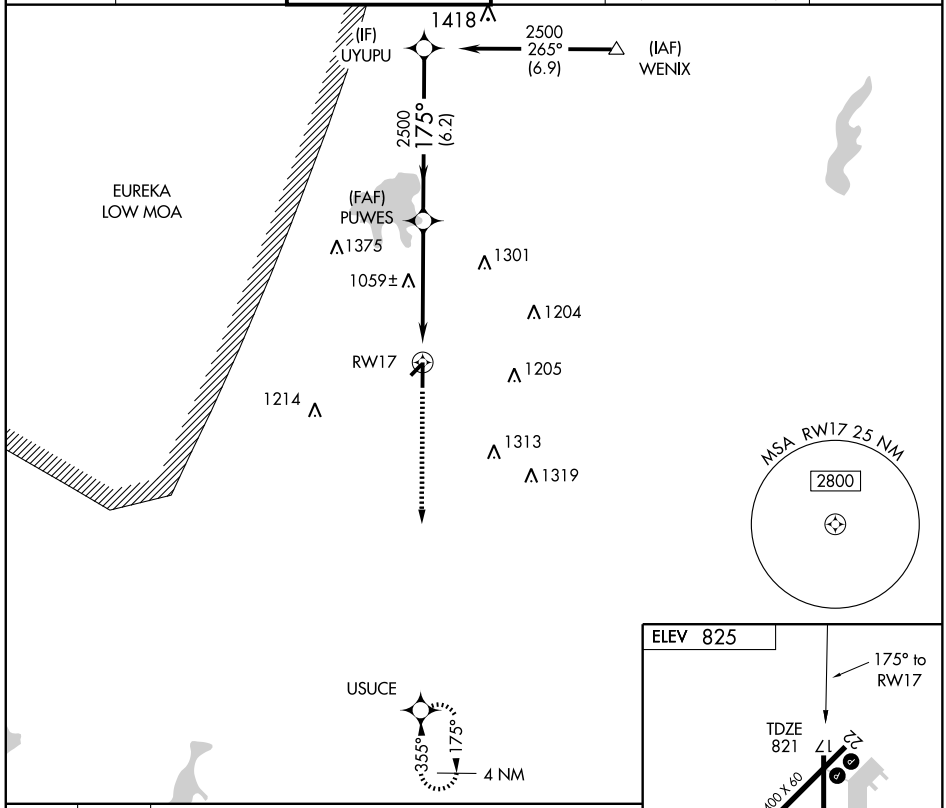
INDEPENDENCE MUNI (IDP)

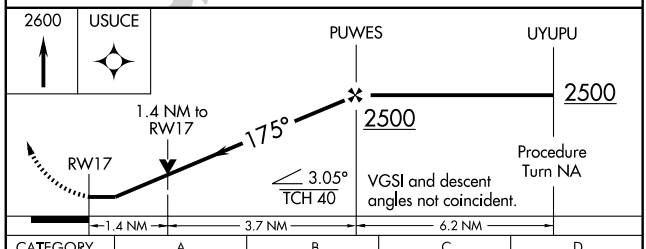
T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

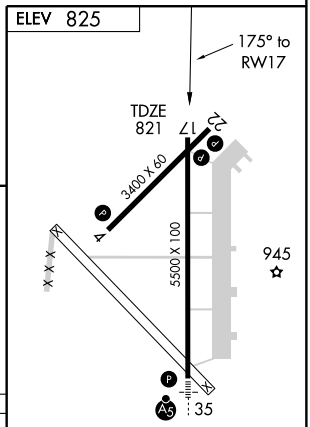
MISSED APPROACH: Climb to 2600 direct USUCE and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	1320-1 499 (500-1)		1320-1¼ 499 (500-1¼)	NA
CIRCLING	1320-1 495 (500-1)		1320-1½ 495 (500-1½)	NA



MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 53310 W35A	APP CRS 355°	Rwy Idg 5500 TDZE 821 Apt Elev 825

RNAV (GPS) RWY 35

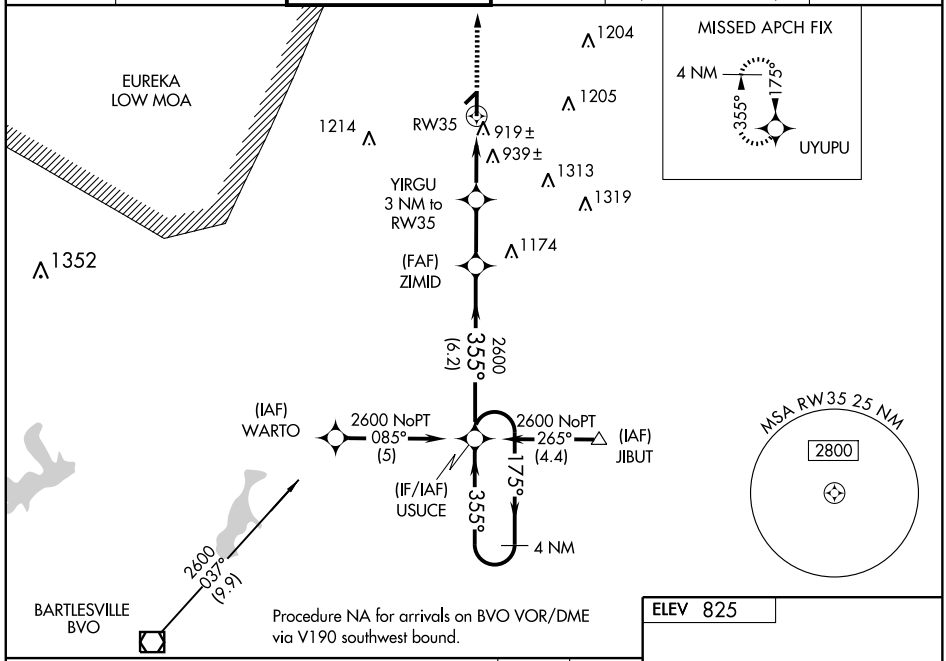
INDEPENDENCE MUNI (IDP)

For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C visibility ¼ mile.

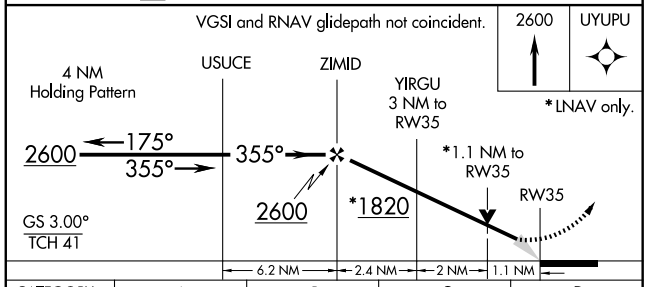
MALSR

MISSED APPROACH: Climb to 2600 direct UYUPU and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER *	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95

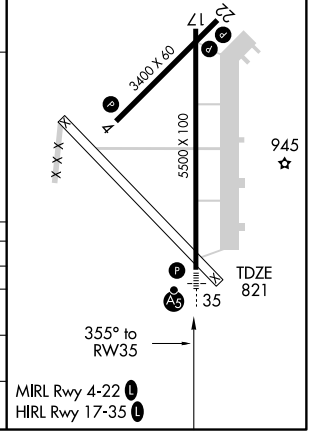


Procedure NA for arrivals on BVO VOR/DME via V190 southwest bound.



CATEGORY	A	B	C	D
LPV DA	1071-½ 250 (300-½)			NA
LNAV/VNAV DA	1217-1 396 (400-1)			NA
LNAV MDA	1200-½ 379 (400-½)			NA
CIRCLING	1300-1 475 (500-1)		1300-1½ 475 (500-1½)	NA

ELEV 825



MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 023°	Rwy Idg N/A TDZE N/A Apt Elev 825

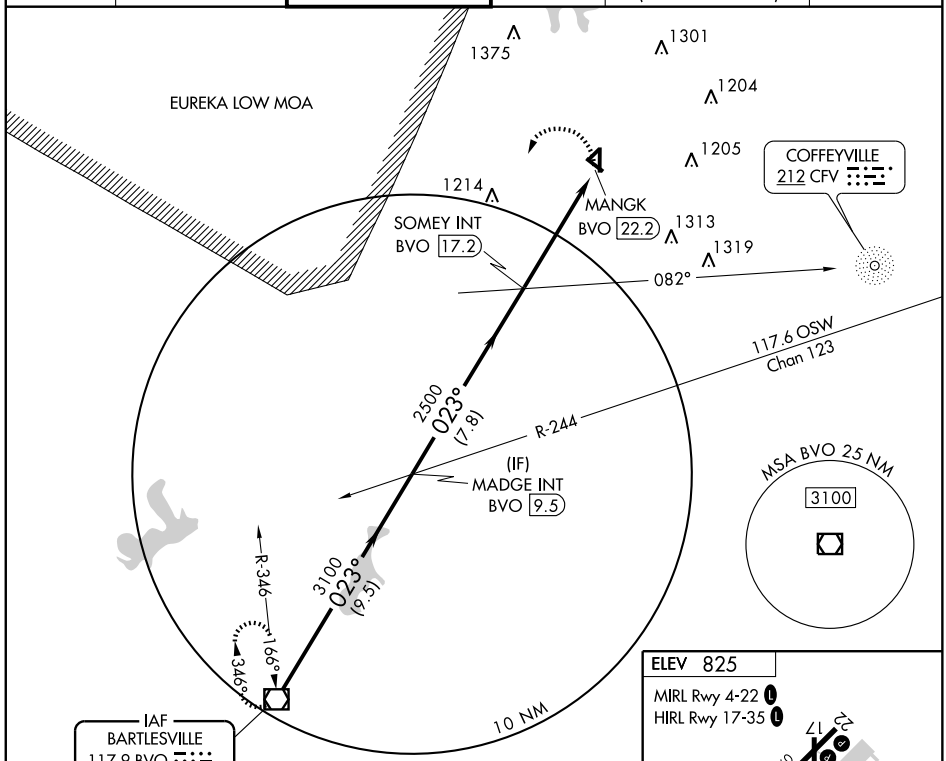
VOR-A

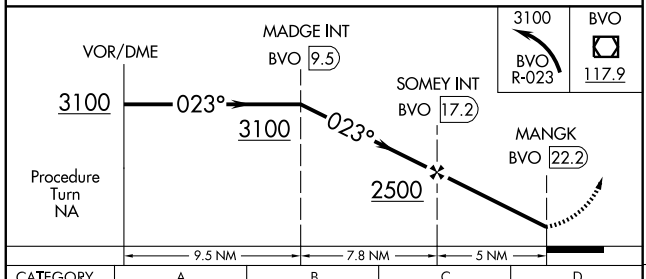
INDEPENDENCE MUNI (IDP)

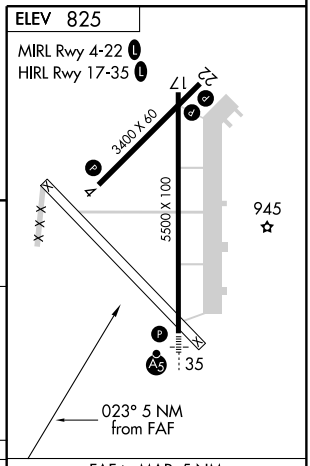
T NA — ADF or DME REQUIRED. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet, and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via BVO VOR/DME R-023 to BVO VOR/DME and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) L	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95







CATEGORY	A	B	C	D
CIRCLING	1420-1 595 (600-1)	1420-1¼ 595 (600-1¼)	1420-1½ 595 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

NDB MSB	APP CRS	Rwy Idg	5500
410	012°	TDZE	1013
		Apt Elev	1015

NDB RWY 1

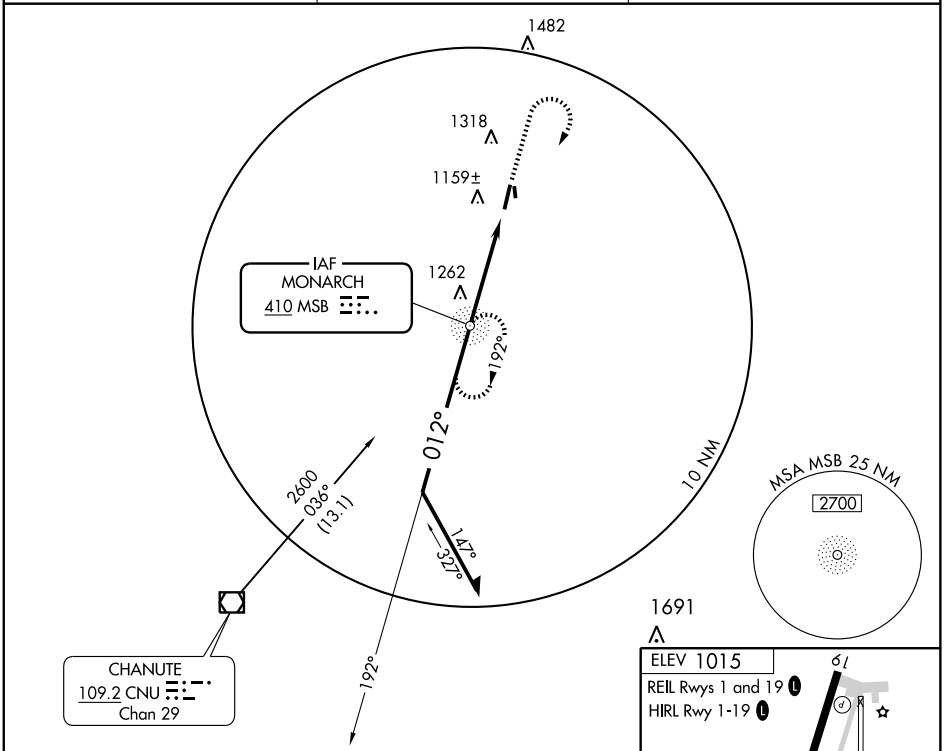
IOLA/ALLEN COUNTY (K88)

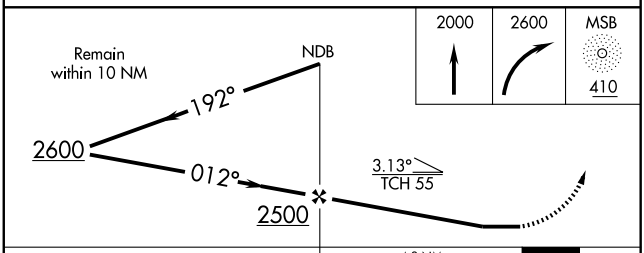
▼ NA

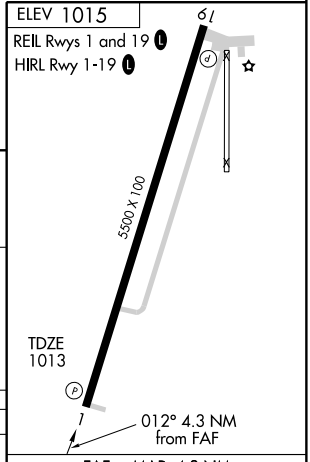
Visibility reduction by helicopters NA. When local altimeter setting not received, Use Chanute altimeter setting and increase all MDA 40 feet, increase S-1 Cat C visibility ¼.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MSB NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1500-1	487 (500-1)	1500-1¼ 487 (500-1¼)	NA
CIRCLING	1520-1	505 (600-1)	1620-1¾ 605 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5500
009°	TDZE	1013
	Apt Elev	1015

RNAV (GPS) RWY 1

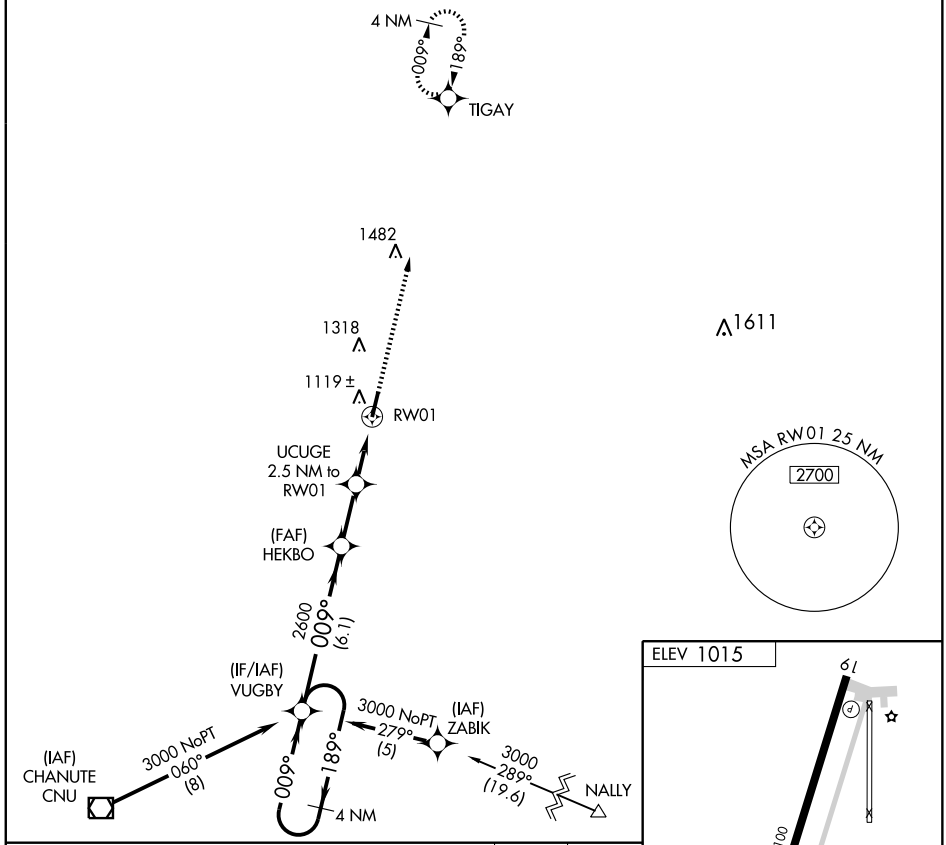
IOLA/ALLEN COUNTY (K88)

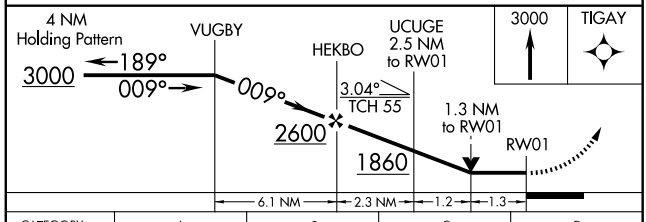
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet. VDP NA when using Chanute altimeter setting.

NA

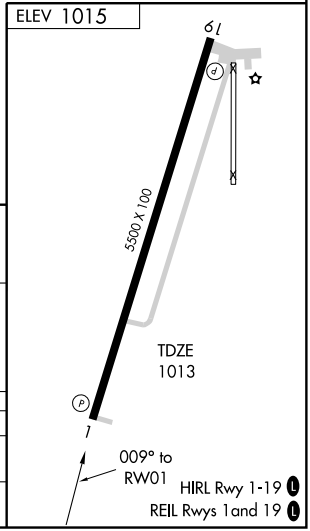
MISSED APPROACH: Climb to 3000 direct TIGAY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1 447 (500-1)		1460-1¼ 447 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5500
189°	TDZE	1015
	Apt Elev	1015

RNAV (GPS) RWY 19

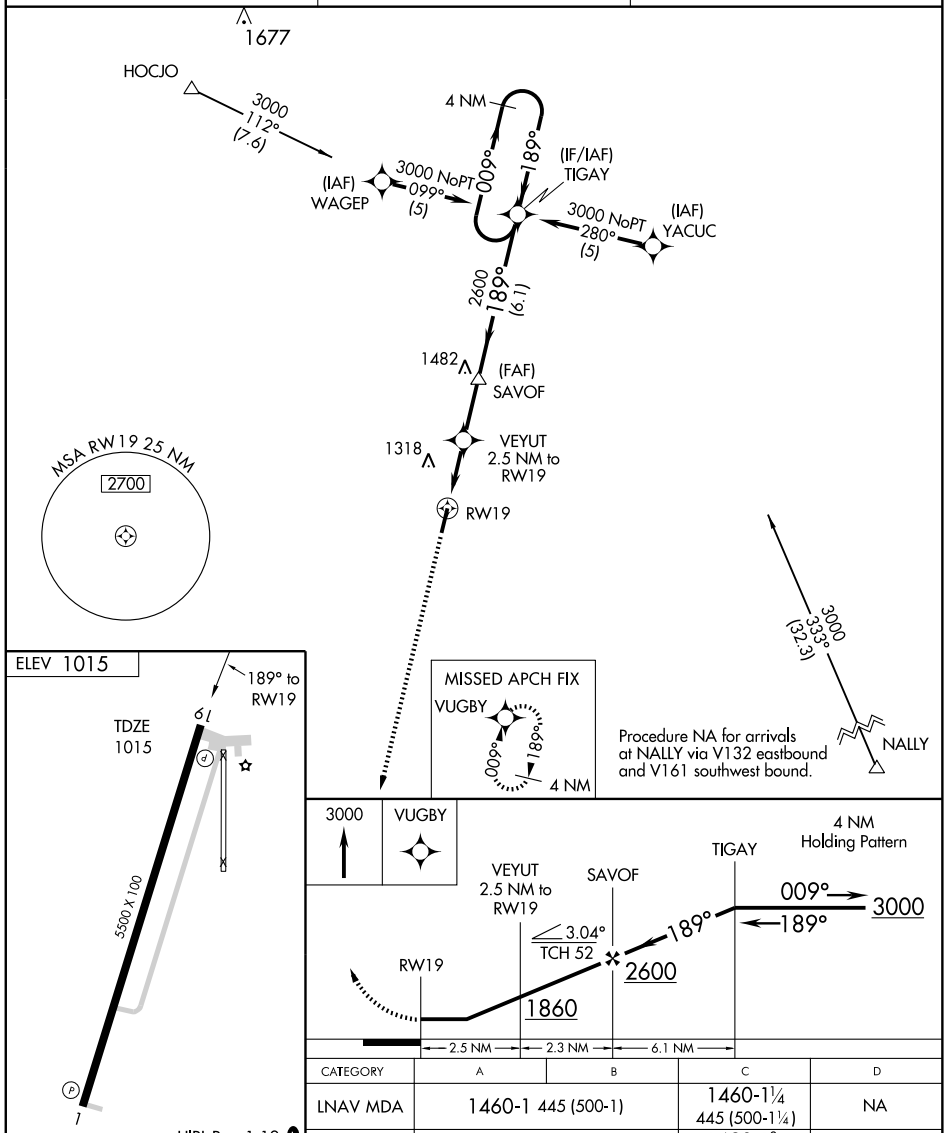
IOLA/ ALLEN COUNTY (K88)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 3000 direct VUGBY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1460-1 445 (500-1)		1460-1¼ 445 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

NDB JHN 341	APP CRS 169°	Rwy Idg 5200 TDZE 3324 Apt Elev 3324

NDB RWY 17

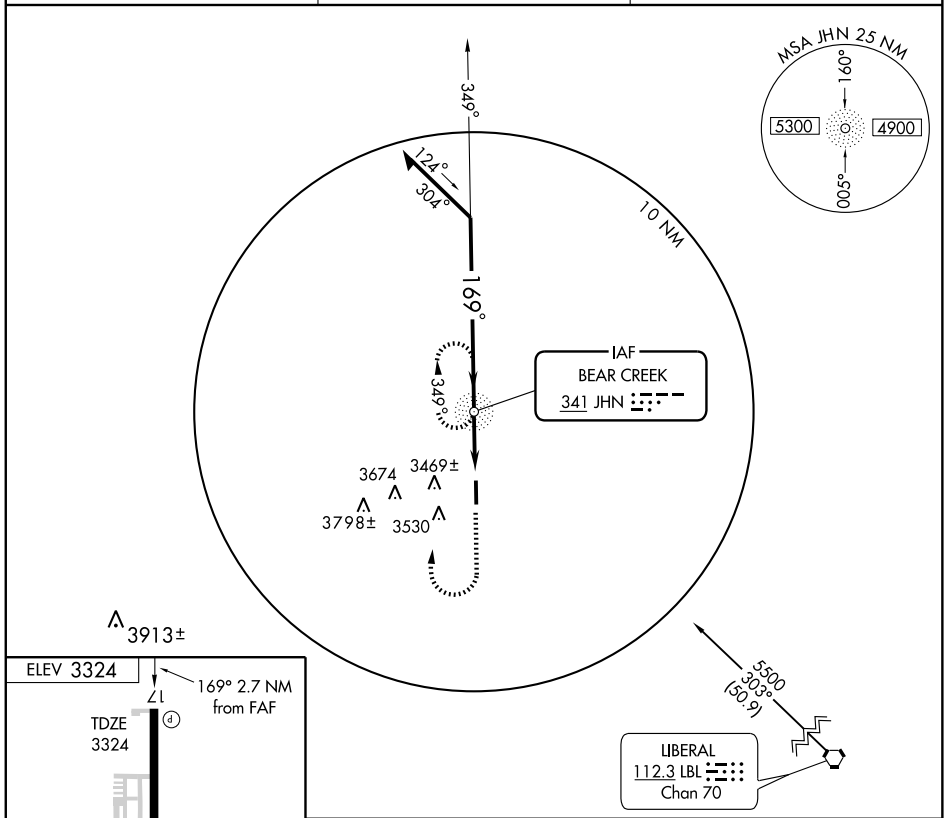
JOHNSON/ STANTON COUNTY MUNI (2K3)

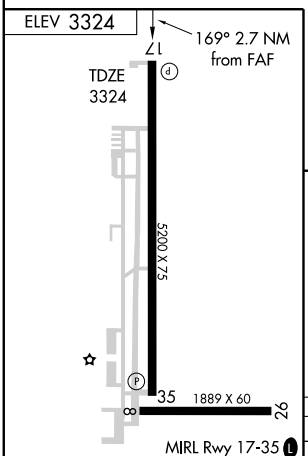
NA

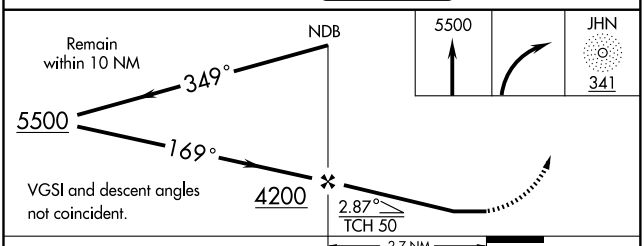
If local altimeter setting not received, use Ulysses altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5500 then right turn direct JHN NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF) L







FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

CATEGORY	A	B	C	D	E
S-17	3780-1	456 (500-1)	3780-1¼ 456 (500-1¼)	3780-1½ 456 (500-1½)	NA
CIRCLING	3780-1 456 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

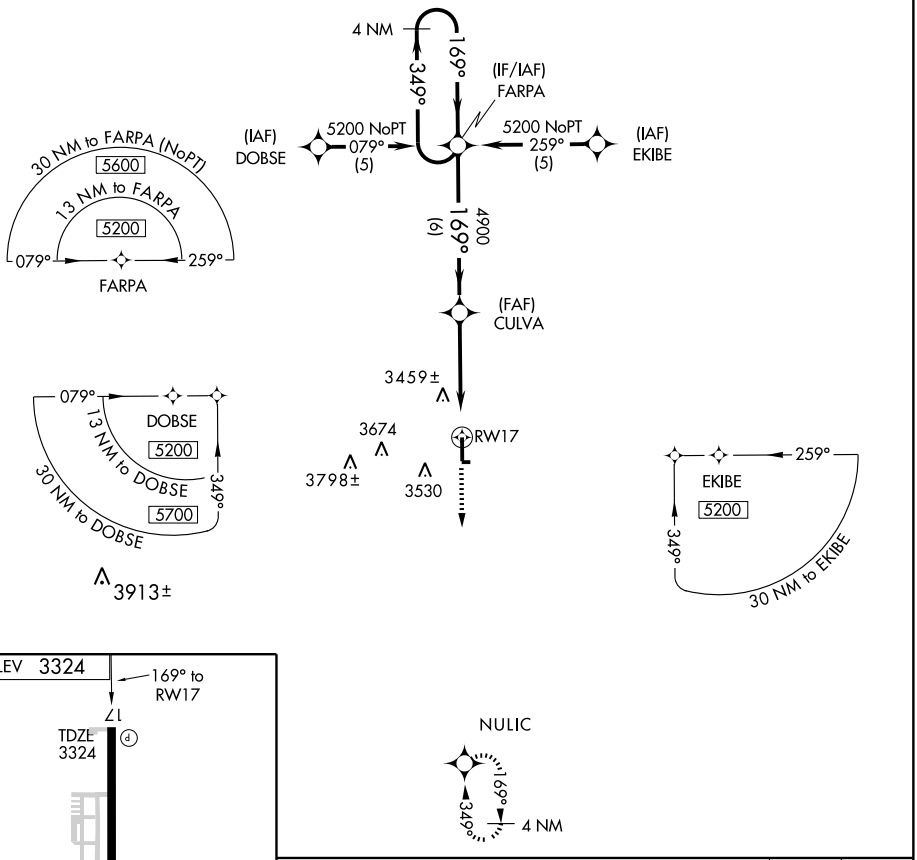
APP CRS	Rwy Idg	5200
169°	TDZE	3324
	Apt Elev	3324

RNAV (GPS) RWY 17

JOHNSON/ STANTON COUNTY MUNI (2K3)

NA	Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 5200 direct NULIC WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3720-1 396 (400-1)			3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5200
349°	TDZE	3324
	Apt Elev	3324

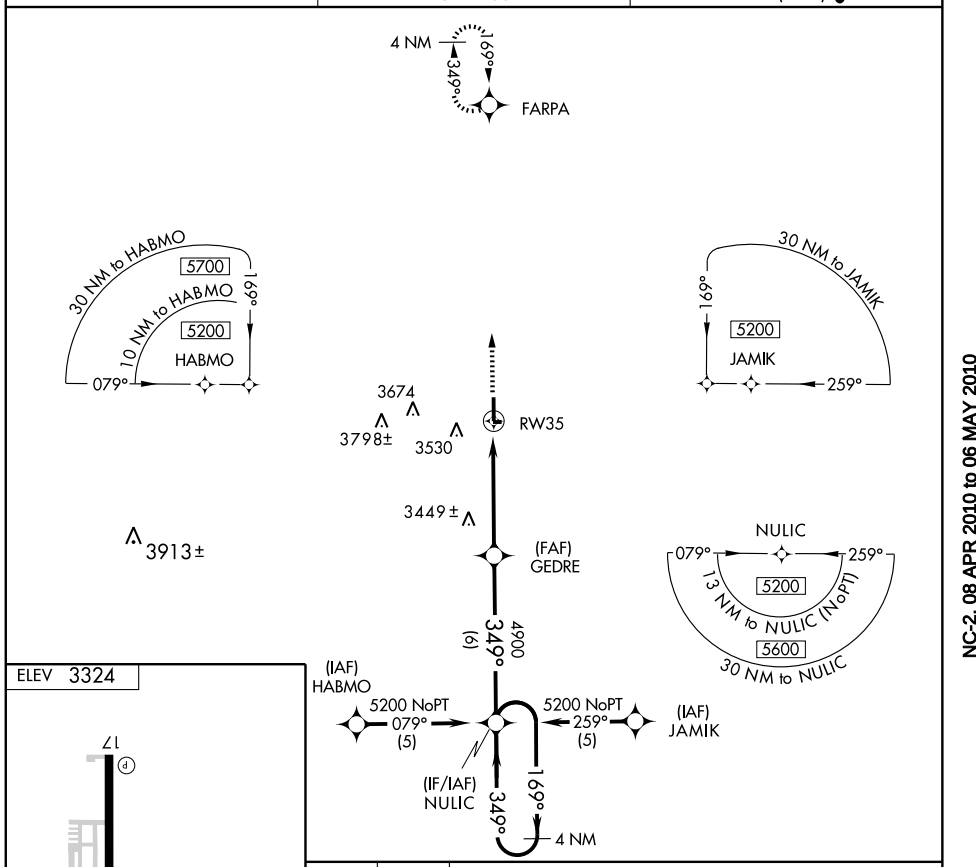
RNAV (GPS) RWY 35

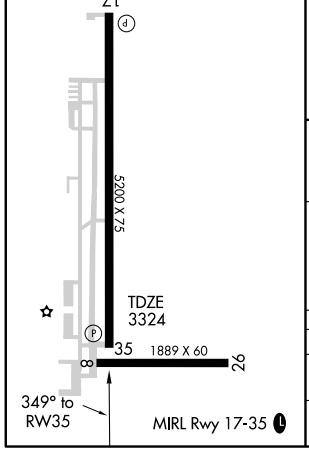
JOHNSON/ STANTON COUNTY MUNI (2K3)

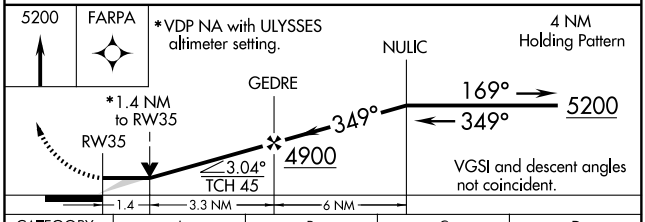
NA	MISSED APPROACH: Climb to 5200 direct FARPA WP and hold.

Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3720-1 396 (400-1)			3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

NDB CVY 314	APP CRS 290°	Rwy Idg N/A TDZE N/A Apt Elev 1101

NDB or GPS-B

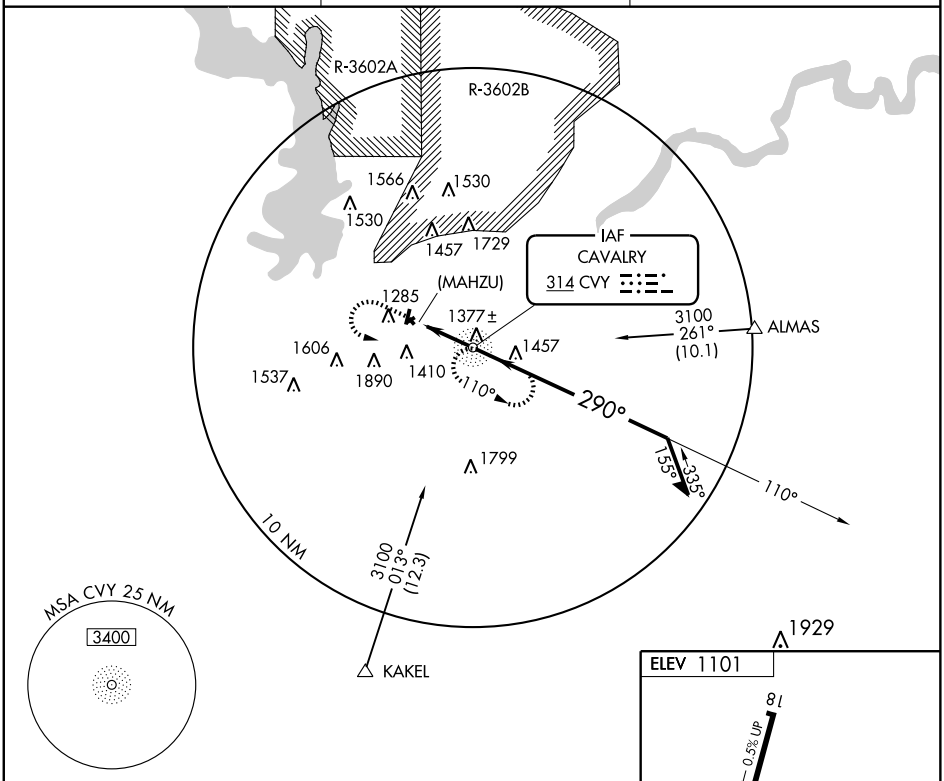
JUNCTION CITY/FREEMAN FIELD (3JC)

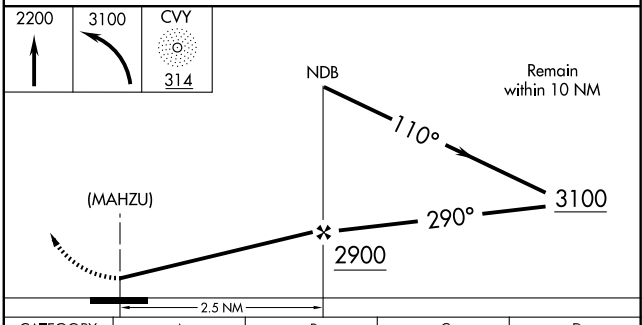
Use Marshall AAF, KS altimeter setting.

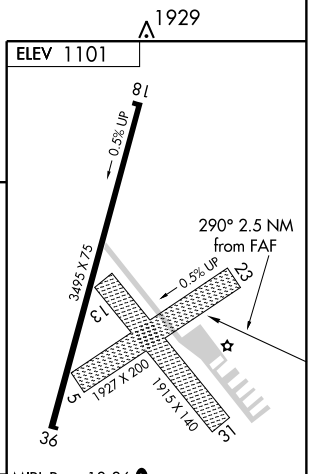
NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 direct CVY NDB and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA★	UNICOM
118.375	121.25 254.35	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1039 (1100-1¼)	2140-1½ 1039 (1100-1½)	NA	

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3495
355°	TDZE	1101
	Apt Elev	1101

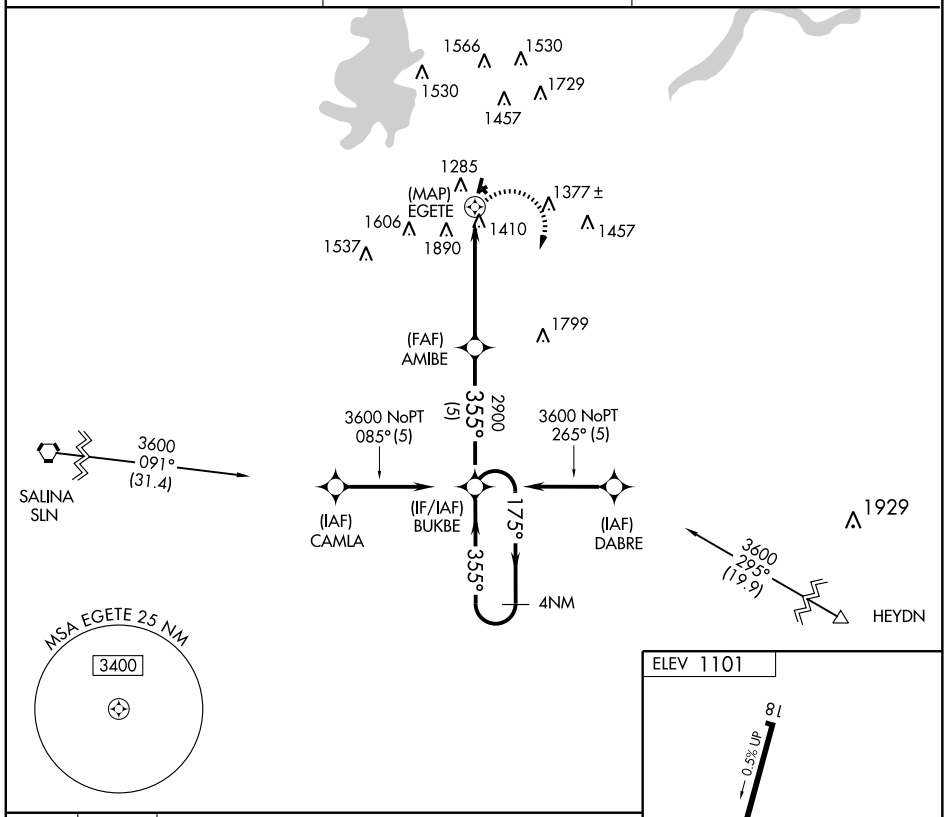
RNAV (GPS) RWY 36

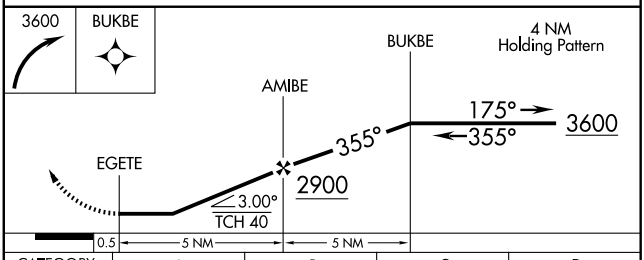
JUNCTION CITY/FREEMAN FIELD (3JC)

Use Marshall AAF, KS altimeter setting.
Circling not authorized west of runway 18/36.
NA DME/DME RNP-0.3 NA.

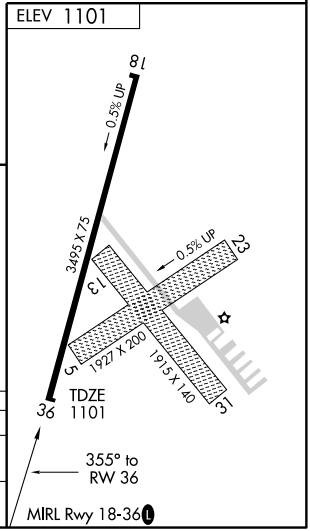
MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA★	UNICOM
118.375	121.25 254.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	
CIRCLING	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

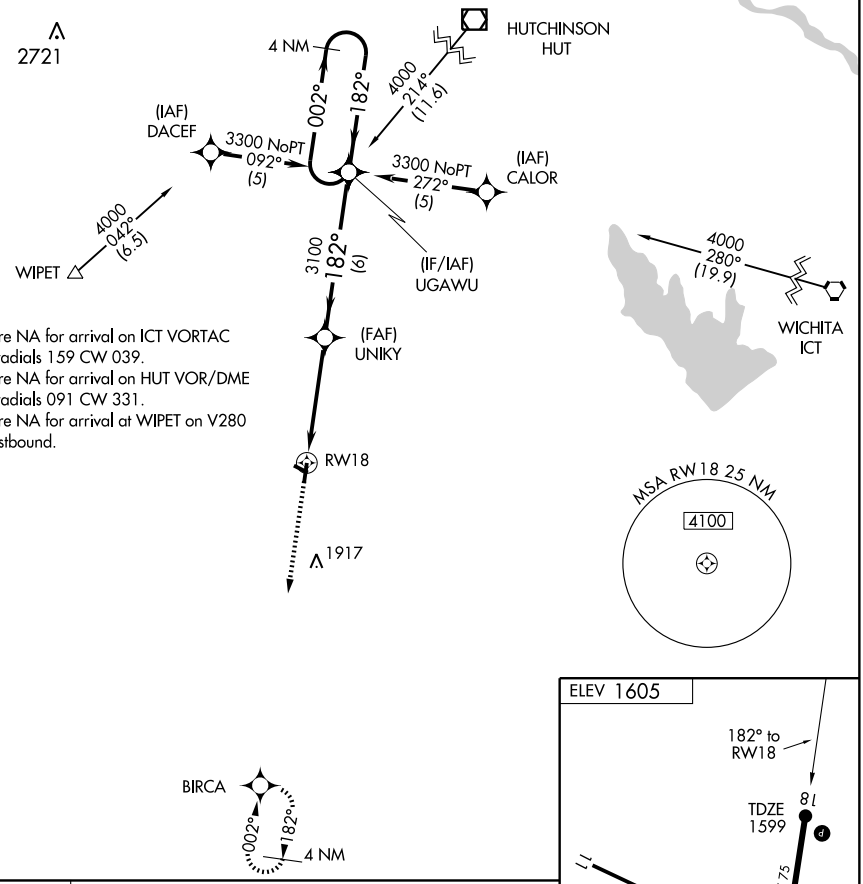
APP CRS	Rwy Idg	4300
182°	TDZE	1599
	Apt Elev	1605

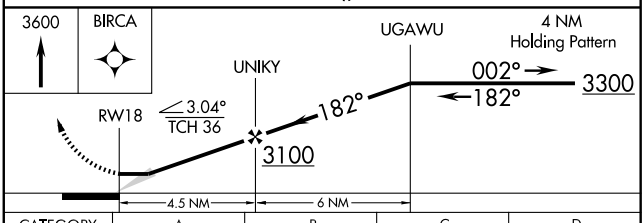
RNAV(GPS) RWY 18

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

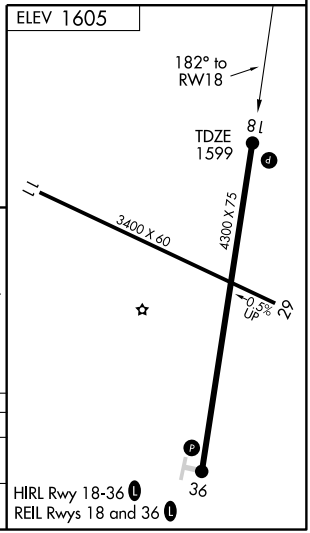
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3600 direct BIRCA WP and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2120-1	521 (600-1)	2120-1½ 521 (600-1½)	NA
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4300
002°	TDZE	1597
	Apt Elev	1605

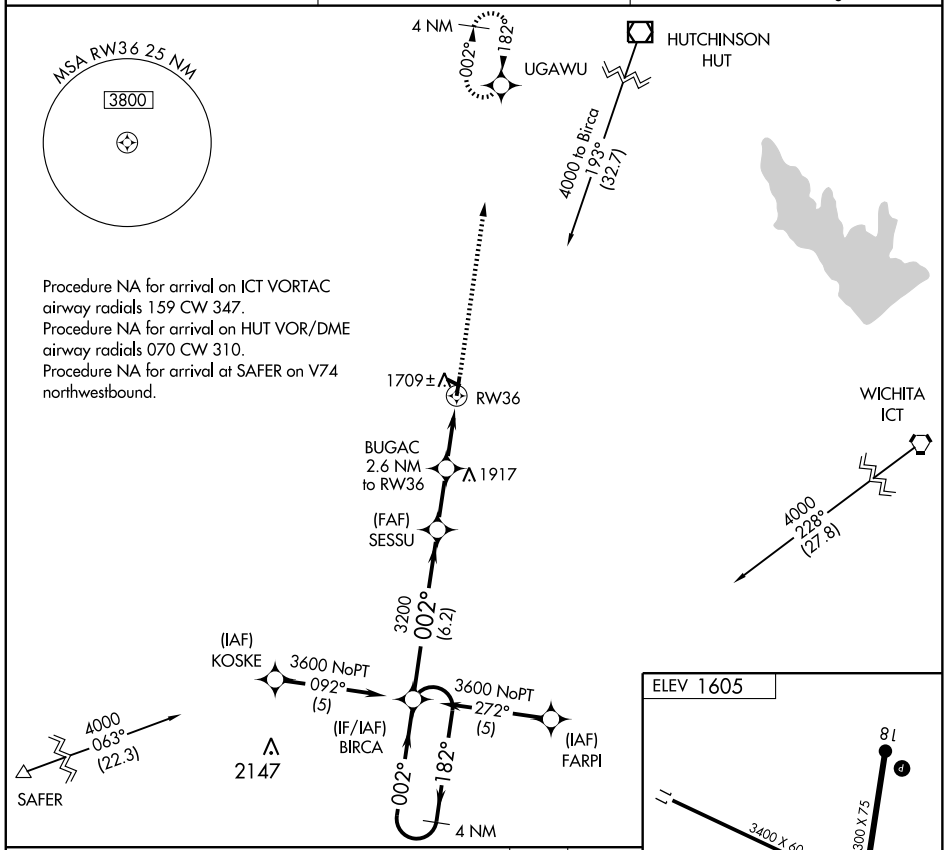
RNAV(GPS) RWY 36

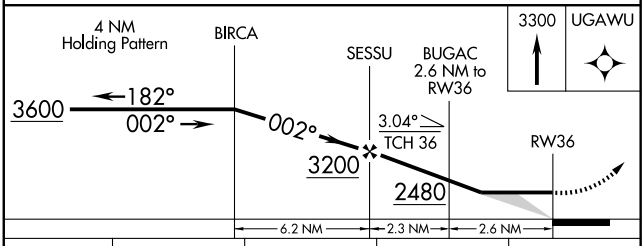
KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting. Procedure NA at night.

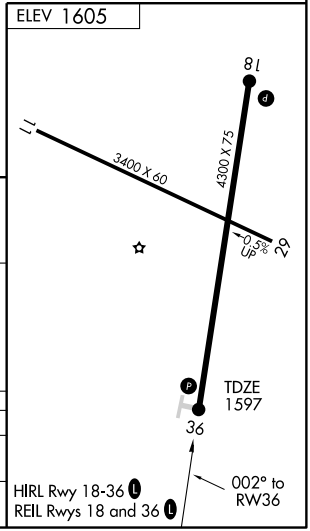
MISSED APPROACH: Climb to 3300 direct UGAWU WP and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2080-1	483 (500-1)	2080-1¼ 483 (500-1¼)	NA
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

KINGMAN, KANSAS

AL-6972 (FAA)

VOR/DME HUT	APP CRS	Rwy Idg	4300
116.8	196°	TDZE	1599
Chan 115		Apt Elev	1605

VOR/DME RWY 18

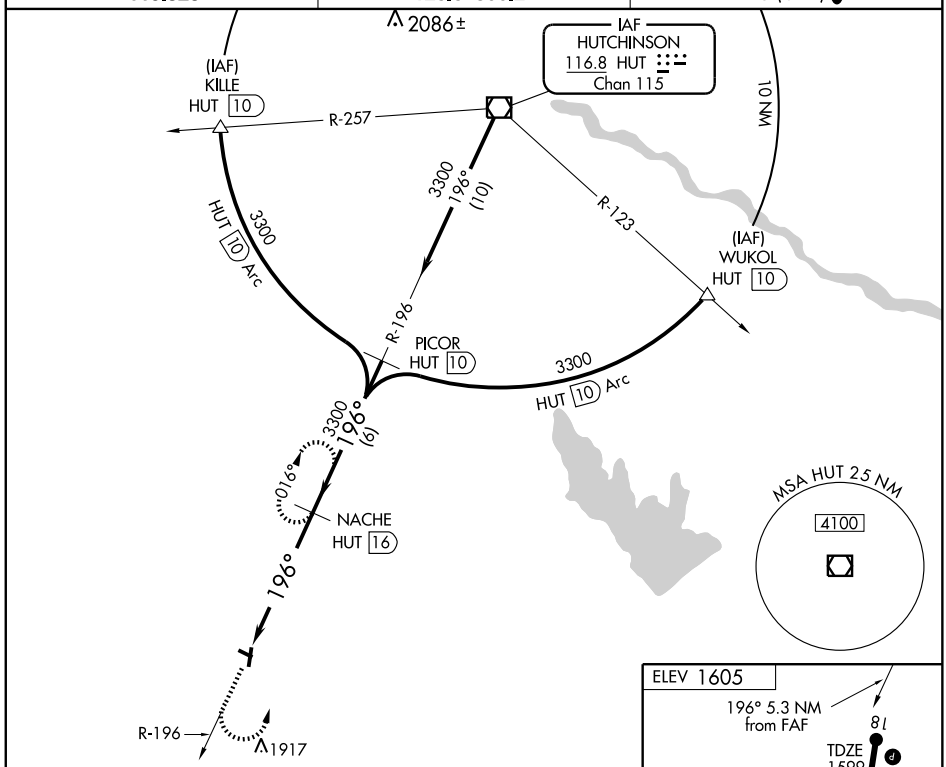
KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

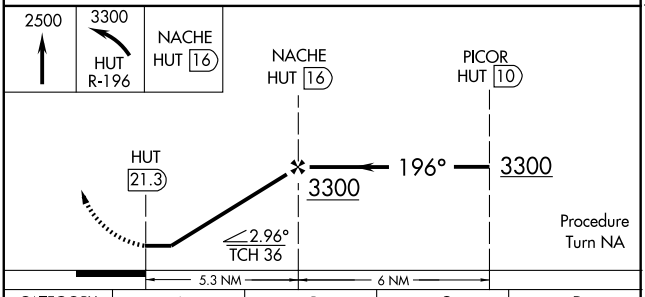
NA

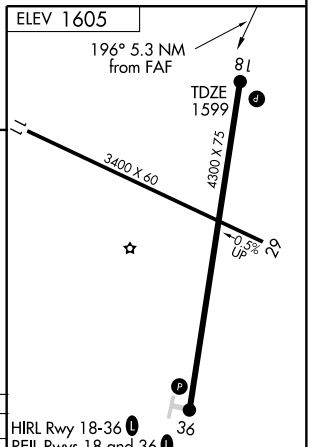
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via HUT R-196 to NACHE/16 DME and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L







HIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-18	2320-1 721 (800-1)	2320-1¼ 721 (800-1¼)	2320-2 721 (800-2)	NA
CIRCLING	2320-1 715 (800-1)	2320-1¼ 715 (800-1¼)	2320-2 715 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

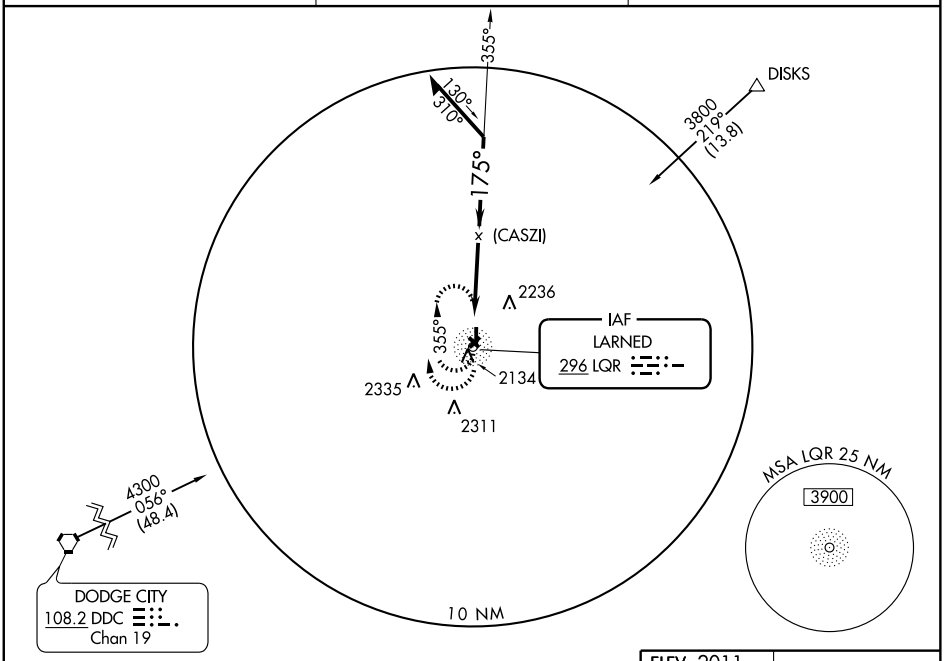
NDB LQR	APP CRS	Rwy Idg	4202
296	175°	TDZE	2011
		Apt Elev	2011

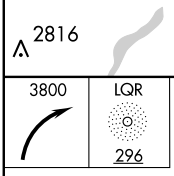
NDB or GPS RWY 17
LARNED-PAWNEE COUNTY (LQR)

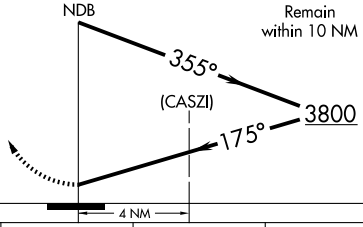
NA Use Russell altimeter setting.

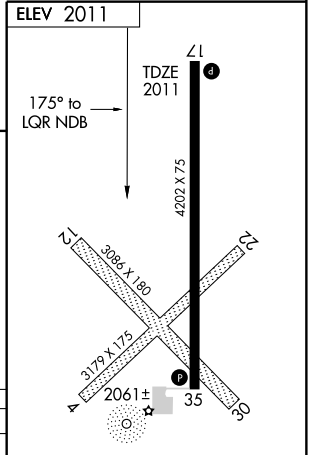
MISSED APPROACH: Climbing right turn to 3800 in LQR NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.875	124.4 322.4	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA
CIRCLING	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

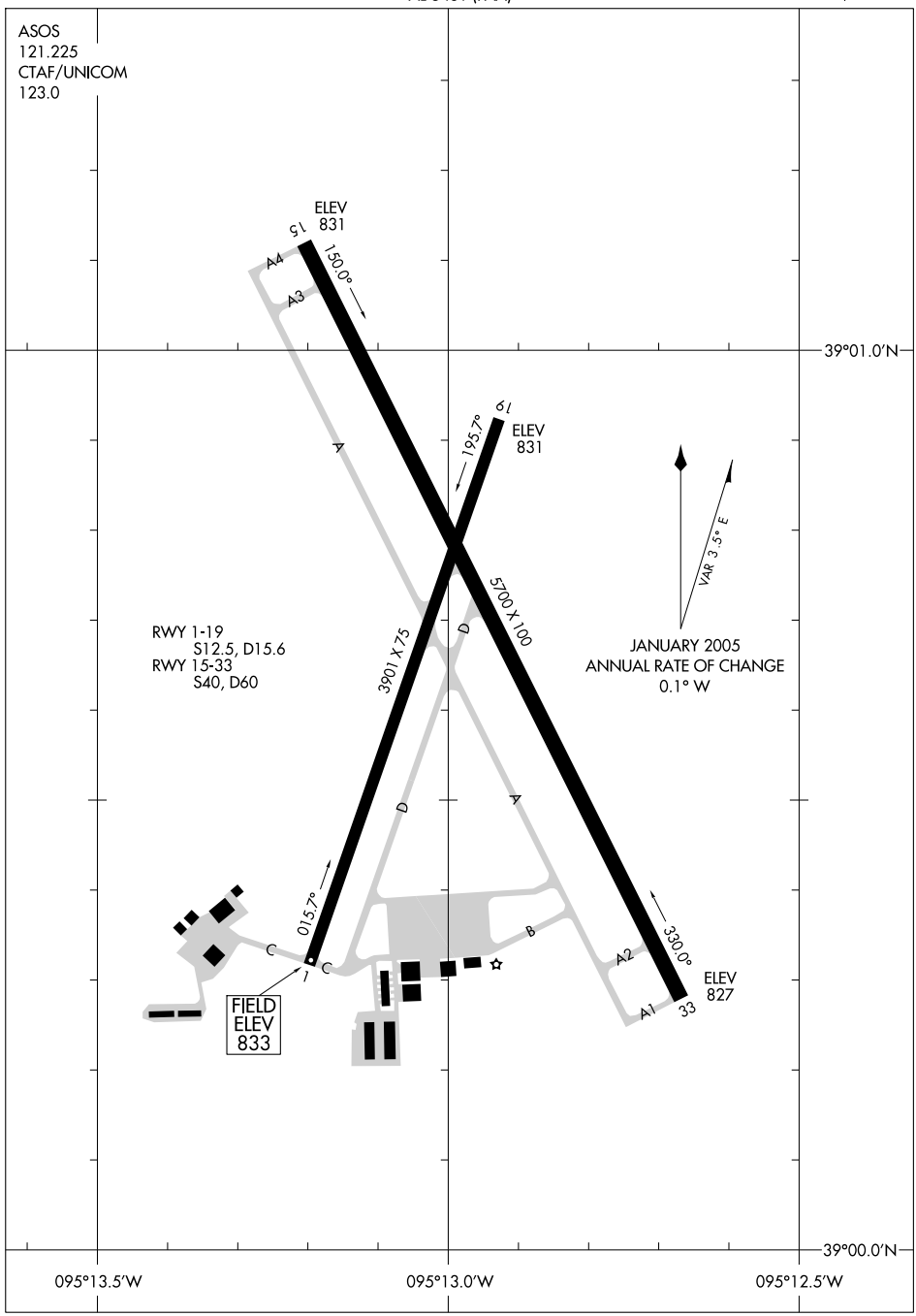
10098

AIRPORT DIAGRAM

AL-5481 (FAA)

LAWRENCE MUNI (LWC)
LAWRENCE, KANSAS

ASOS
121.225
CTAF/UNICOM
123.0



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-JZM	APP CRS	Rwy Idg	5700
108.9	329°	TDZE	831
		Apt Elev	833

ILS or LOC RWY 33

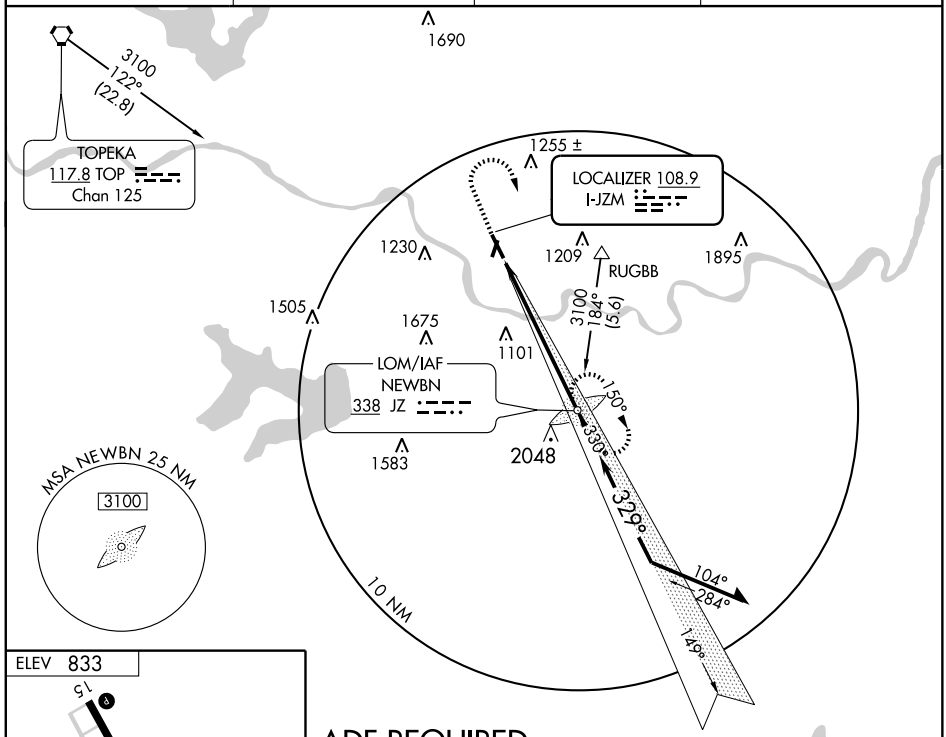
LAWRENCE MUNI (LWC)

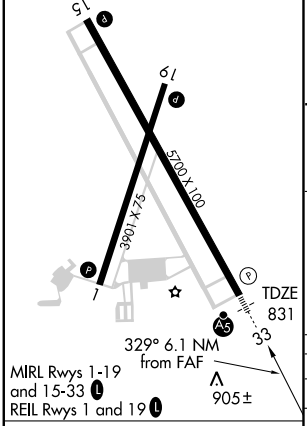
When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet.

MALSR

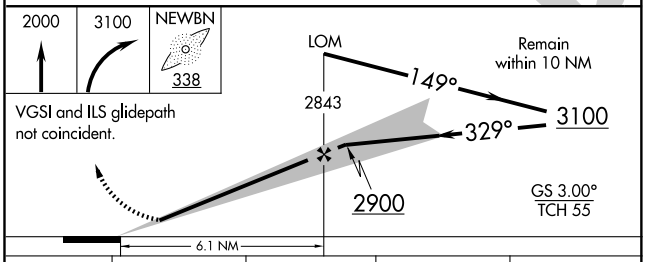
MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct NEWBN LOM and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L





ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 33	1031-½ 200 (200-½)			NA
S-LOC 33	1260-½ 429 (500-½)		1260-¾ 429 (500-¾)	NA
CIRCLING	1420-1 587 (600-1)		1440-1¾ 607 (700-1¾)	NA

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5700
149°	TDZE	831
	Apt Elev	833

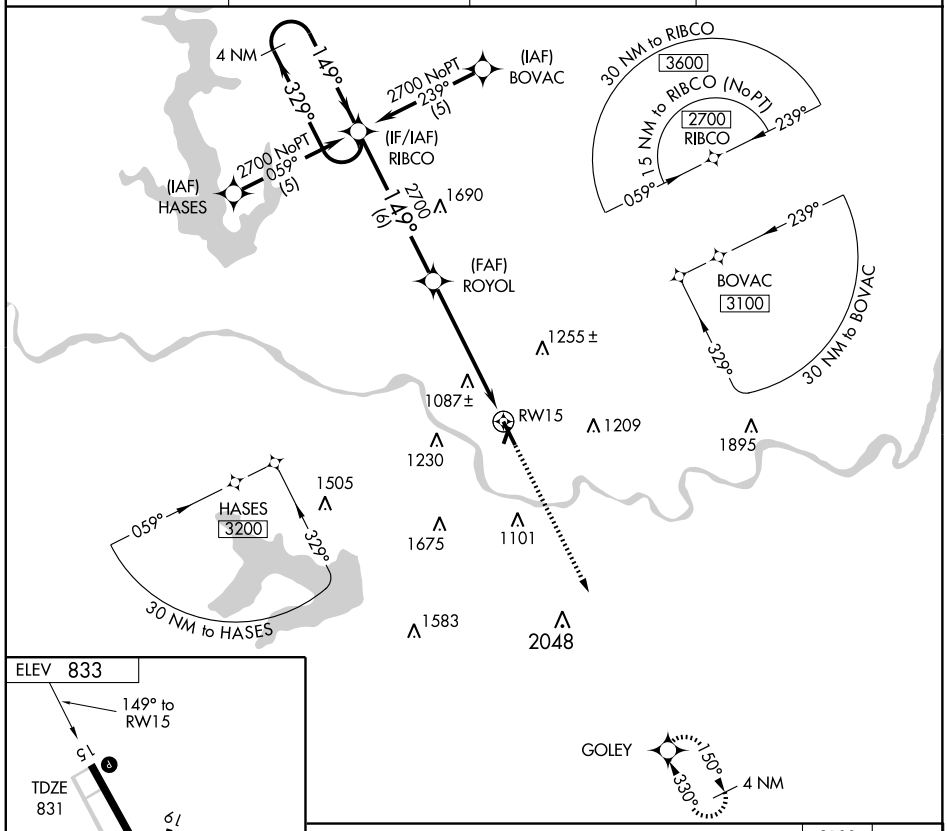
RNAV (GPS) RWY 15

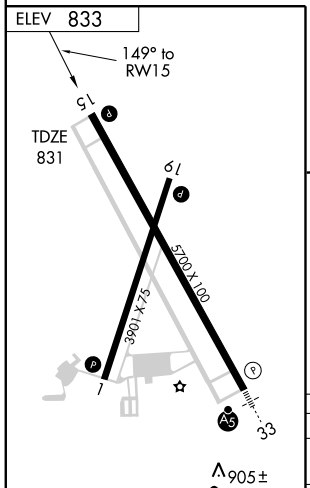
LAWRENCE MUNI (LWC)

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet. Visibility reduction by helicopter NA. DME/DME RNP-0.3 NA.

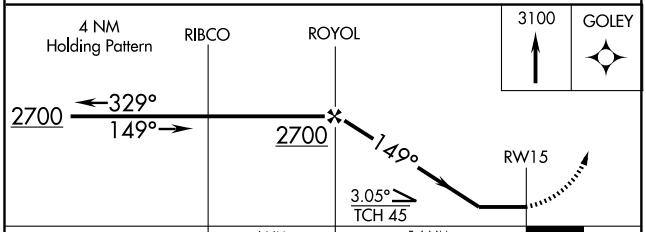
MISSED APPROACH: Climb to 3100 direct GOLEY and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L





MIRL Rwys 1-19 and 15-33 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	509 (600-1)	1340-1½ 509 (600-1½)	NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5700
CH 57913	330°	TDZE	831
W33A		Apt Elev	833

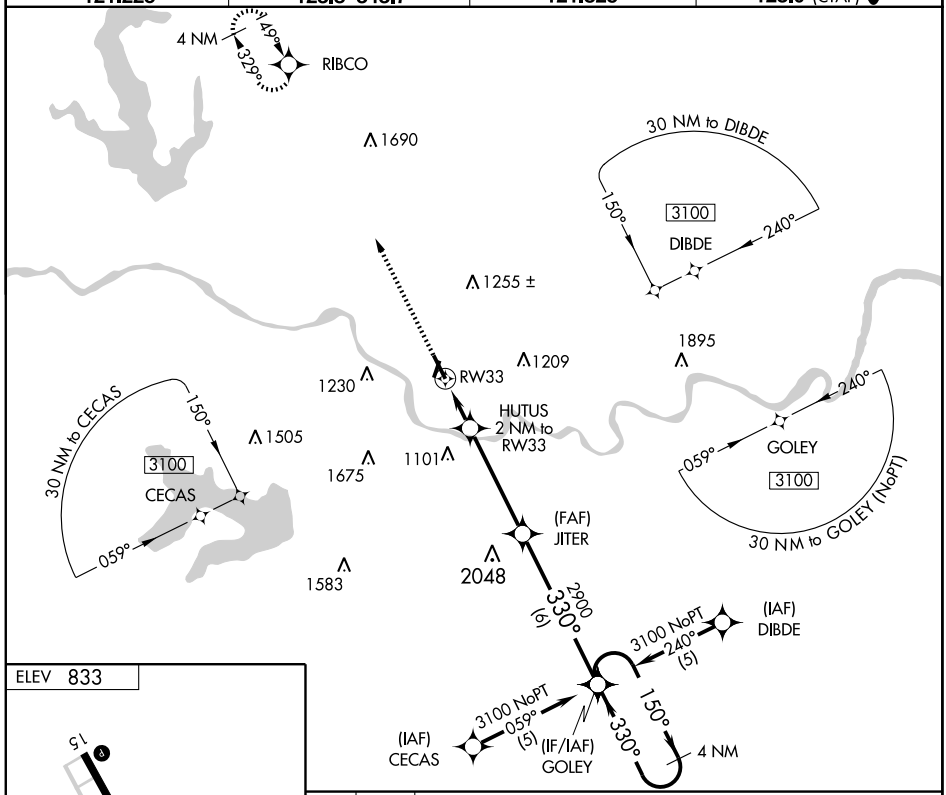
RNAV (GPS) RWY 33
LAWRENCE MUNI (LWC)

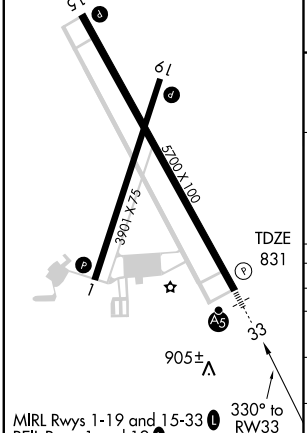
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME NP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet and all LNAV/VNAV and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.

MALSR

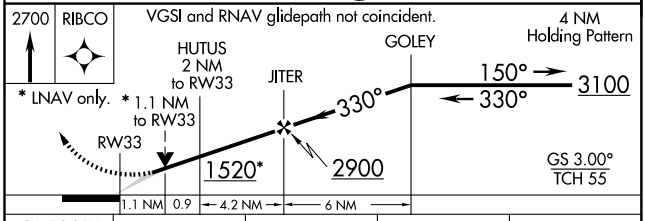
MISSED APPROACH: Climb to 2700 direct RIBCO and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L





MIRL Rwys 1-19 and 15-33 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LPV DA	1031-½	200 (200-½)		NA
LNAV/VNAV DA	1200-¾	369 (400-¾)		NA
LNAV MDA	1220-½	389 (400-½)		NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

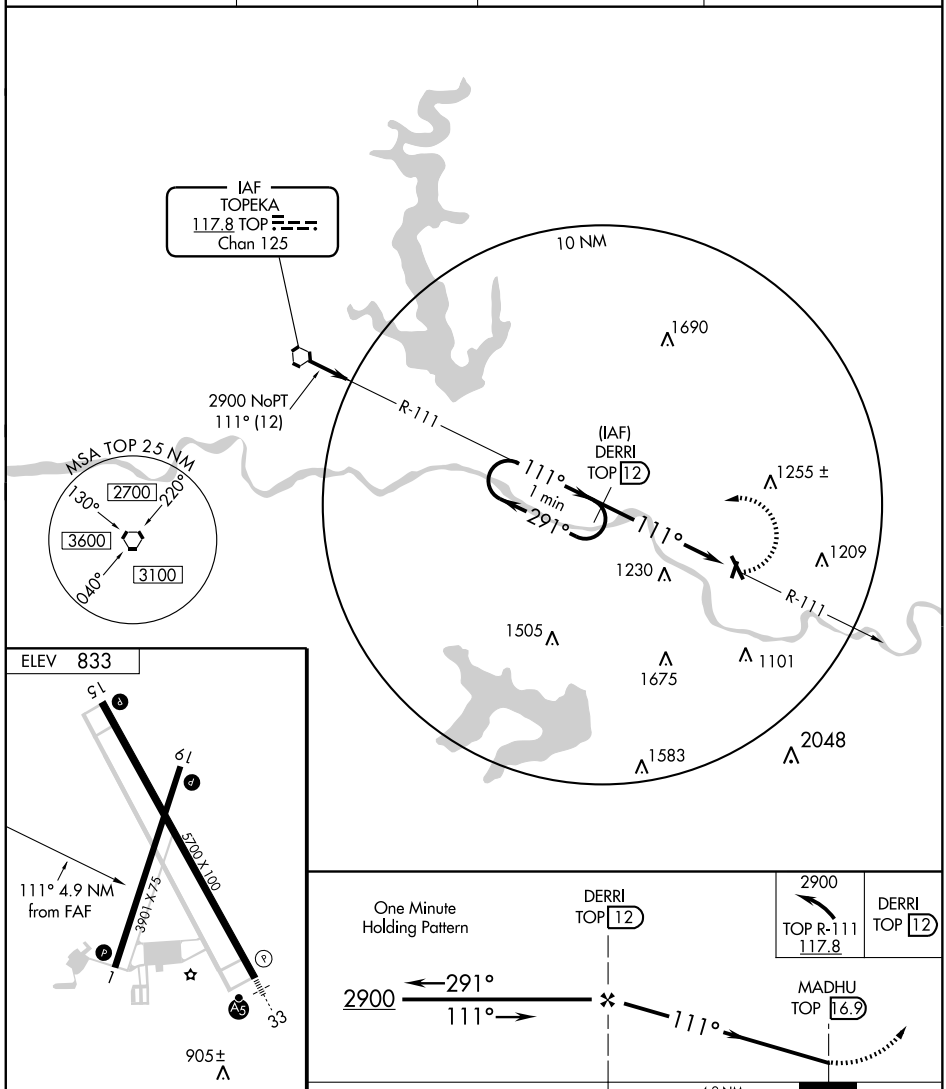
VORTAC TOP	APP CRS	Rwy Idg	N/A
117.8	111°	TDZE	N/A
Chan 125		Apt Elev	833

VOR/DME-A
LAWRENCE MUNI (LWC)

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via TOP VORTAC R-111 to DERRI 12 DME and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1	647 (700-1)	1480-1¾ 647 (700-1¾)	NA

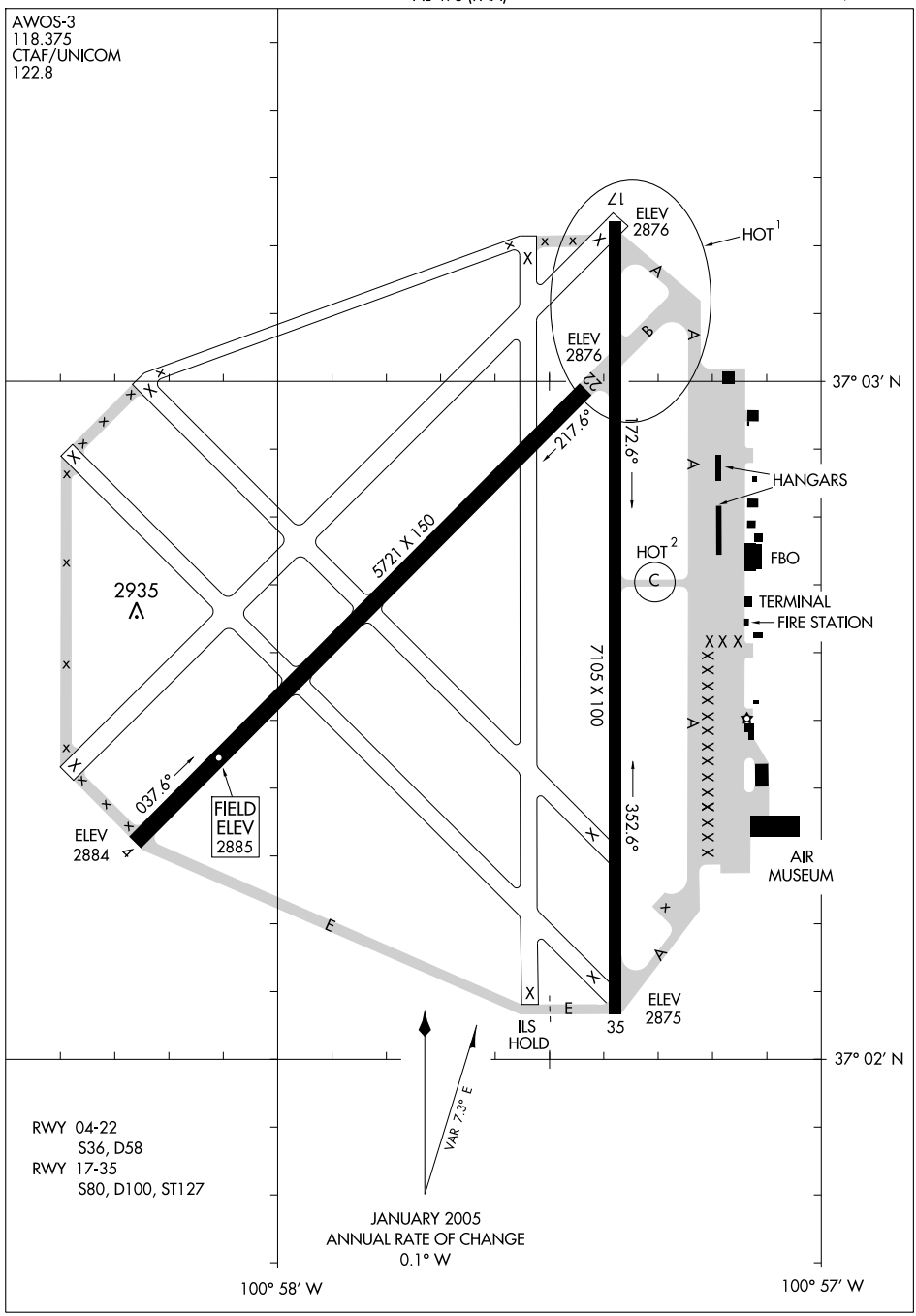
NC-2. 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

AL-498 (FAA)

LIBERAL MID-AMERICA RGNL (LBL)
LIBERAL, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LBL	APP CRS	Rwy Idg	7105
111.3	350°	TDZE	2875
		Apt Elev	2885

ILS or LOC RWY 35

LIBERAL MID-AMERICA RGNL (LBL)

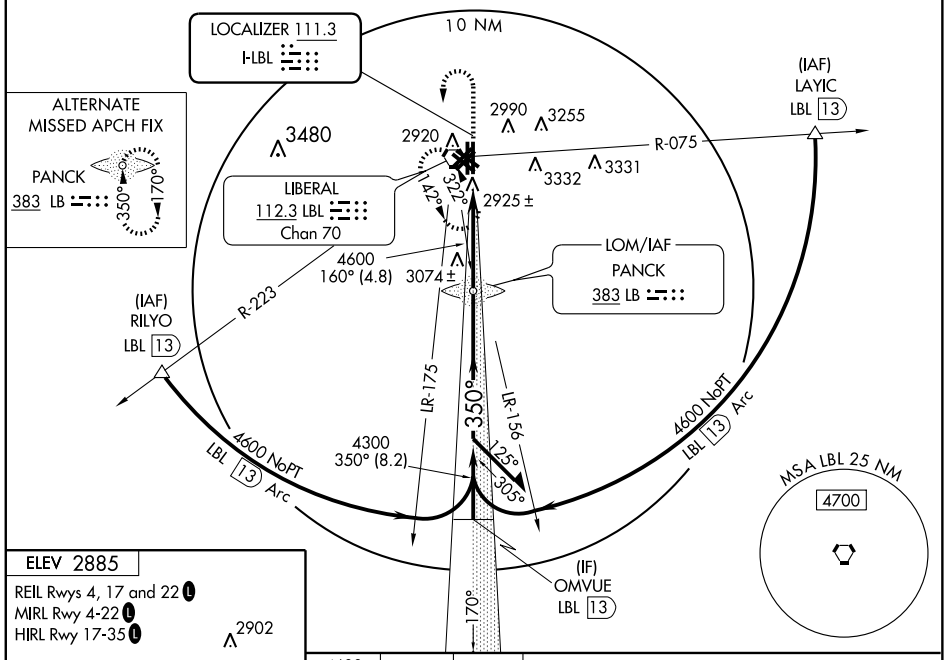
Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

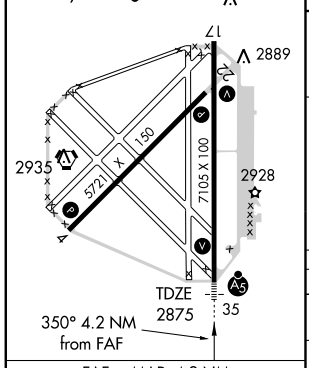
MALSR

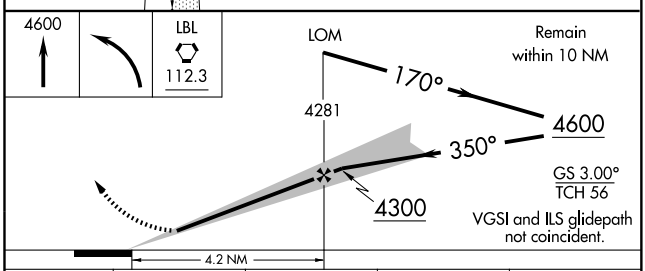
MISSED APPROACH: Climb to 4600 then left turn direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF)

ADF or DME REQUIRED







FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 35	3075-½ 200 (200-½)			
S-LOC 35	3260-½ 385 (400-½)			3260-¾ 385 (400-¾)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 72905 W04A	APP CRS 035°	Rwy Idg 5721 TDZE 2885 Apt Elev 2885

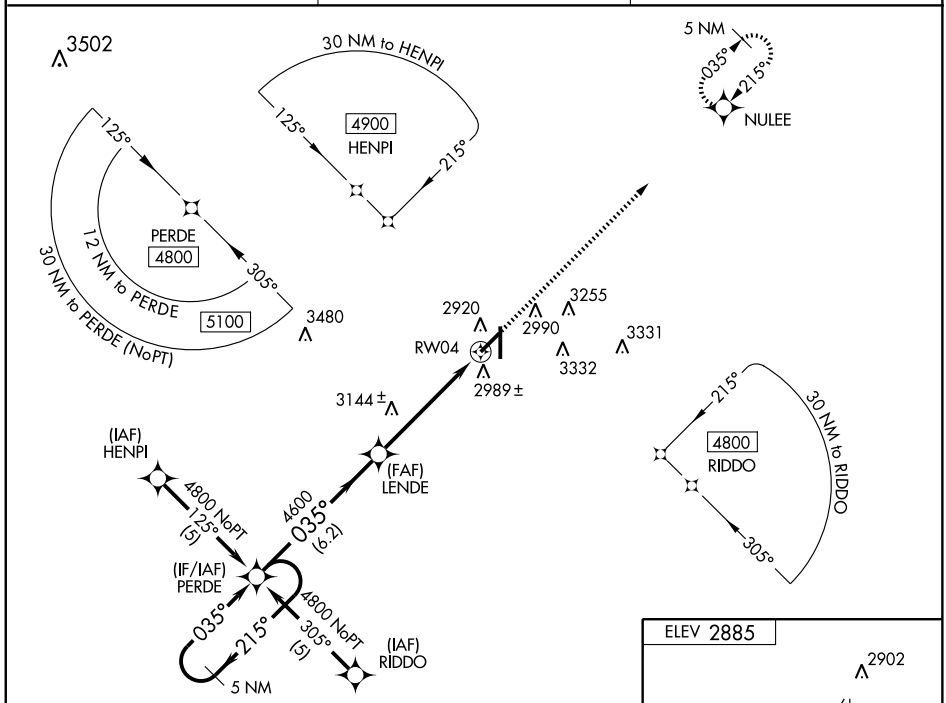
RNAV (GPS) RWY 4

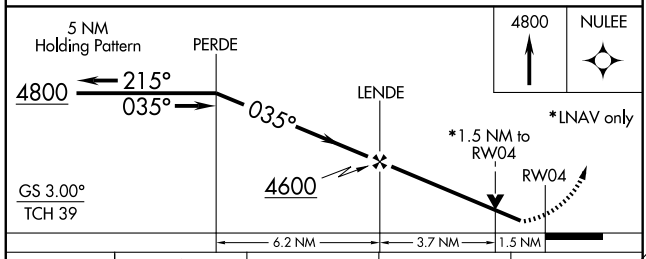
LIBERAL MID-AMERICA RGNL (LBL)

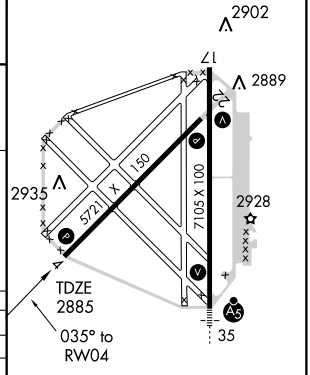
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4800 direct NULEE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3300-1½ 415 (500-1½)			
LNAV MDA	3400-1 515 (600-1)		3400-1½ 515 (600-1½)	3400-1¾ 515 (600-1¾)
CIRCLING	3400-1 515 (600-1)		3400-1½ 515 (600-1½)	3440-2 555 (600-2)

REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 78205 W17A	APP CRS 170°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885

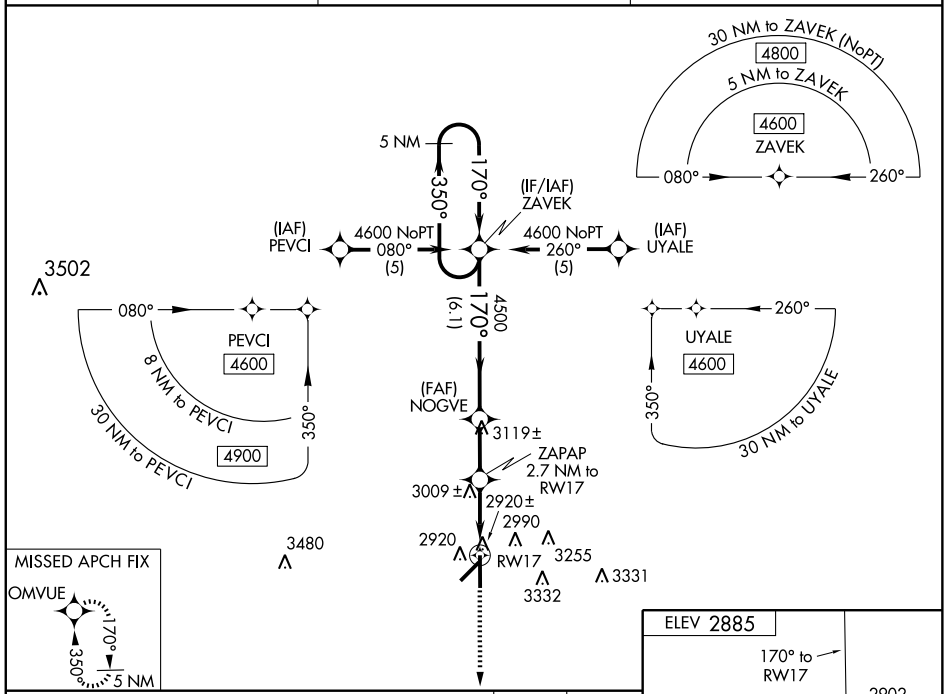
RNAV (GPS) RWY 17

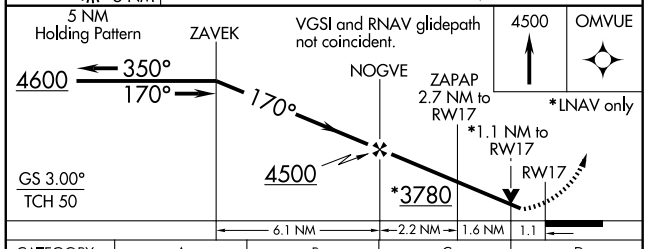
LIBERAL MID-AMERICA RGNL (LBL)

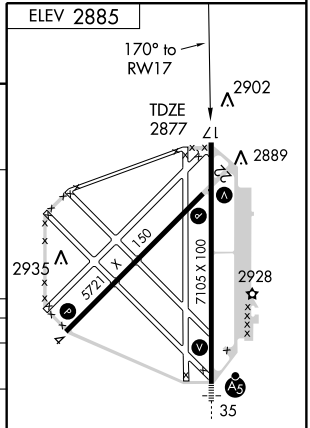
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4500 direct OMVUE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3127-¾ 250 (300-¾)			
LNAV/VNAV DA	3320-1½ 443 (500-1½)			
LNAV MDA	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 90405 W22A	APP CRS 215°	Rwy Idg 5721 TDZE 2877 Apt Elev 2885

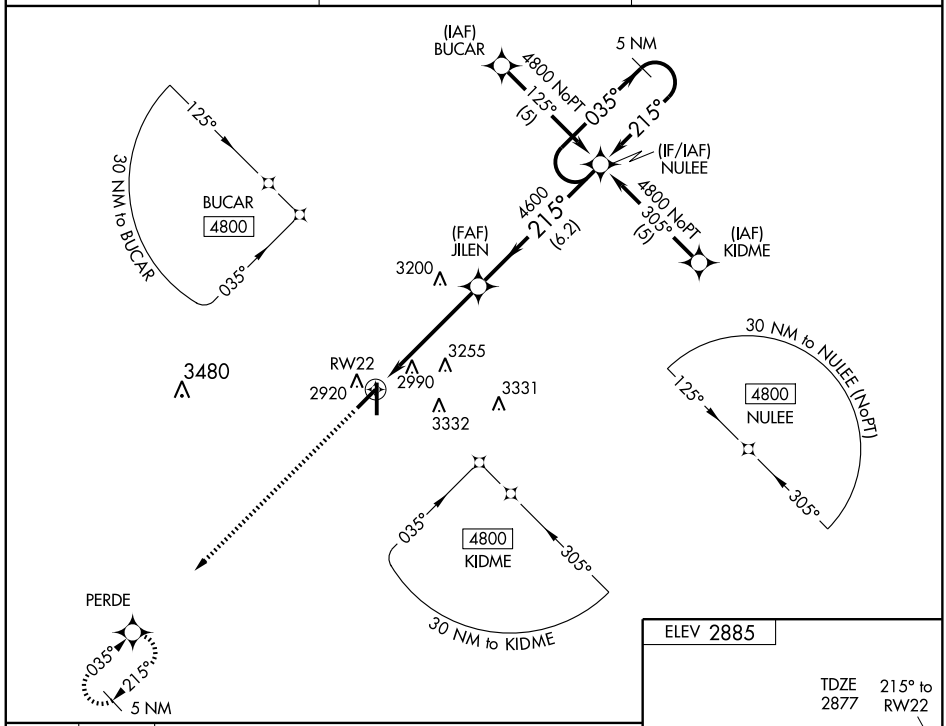
RNAV (GPS) RWY 22

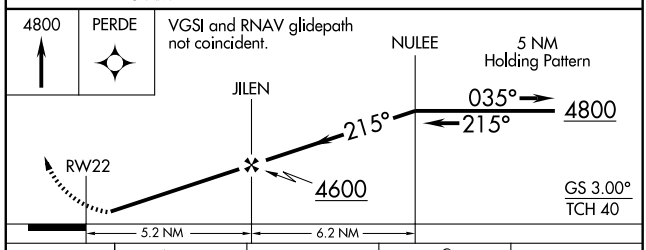
LIBERAL MID-AMERICA RGNL (LBL)

Circling NA east of Rwy 17-35. Baro-VNAV NA when using Guymon Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

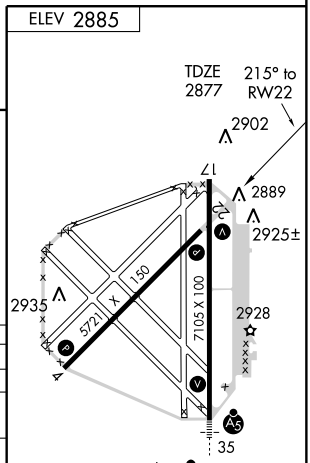
MISSED APPROACH: Climb to 4800 direct PERDE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3127-1 250 (300-1)			
LNAV/VNAV DA	3185-1 308 (300-1)			
LNAV MDA	3440-1 563 (600-1)		3440-1½ 563 (600-1½)	3440-1¾ 563 (600-1¾)
CIRCLING	3440-1 555 (600-1)		3440-1½ 555 (600-1½)	3440-2 555 (600-2)



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7105
CH 63005	350°	TDZE	2875
W35A		Apt Elev	2885

RNAV (GPS) RWY 35

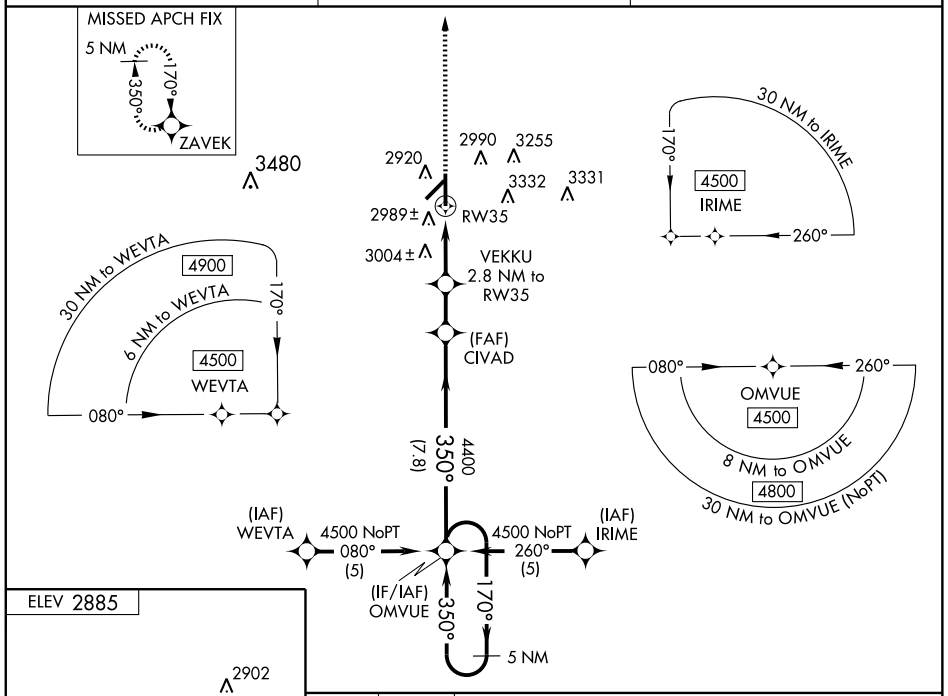
LIBERAL MID-AMERICA RGNL (LBL)

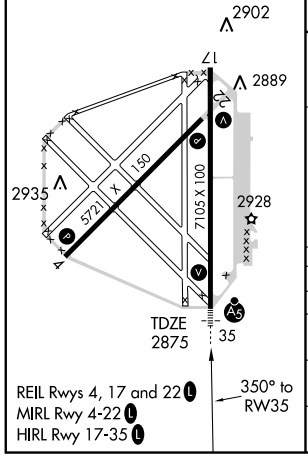
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼.

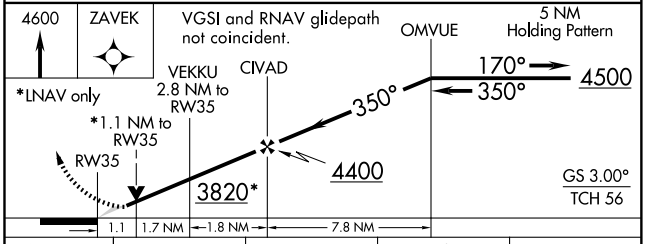
MALSR

MISSED APPROACH: Climb to 4600 direct ZAVEK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3137-½ 262 (300-½)			
LNAV/VNAV DA	3290-1 415 (500-1)			
LNAV MDA	3260-½ 385 (400-½)			3260-1 385 (400-1)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LBL 112.3 Chan 70	APP CRS 196°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885

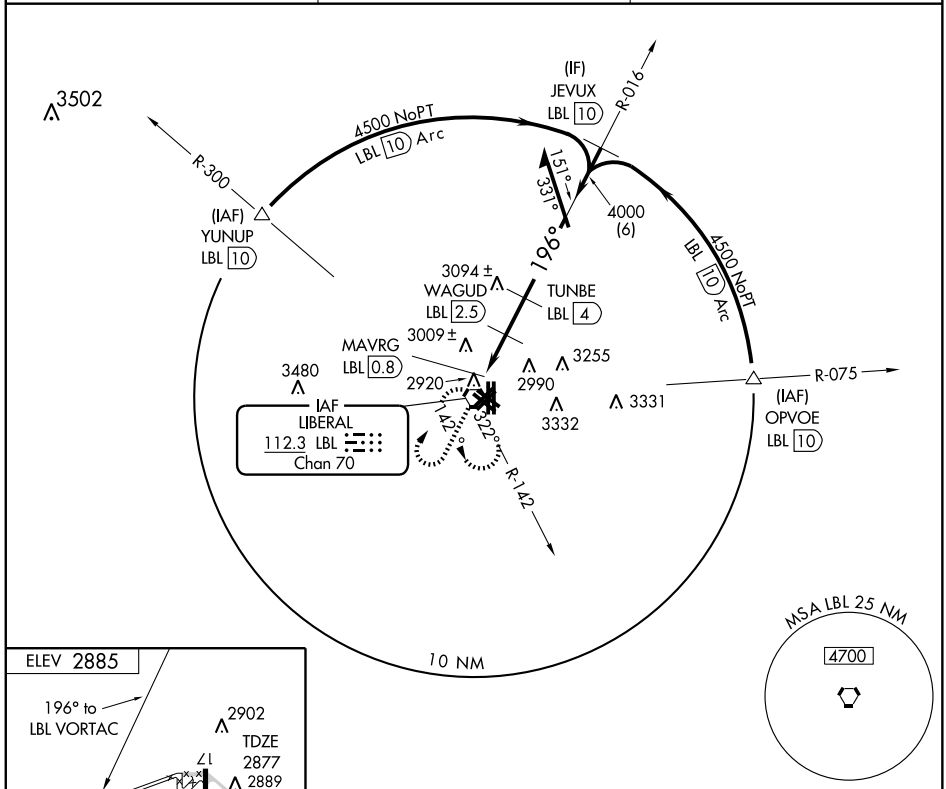
VOR/DME RWY 17

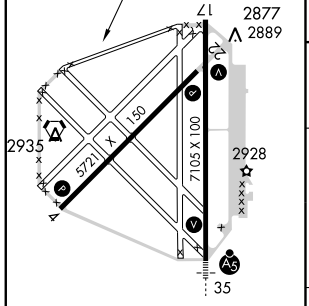
LIBERAL MID-AMERICA RGNL (LBL)

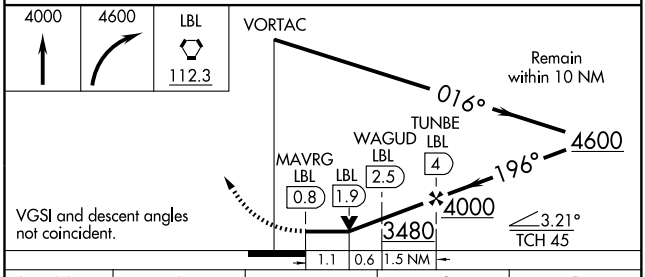
Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LBL	APP CRS	Rwy Idg	5721
112.3	019°	TDZE	2885
Chan 70		Apt Elev	2885

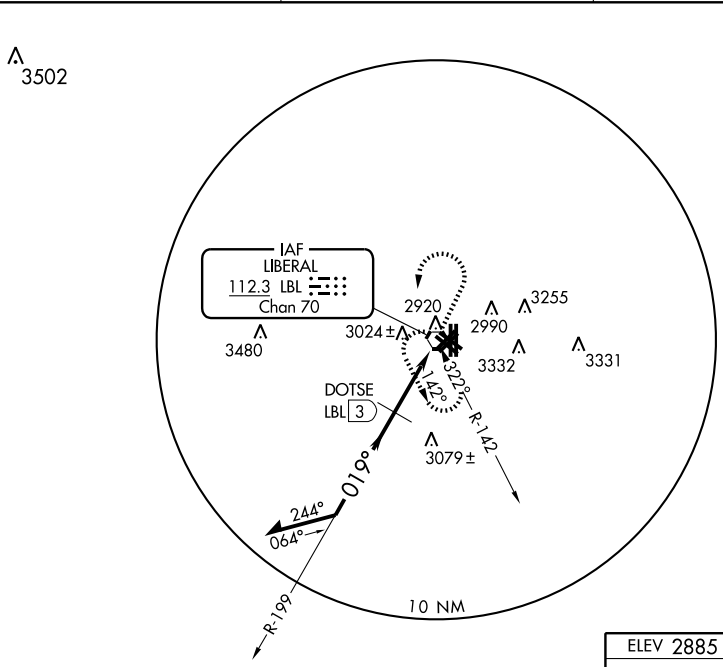
VOR RWY 4

LIBERAL MID-AMERICA RGNL (LBL)

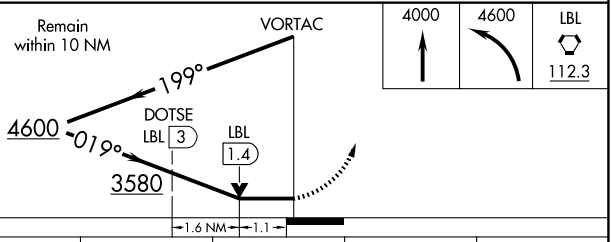
T A Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

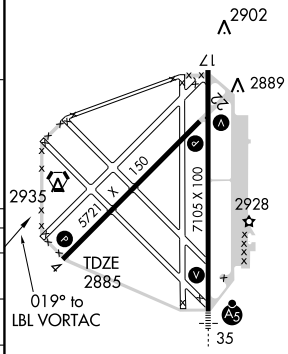
MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-4	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2¼ 695 (700-2¼)
CIRCLING	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2¼ 695 (700-2¼)
DME MINIMUMS				
S-4	3280-1 395 (400-1)			3280-1¼ 395 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LBL 112.3 Chan 70	APP CRS 322°	Rwy Idg 7105 TDZE 2875 Apt Elev 2885

VOR RWY 35

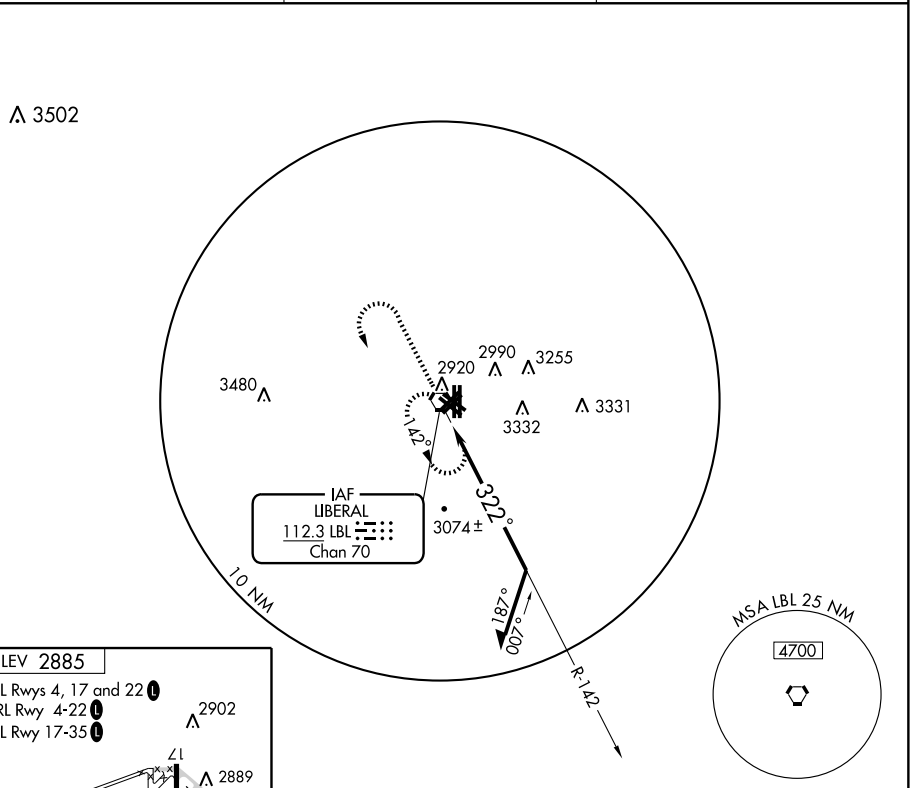
LIBERAL MID-AMERICA RGNL (LBL)

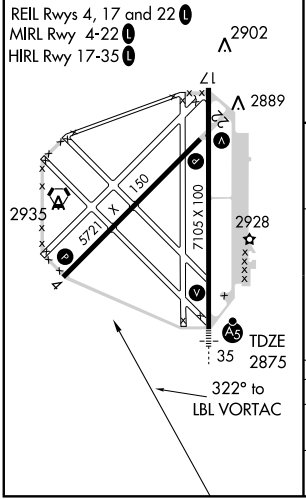
▼ Inoperative table does not apply to Cat C and D. Circling NA east of Rwy 17-35.
▲ If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Guymon Muni altimeter setting.

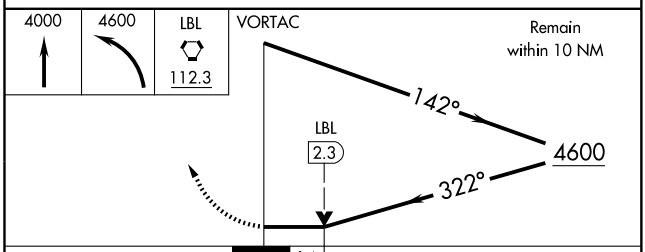
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3380-½ 505 (500-½)		3380-1½ 505 (500-1½)	
CIRCLING	3380-1 495 (500-1)		3380-1½ 495 (500-1½)	3440-2 555 (600-2)

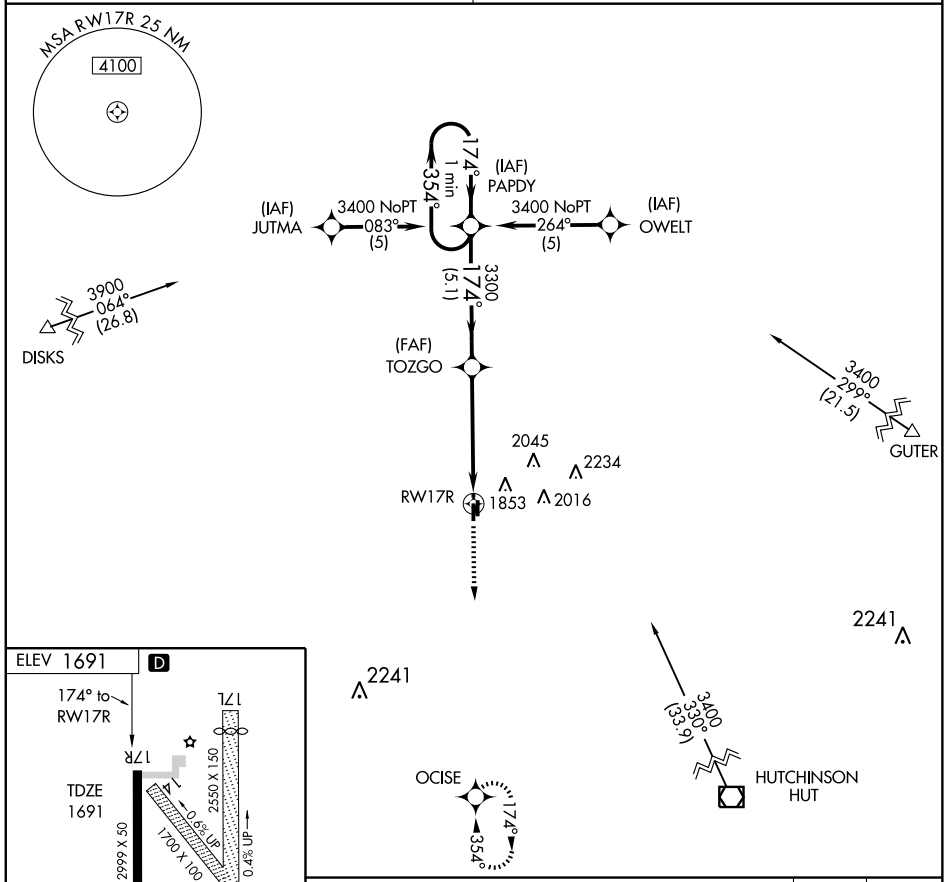
NC-2, 08 APR 2010 to 06 MAY 2010

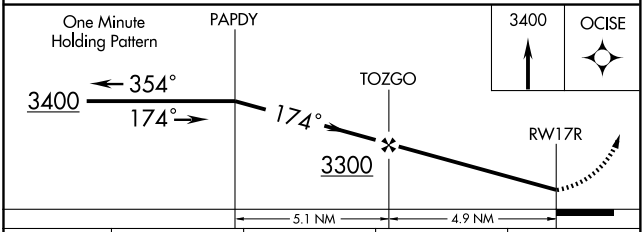
APP CRS	Rwy Idg	2999
174°	TDZE	1691
	Apt Elev	1691

GPS RWY 17R

LYONS-RICE COUNTY MUNI (LYO)

⚠ NA Use Hutchinson altimeter setting.	MISSED APPROACH: Climb to 3400 direct OCISE WP and hold.
KANSAS CITY CENTER **118.8 337.4**	UNICOM **122.8** (CTAF)





CATEGORY	A	B	C	D
S-17R	2180-1	489 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

LIRL Rwy 17R-35L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
354°	Rwy Idg	2999
	TDZE	1691
	Apt Elev	1691

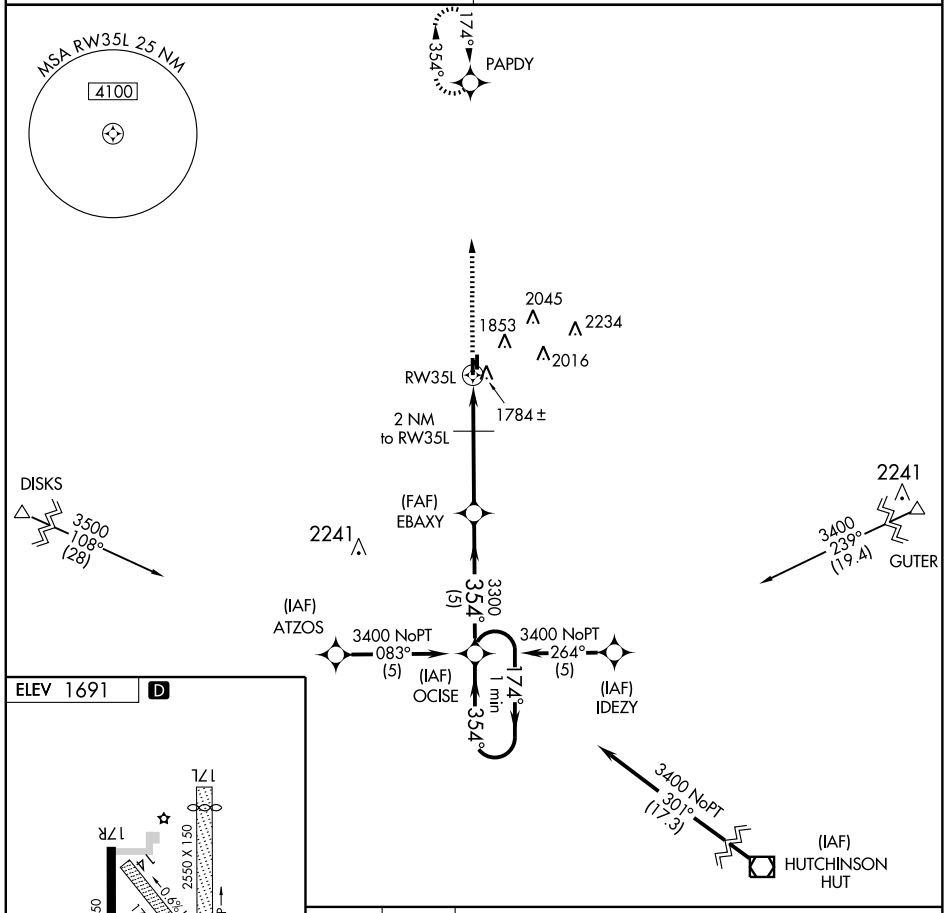
GPS RWY 35L

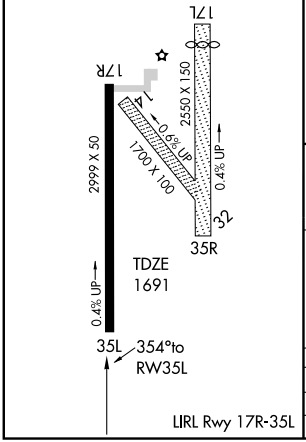
LYONS-RICE COUNTY MUNI (LYO)

NA Use Hutchinson altimeter setting.

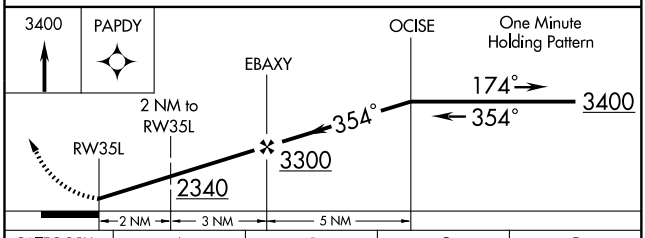
MISSED APPROACH: Climb to 3400 direct PAPDY WP and hold.

KANSAS CITY CENTER	UNICOM
118.8 337.4	122.8 (CTAF)





LIRL Rwy 17R-35L



CATEGORY	A	B	C	D
S-35L	2120-1	429 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB LYO 386	APP CRS 162°	Rwy Idg 2999 TDZE 1691 Apt Elev 1691

NDB RWY 17R

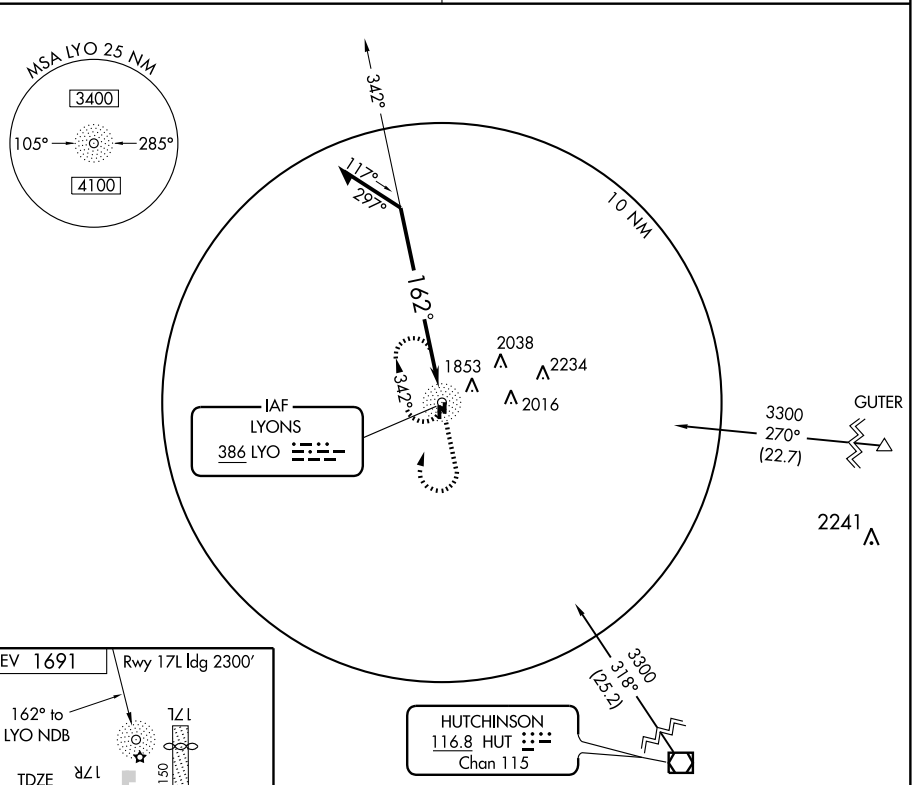
LYONS-RICE COUNTY MUNI (LYO)

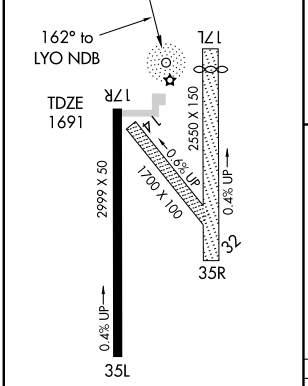
Use Hutchinson altimeter setting.

⚠ NA

MISSED APPROACH: Climb to 3300 then right turn direct LYO NDB and hold.

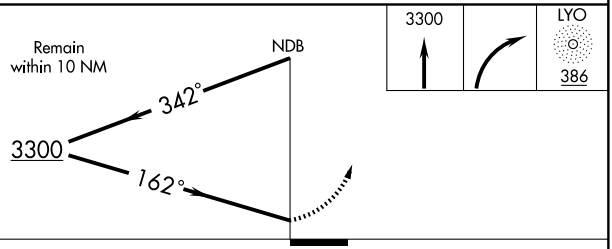
KANSAS CITY CENTER	UNICOM
118.8 337.4	**122.8** (CTAF)





LIRL Rwy 17R-35L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17R	2320-1	629 (700-1)	NA	
CIRCLING	2320-1	629 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME HUT	APP CRS	Rwy Idg	N/A
116.8	317°	TDZE	N/A
Chan 115		Apt Elev	1691

VOR/DME-A

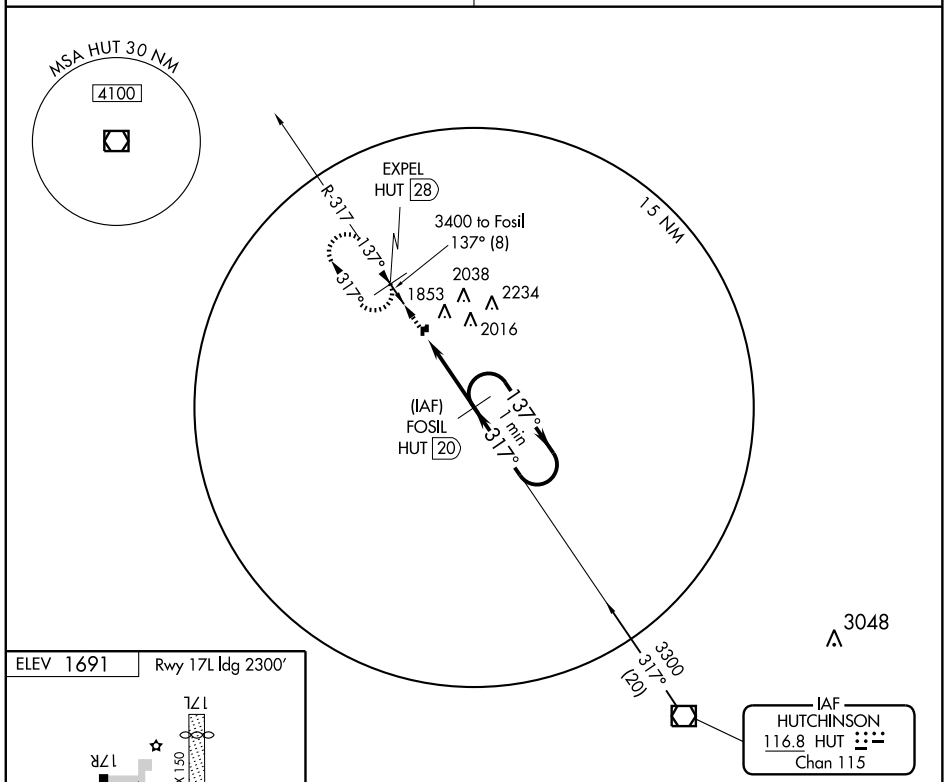
LYONS-RICE COUNTY MUNI (LYO)

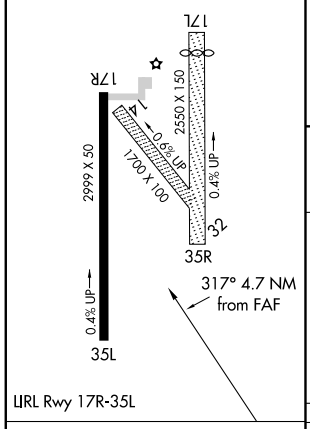
Use Hutchinson altimeter setting.

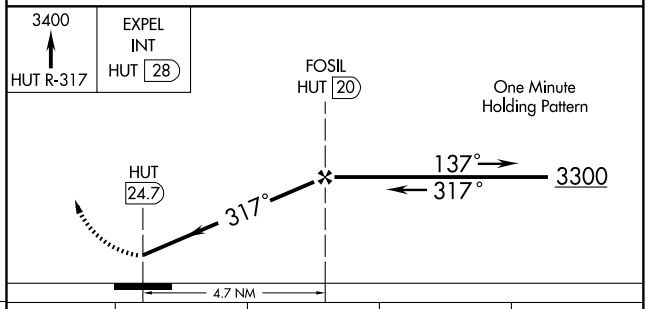
NA

MISSED APPROACH: Climb to 3400 via HUT R-317 to EXPEL 28 DME and hold.

KANSAS CITY CENTER	UNICOM
118.8 337.4	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2340-1	2340-1¼	NA	
	649 (700-1)	649 (700-1¼)		

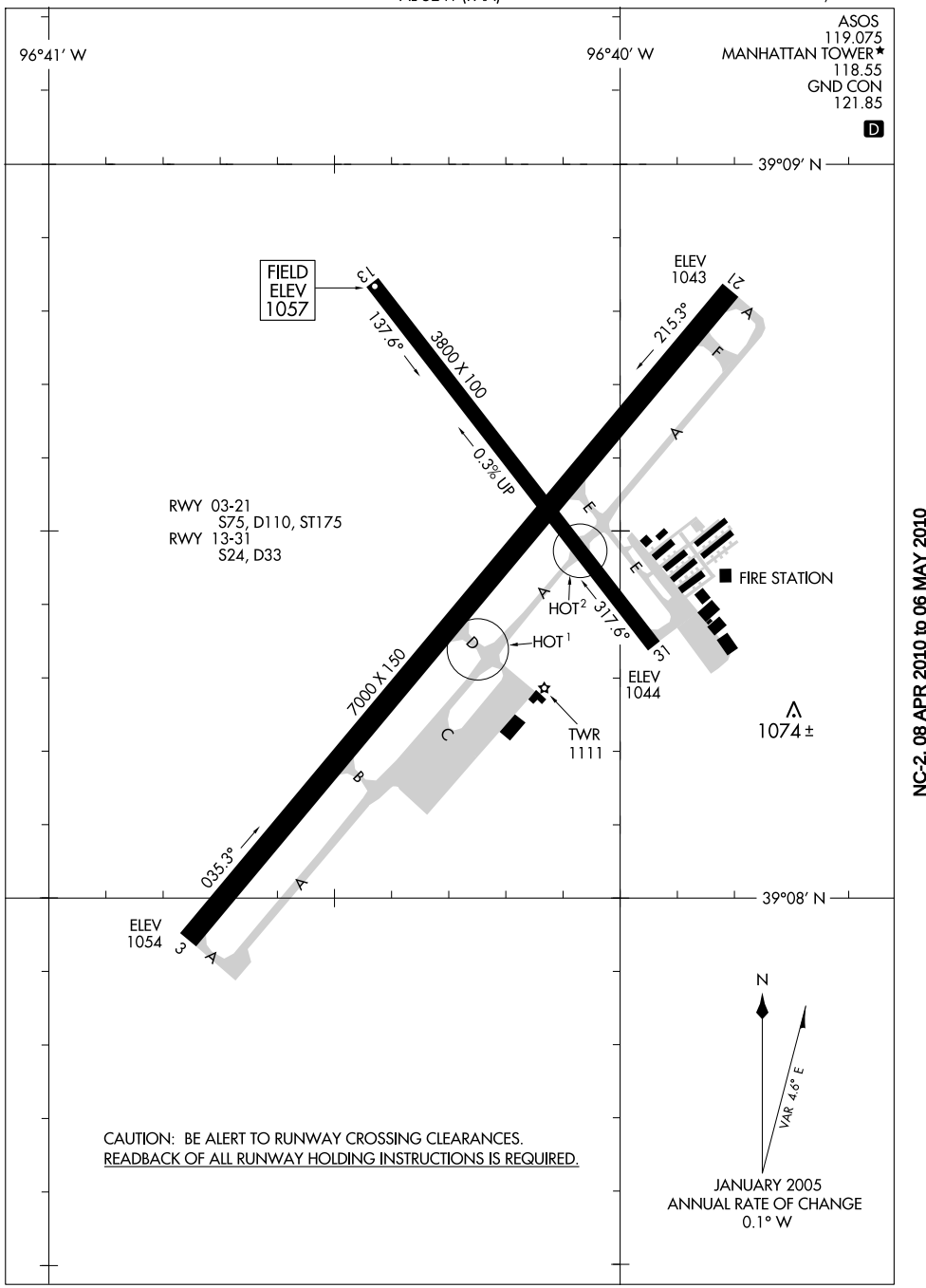
NC-2. 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)
MANHATTAN, KANSAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 08 APR 2010 to 06 MAY 2010

MANHATTAN, KANSAS AL-5241 (FAA)

LOC I-MHK	APP CRS	Rwy Idg	6600
111.3	034°	TDZE	1054
		Apt Elev	1056

ILS RWY 3
MANHATTAN RGNL (MHK)

Circling NA west of Rwy 3-21.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85

ADF or DME REQUIRED

R-275 R-040 117.8 TOP Chan 125 MICOL INT MHK 10.6 1680 MANHATTAN 110.2 MHK Chan 39 R-3602B 3800 to RAMZE INT 213° (17.7) 1483 1787 LOCALIZER 111.3 I-MHK 1729 1260 1127 R-106 HATAN OM MHK 6.7 R-141 ALMAS MHK 7.7 (IAF) 1634 1767 117.8 TOP Chan 125 Marshall AAF 3000 (2.5) R-258 141° 321° 1890 IAF SALINA 117.1 SLN Chan 118 CAVALRY 314 CVY MHK 9.3 LR-204 3800 034° (8.4) MSA CVY 25 NM 3400 3800 NoPT MHK 13 Arc 3800 NoPT 084° (33.9) 214° 1 min 034° R-084 (IAF) RAMZE INT MHK 17.7 214° 034° 10 NM MHK R-213 KAKEL 3800 NoPT to RAMZE INT 309° (4.5) and 034° (2.6)

ELEV 1056 D

1056 3 21 3800 X 100 0.5% UP 7000 X 150 1074± 1084 ± TWR 1111 TDZE 1054 HIRL Rwy 3-21 L MIRL Rwy 13-31 L REIL Rwys 21 and 31 L 034° 5.8 NM from FAF

One Minute Holding Pattern

RAMZE INT MHK 17.7 NDB MHK 9.3 HATAN OM MHK 6.7 2000 3000 MHK R-141 ALMAS MHK 7.7 3800 214° 034° 2985 MHK 0.9 3800 3000 034° GS 3.00° TCH 49 8.4 NM 2.6 5.8 NM

CATEGORY	A	B	C	D
S-ILS 3	1254-½ 200 (200-½)			
S-LOC 3	1440-½ 386 (400-½)			1440-¾ 386 (400-¾)
CIRCLING	1600-1 544 (600-1)	1700-1 644 (700-1)	1700-1¾ 644 (700-1¾)	1760-2¼ 704 (800-2¼)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6600
034°	TDZE	1054
	Apt Elev	1056

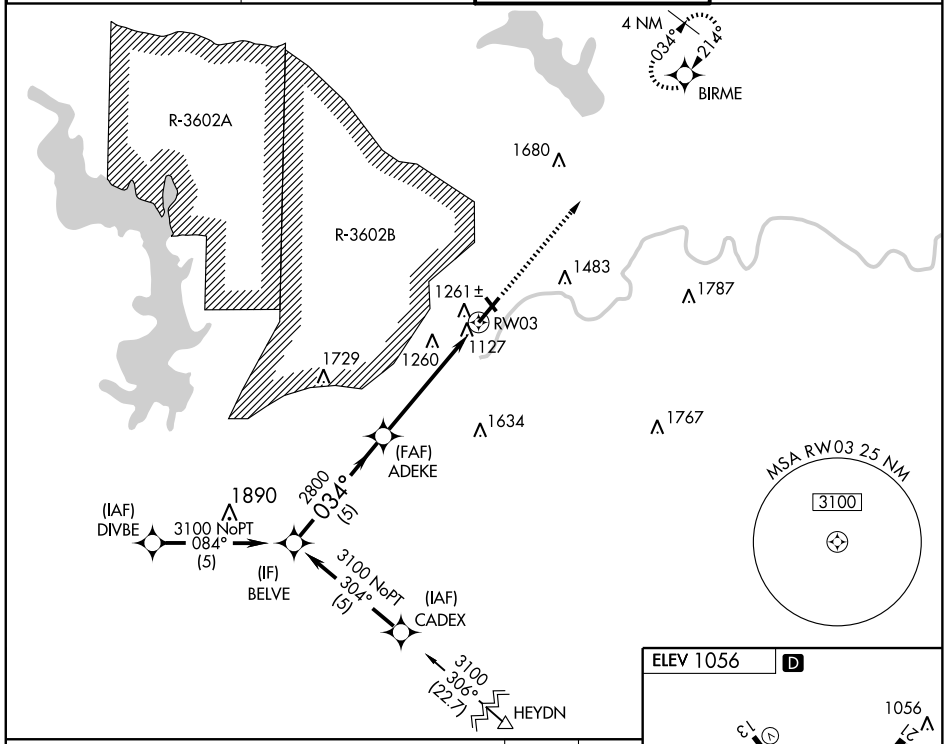
RNAV (GPS) RWY 3
MANHATTAN RGNL (MHK)

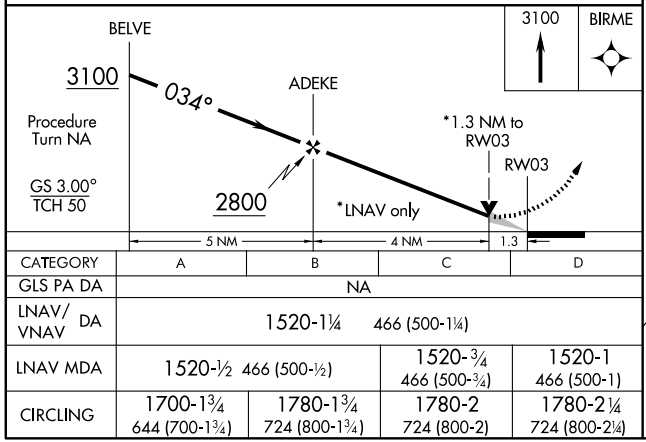
Baro-VNAV NA below -17°C (2°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling not authorized west of runway 3-21.

MALSR

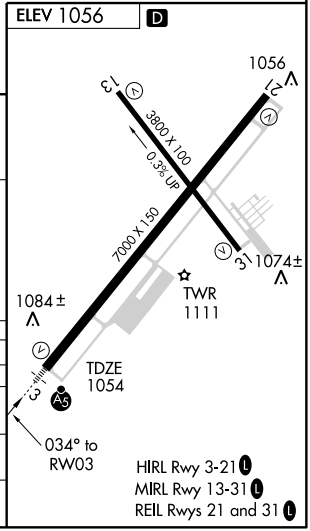
MISSED APPROACH: Climb to 3100 direct BIRME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1520-1¼ 466 (500-1¼)			
LNAV MDA	1520-½ 466 (500-½)		1520-¾ 466 (500-¾)	1520-1 466 (500-1)
CIRCLING	1700-1¾ 644 (700-1¾)	1780-1¾ 724 (800-1¾)	1780-2 724 (800-2)	1780-2¼ 724 (800-2¼)



NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
214°	TDZE	1047
	Apt Elev	1056

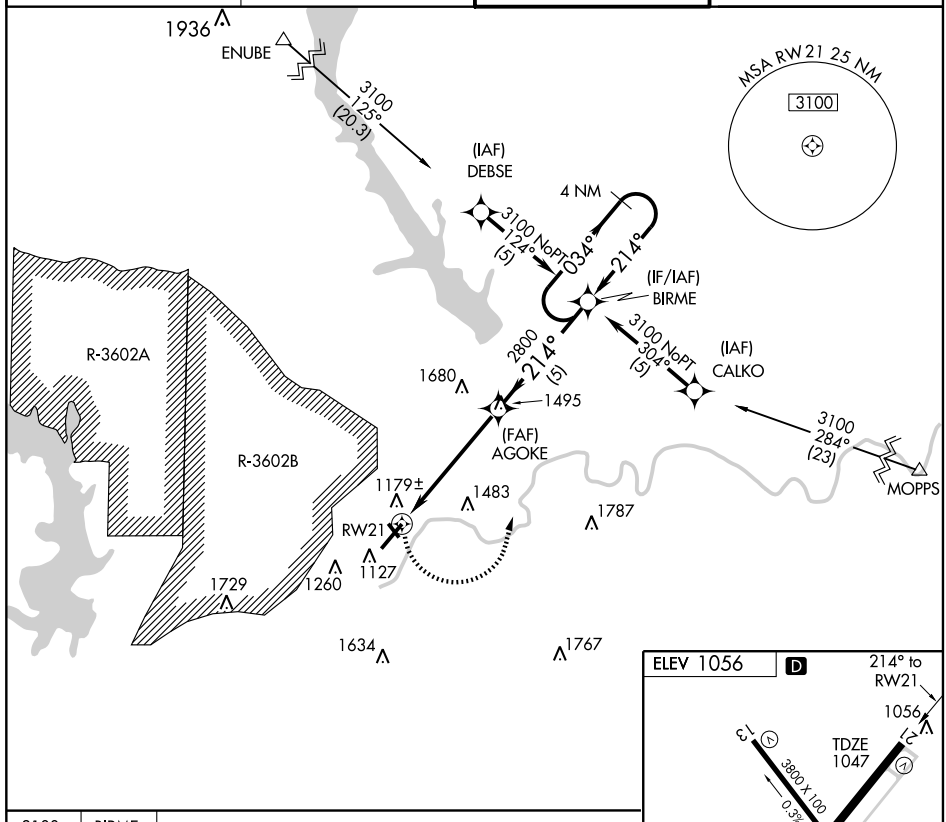
RNAV (GPS) RWY 21

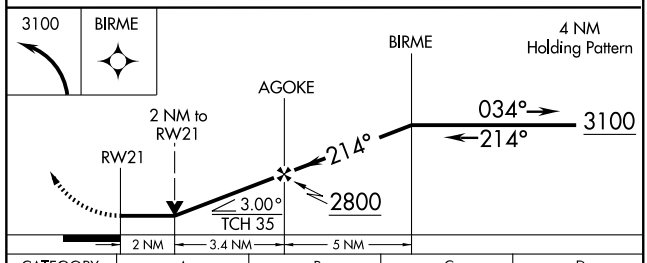
MANHATTAN RGNL (MHK)

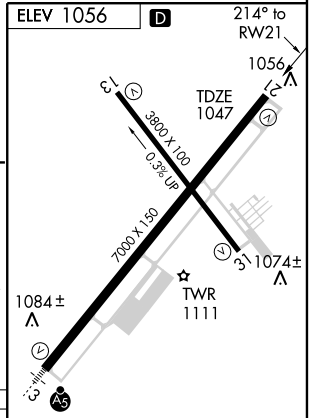
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.
Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing left turn to 3100 direct BIRME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85







CATEGORY	A	B	C	D
LNAV MDA	1720-1 673 (700-1)		1720-2 673 (700-2)	1720-2¼ 673 (700-2¼)
CIRCLING	1720-1 664 (700-1)	1780-1 724 (800-1)	1780-2 724 (800-2)	1780-2¼ 724 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L

NC-2. 08 APR 2010 to 06 MAY 2010

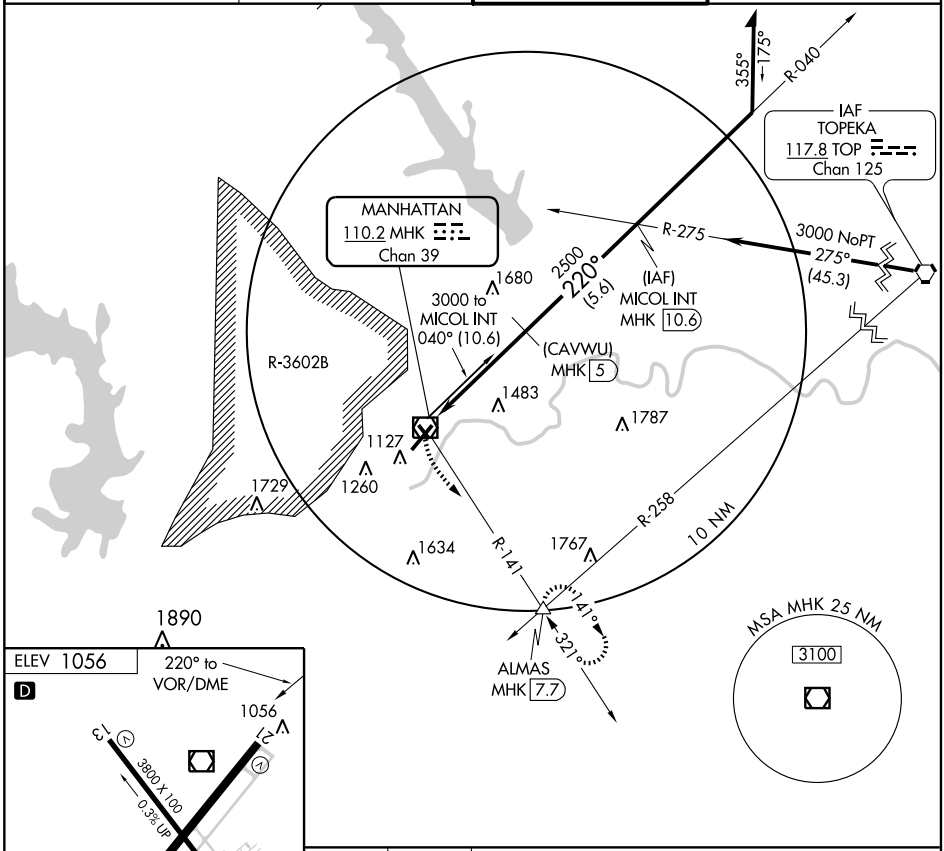
VOR/DME MHK	APP CRS	Rwy Idg	N/A
110.2	220°	TDZE	N/A
Chan 39		Apt Elev	1056

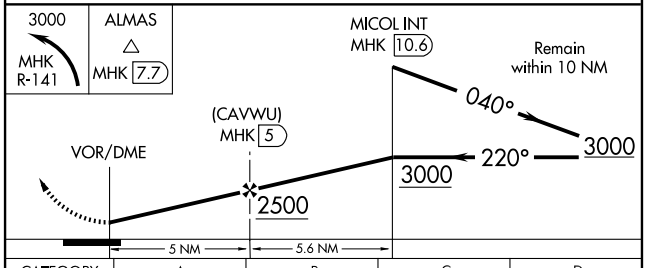
VOR/DME or GPS-F
MANHATTAN RGNL (MHK)

Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing left turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85





HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L

CATEGORY	A	B	C	D
CIRCLING	1700-1 644 (700-1)		1700-1¾ 644 (700-1¾)	1760-2¼ 704 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

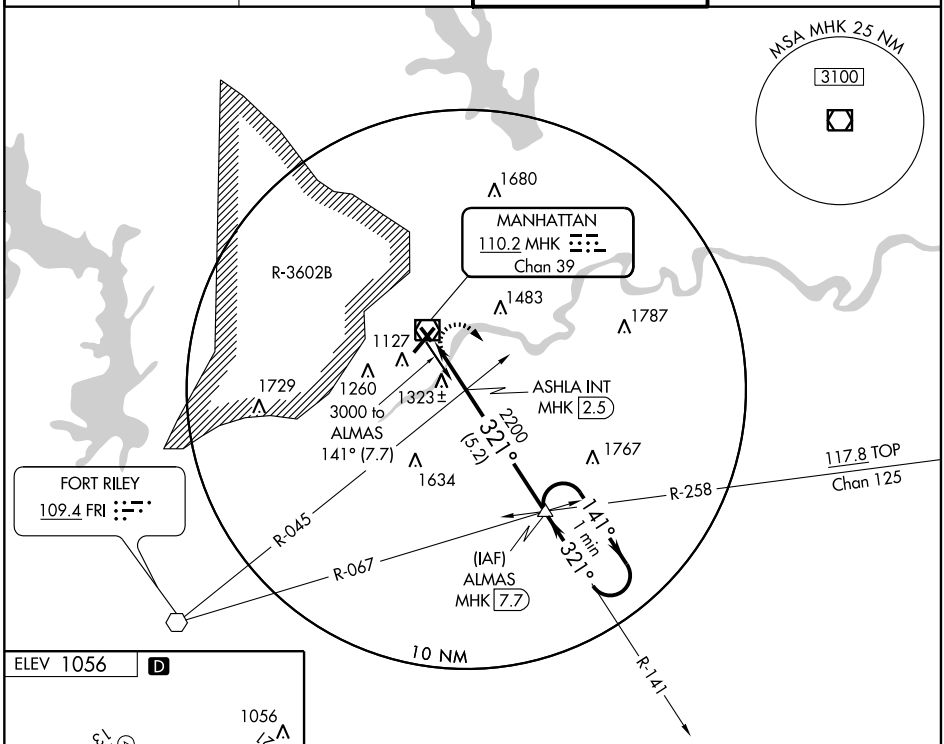
VOR/DME MHK	APP CRS	Rwy Idg	N/A
110.2	321°	TDZE	N/A
Chan 39		Apt Elev	1056

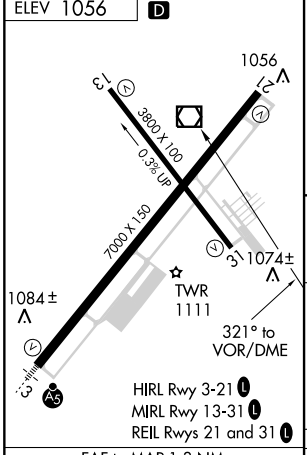
VOR-H
MANHATTAN RGNL (MHK)

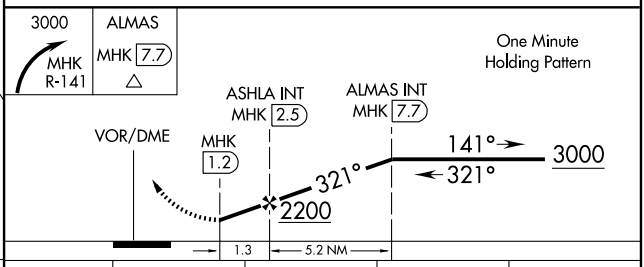
Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing right turn to 3000 via MHK R-141 to ALMAS Int/7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85







FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

CATEGORY	A	B	C	D
CIRCLING	1680-1	624 (700-1)	1680-1¾ 624 (700-1¾)	1760-2¼ 704 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME MHK	APP CRS	Rwy Idg	6600
110.2	027°	TDZE	1054
Chan 39		Apt Elev	1056

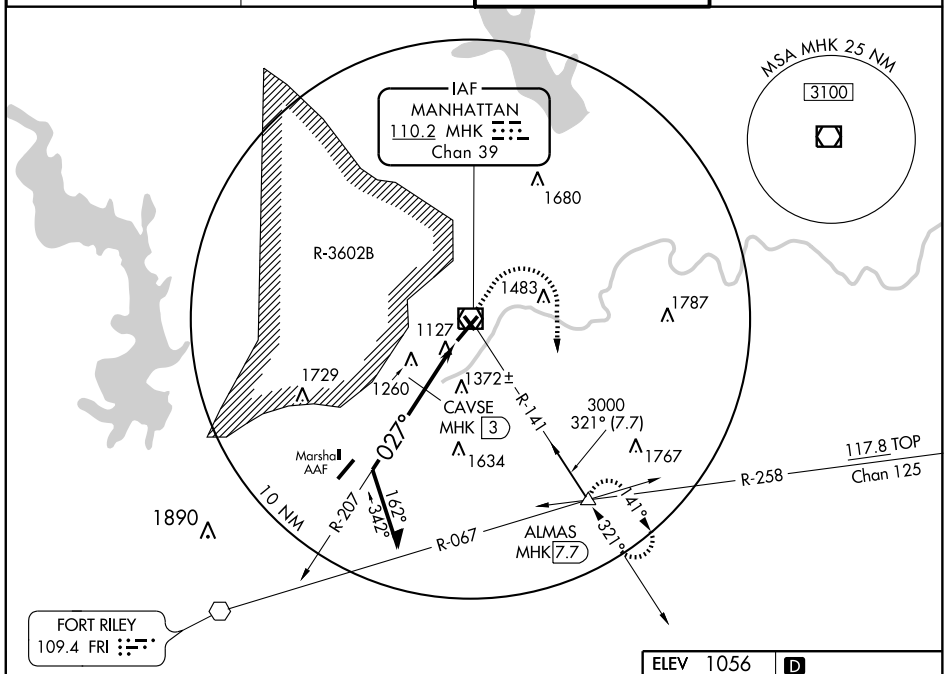
VOR RWY 3
MANHATTAN RGNL (MHK)

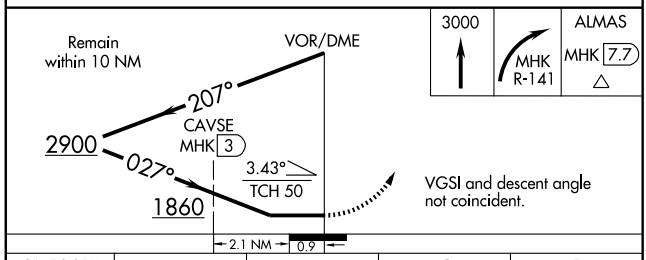
NA — Circling not authorized west of runway 3-21.

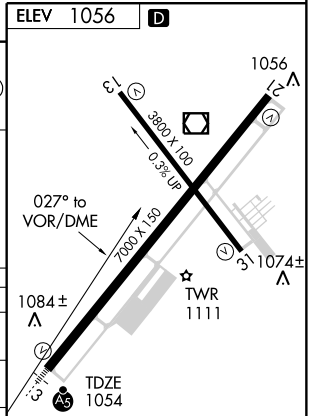
MALSR

MISSED APPROACH: Climb to 3000 then right turn via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85







CATEGORY	A	B	C	D
S-3	1860-¾	806 (900-¾)	1860-1¾ 806 (900-1¾)	1860-2 806 (900-2)
CIRCLING	1860-1 804 (900-1)	1860-1¼ 804 (900-1¼)	1860-2¼ 804 (900-2¼)	1860-2½ 804 (900-2½)
DME MINIMUMS				
S-3	1640-¾	586 (600-¾)	1640-1 586 (600-1)	1640-1¼ 586 (600-1¼)
CIRCLING	1700-1 644 (700-1)	1780-1 724 (800-1)	1780-2 724 (800-2)	1780-2¼ 724 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB MYZ	APP CRS	Rwy Idg	4200
341	320°	TDZE	1283
		Apt Elev	1283

NDB or GPS RWY 33

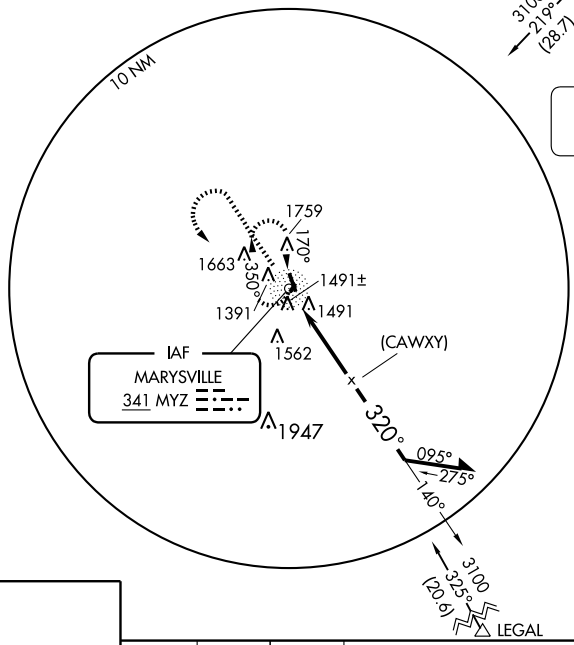
MARYSVILLE MUNI (MYZ)

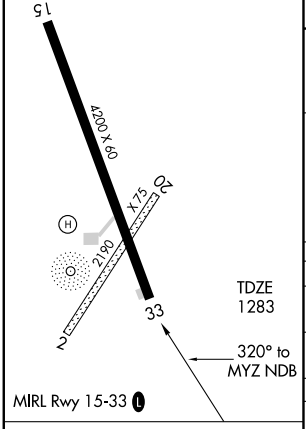
Use Beatrice, NE altimeter setting; when not received, use Concordia/Blosser Muni altimeter setting; when neither altimeter setting received, procedure not authorized.

NA

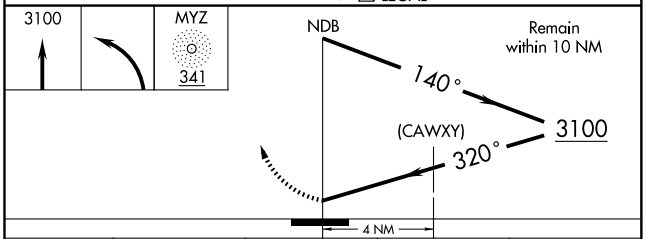
MISSED APPROACH: Climb to 3100 then left turn direct MYZ NDB and hold.

KANSAS CITY CENTER	UNICOM
123.8 343.7	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-33	2060-1 777 (800-1)	2060-1¼ 777 (800-1¼)	2060-2¼ 777 (800-2¼)	NA
CIRCLING	2180-1¼ 897 (900-1¼)		2180-2¾ 897 (900-2¾)	NA
CONCORDIA/BLOSSER ALTIMETER SETTING MINIMUMS				
S-33	2140-1 857 (900-1)	2140-1¼ 857 (900-1¼)	2140-2½ 857 (900-2½)	NA
CIRCLING	2300-1¼ 1017 (1100-1¼)	2300-1½ 1017 (1100-1½)	2300-3 1017 (1100-3)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

NDB MPR	APP CRS	Rwy Idg	5502
227	173°	TDZE	1494
		Apt Elev	1497

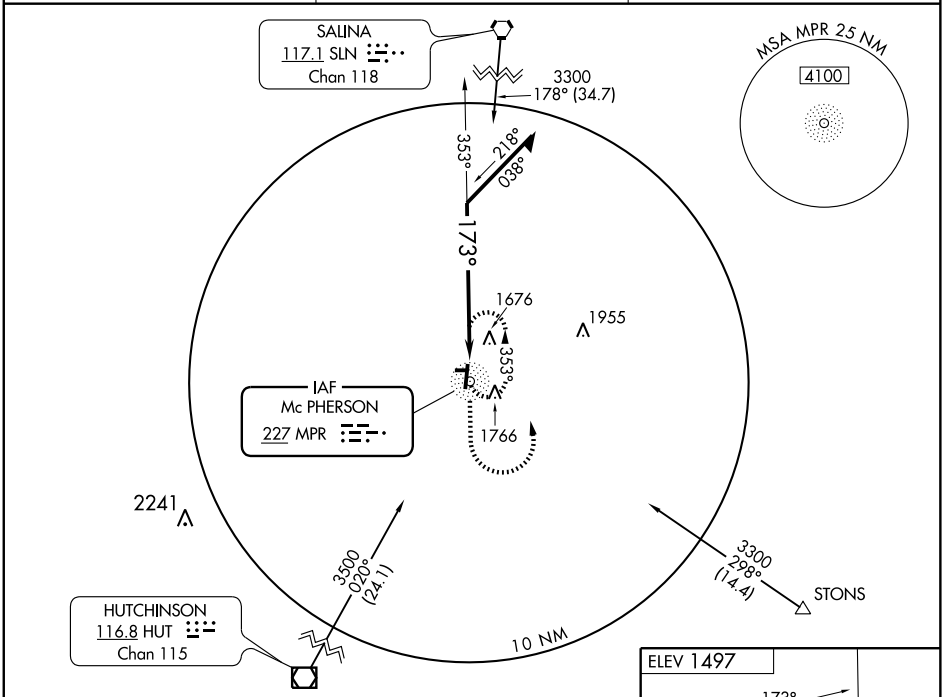
NDB RWY 18
MC PHERSON (MPR)

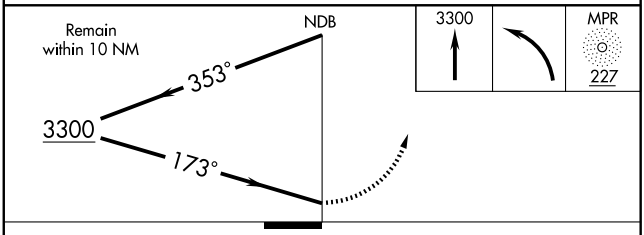
T
NA

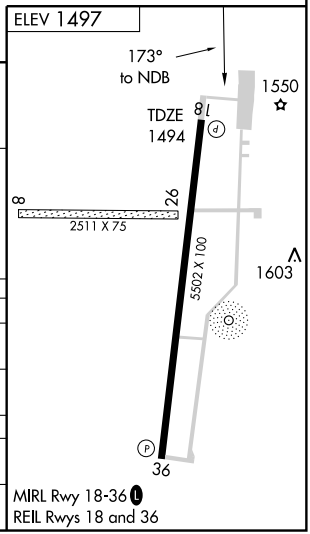
Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MPR NDB and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	2180-1	686 (700-1)	2180-2 686 (700-2)	NA
CIRCLING	2180-1	683 (700-1)	2180-2 683 (700-2)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-18	2280-1 786 (800-1)	2280-1¼ 786 (800-1¼)	2280-2¼ 786 (800-2¼)	NA
CIRCLING	2280-1 783 (800-1)	2280-1¼ 783 (800-1¼)	2280-2¼ 783 (800-2¼)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

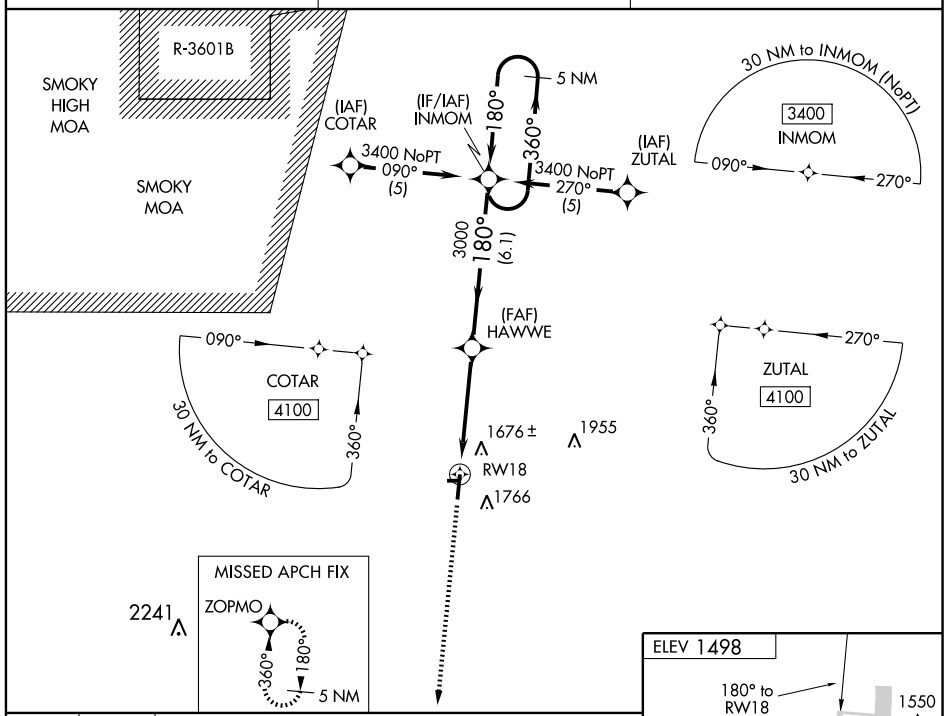
WAAS	APP CRS	Rwy Idg	5502
CH 99505	180°	TDZE	1497
W18A		Apt Elev	1498

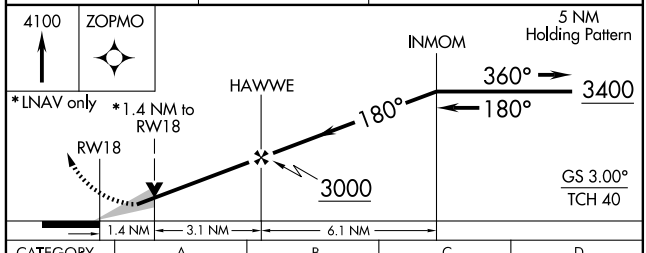
RNAV (GPS) RWY 18
MC PHERSON (MPR)

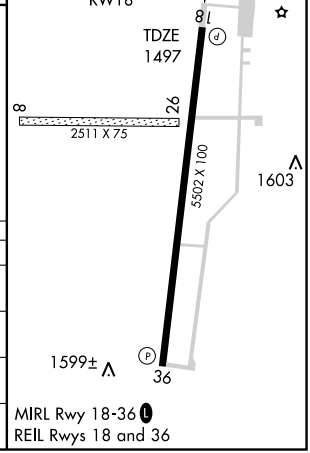
If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct ZOPMO and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1826-1¼ 329 (400-1¼)			NA
LNAV/VNAV DA	2029-2 532 (600-2)			NA
LNAV MDA	1980-1 483 (500-1)		1980-1¼ 483 (500-1¼)	NA
CIRCLING	2080-1 582 (600-1)		2080-1½ 582 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

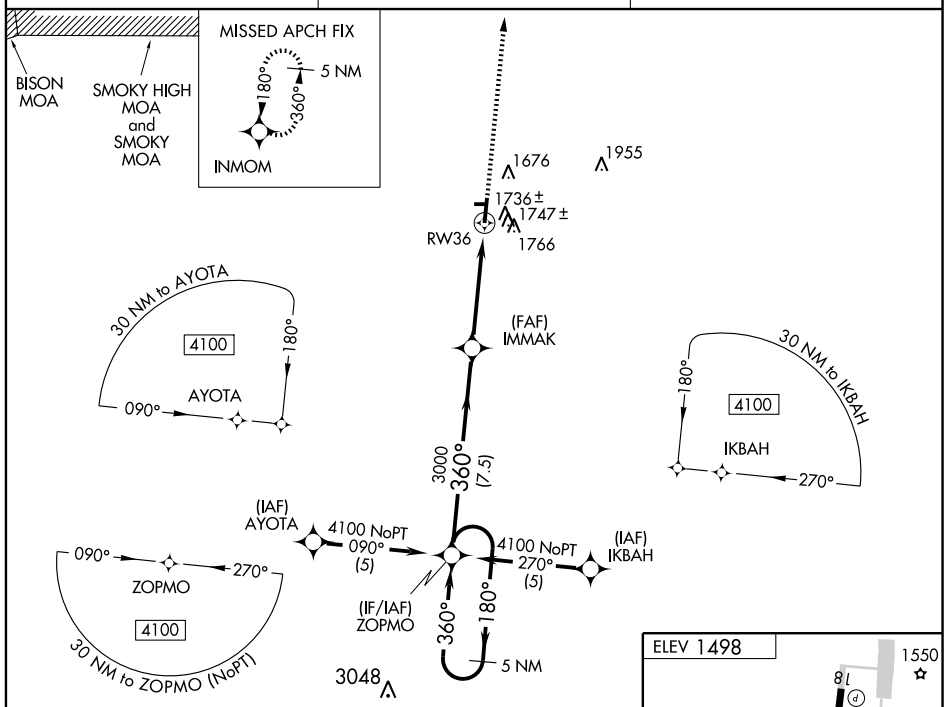
WAAS	APP CRS	Rwy Idg	5502
CH 61205	360°	TDZE	1497
W36A		Apt Elev	1498

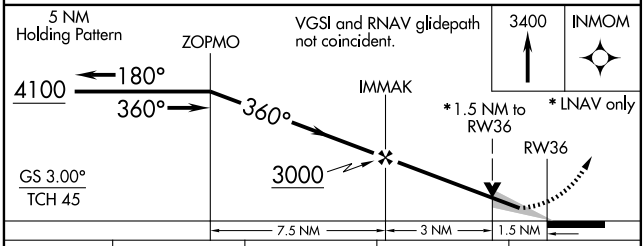
RNAV (GPS) RWY 36
MC PHERSON (MPR)

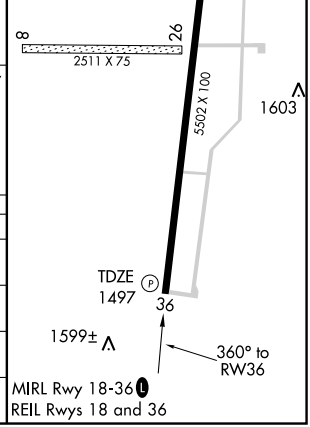
If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct INMOM and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1747-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1973-1¾ 476 (500-1¾)			NA
LNAV MDA	2020-1 523 (600-1)		2020-1½ 523 (600-1½)	NA
CIRCLING	2080-1 582 (600-1)		2080-1½ 582 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME HUT	APP CRS	Rwy Idg	5500
116.8	020°	TDZE	1497
Chan 115		Apt Elev	1497

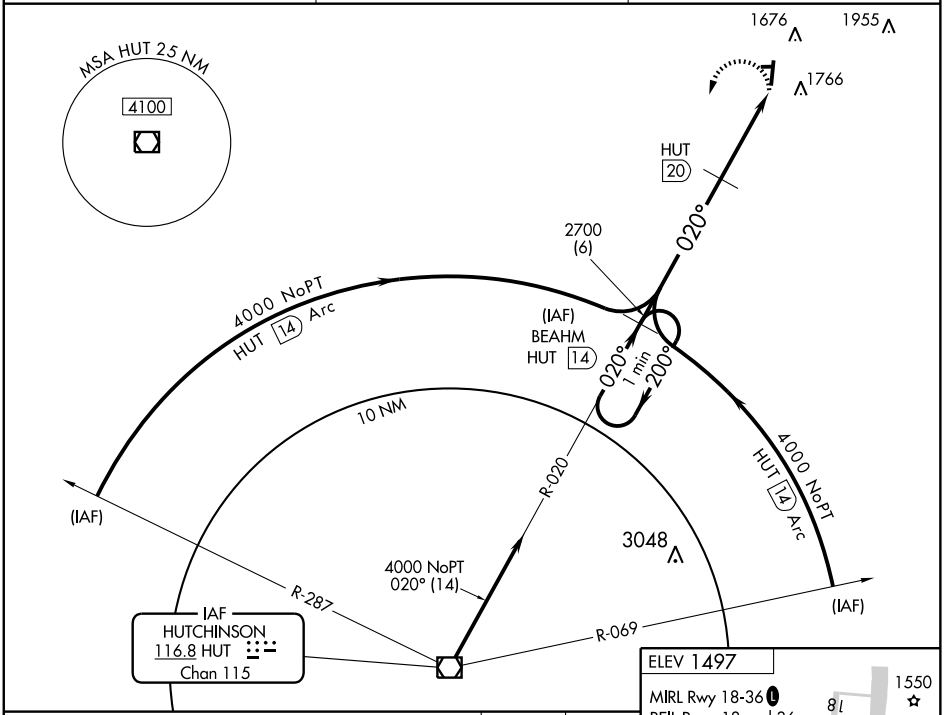
VOR/DME RWY 36

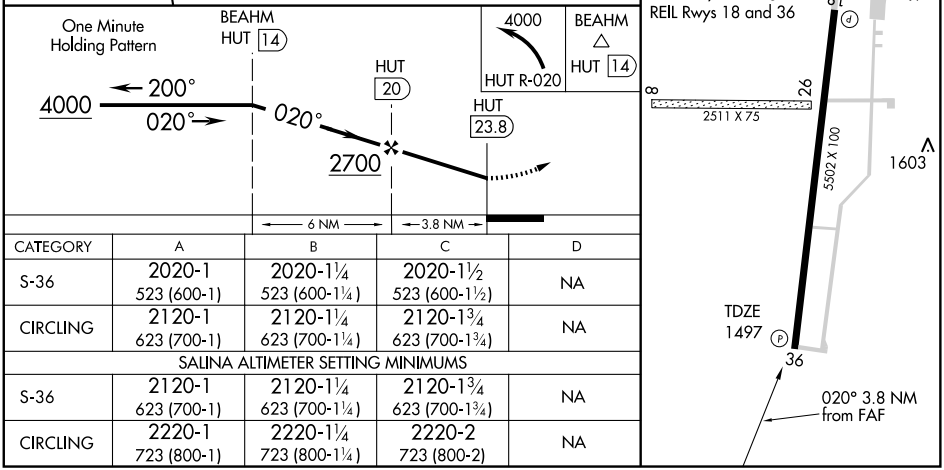
MC PHERSON (MPR)

Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 via HUT R-020 to BEAHM HUT 14 DME and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF)





CATEGORY	A	B	C	D
S-36	2020-1 523 (600-1)	2020-1¼ 523 (600-1¼)	2020-1½ 523 (600-1½)	NA
CIRCLING	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-36	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
CIRCLING	2220-1 723 (800-1)	2220-1¼ 723 (800-1¼)	2220-2 723 (800-2)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4800
168°	TDZE	2517
	Apt Elev	2529

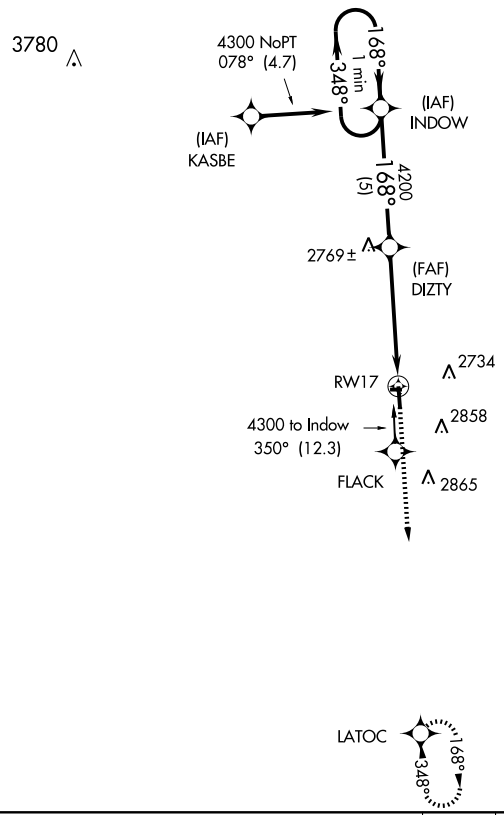
GPS RWY 17
MEADE MUNI (MEJ)

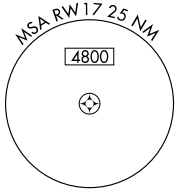
NA

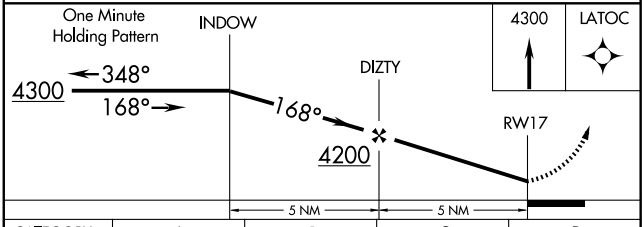
Use Liberal altimeter setting.

MISSED APPROACH: Climb to 4300 direct LATOC WP and hold.

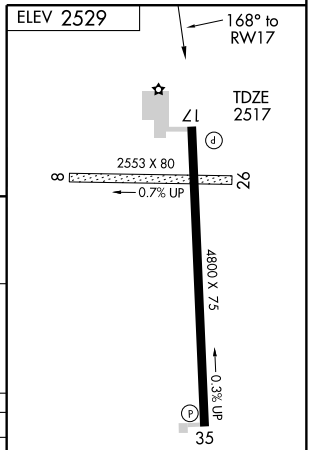
AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3140-1 623 (700-1)		NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA



MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4800
348°	TDZE	2512
	Apt Elev	2529

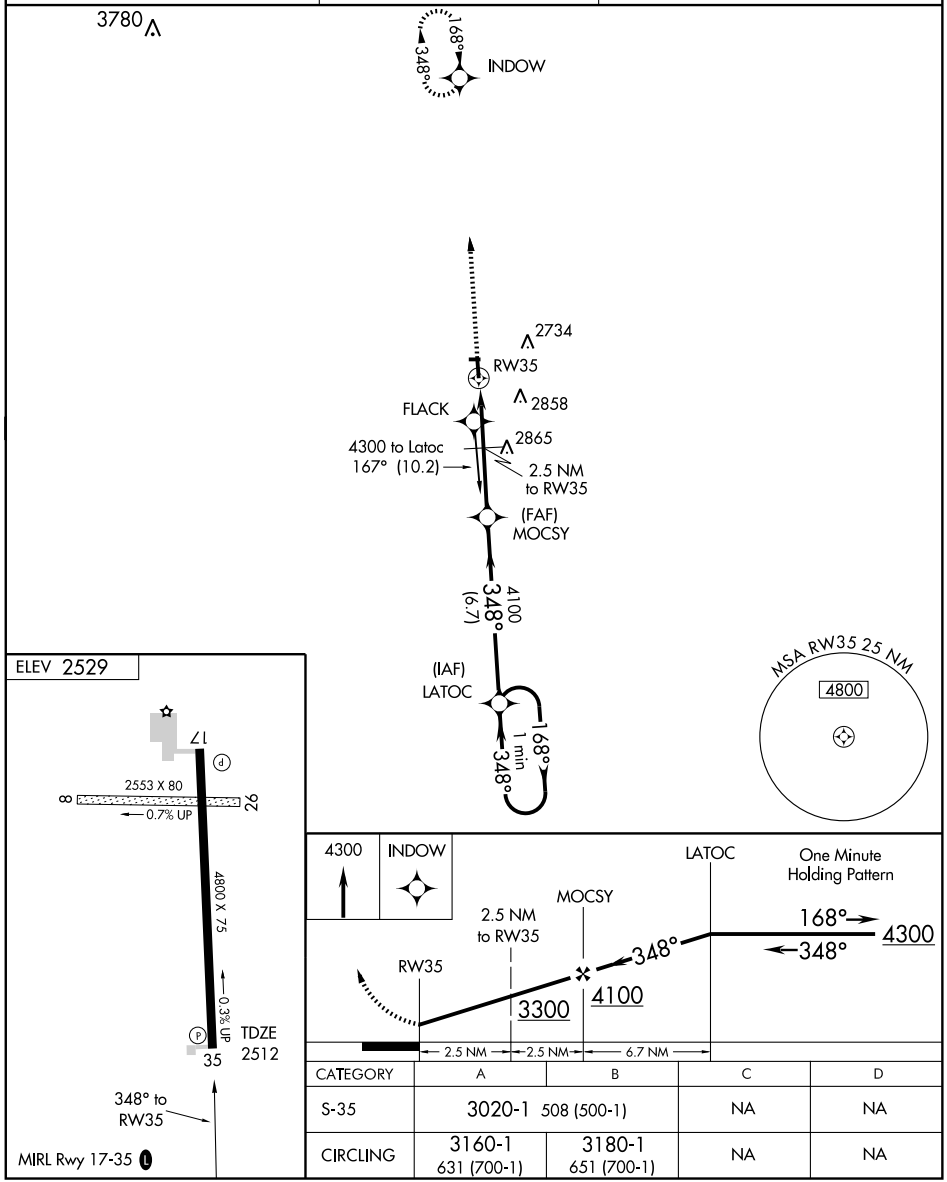
GPS RWY 35
MEADE MUNI (MEJ)

NA

Use Liberal altimeter setting.

MISSED APPROACH: Climb to 4300 direct INDOW WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	134.0 290.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	3020-1 508 (500-1)		NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA

NC-2. 08 APR 2010 to 06 MAY 2010

MOUNDRIDGE, KANSAS AL-10243 (FAA)

RNAV (GPS) RWY 17

MOUNDRIDGE MUNI (47K)

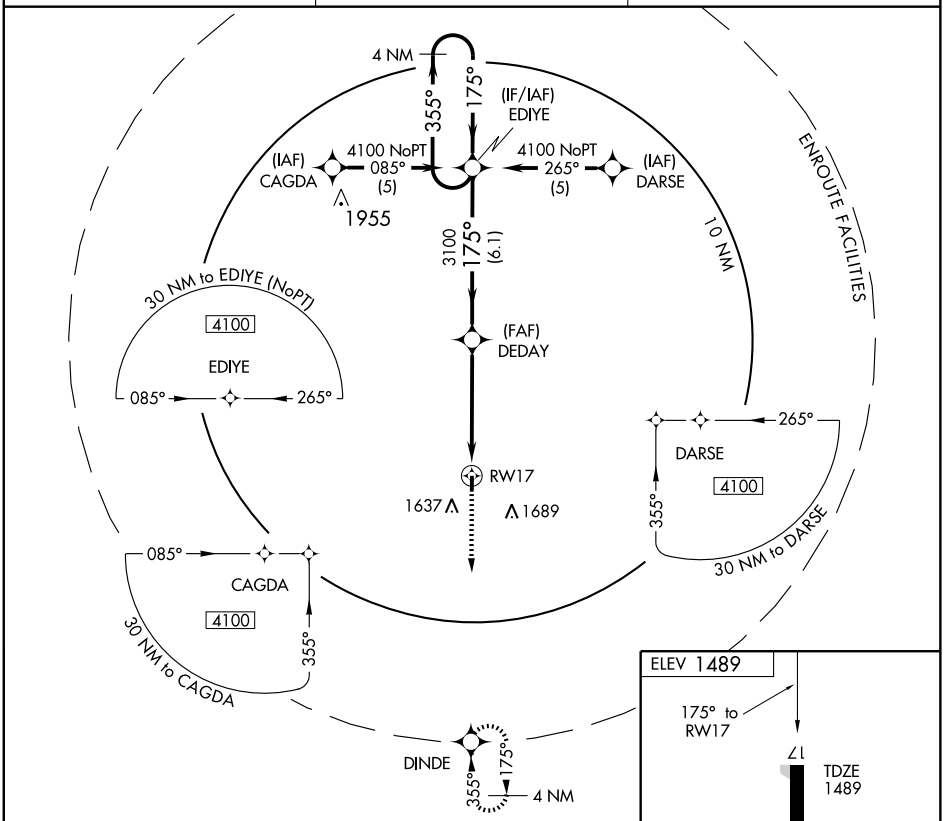
APP CRS	Rwy Idg	3405
175°	TDZE	1489
	Apt Elev	1489

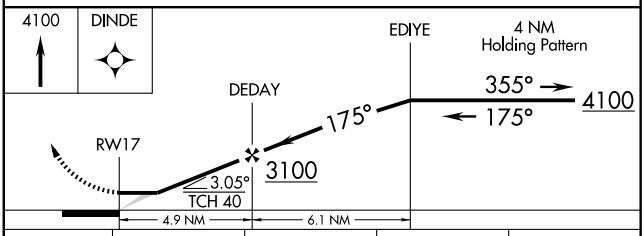
NA

Use McPherson altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA at night.

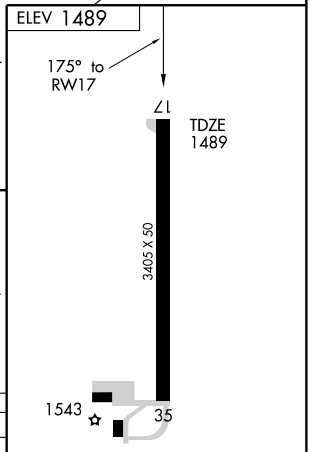
MISSED APPROACH: Climb to 4100 direct DINDE WP and hold.

McPHERSON AWOS-3	WICHITA APP CON	CTAF
119.025	125.5 306.2	122.9





CATEGORY	A	B	C	D
LNAV MDA	1940-1	451 (500-1)	NA	
CIRCLING	2020-1	531 (600-1)	NA	



LIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

MOUNDRIDGE, KANSAS AL-10243 (FAA)

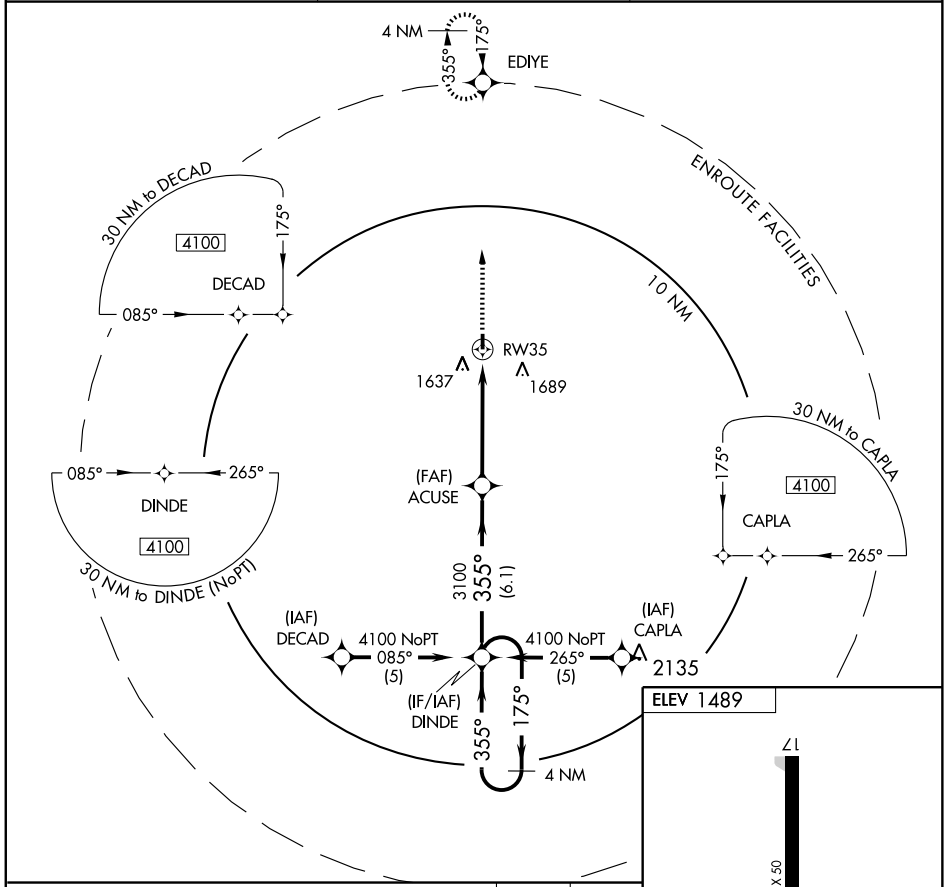
APP CRS	Rwy Idg	TDZE	Apt Elev
355°	3405	1488	1489

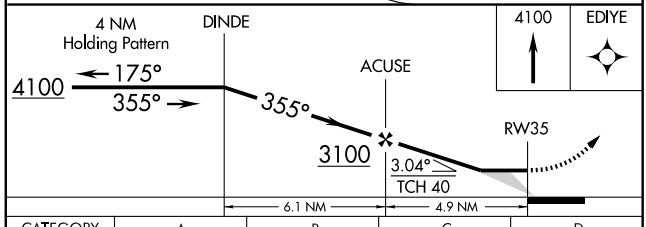
RNAV (GPS) RWY 35

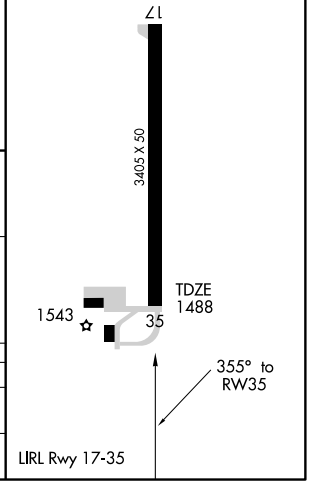
MOUNDRIDGE MUNI (47K)

NA	MISSED APPROACH
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McPherson altimeter setting. Procedure NA at night.	Climb to 4100 direct EDIYE WP and hold.

McPHERSON AWOS-3	WICHITA APP CON	CTAF
119.025	125.5 306.2	122.9







CATEGORY	A	B	C	D
LNAV MDA	1960-1	472 (500-1)	NA	
CIRCLING	2020-1	531 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CNU	APP CRS	Rwy Idg	2998
109.2	008°	TDZE	841
Chan 29		Apt Elev	841

VOR or GPS RWY 2

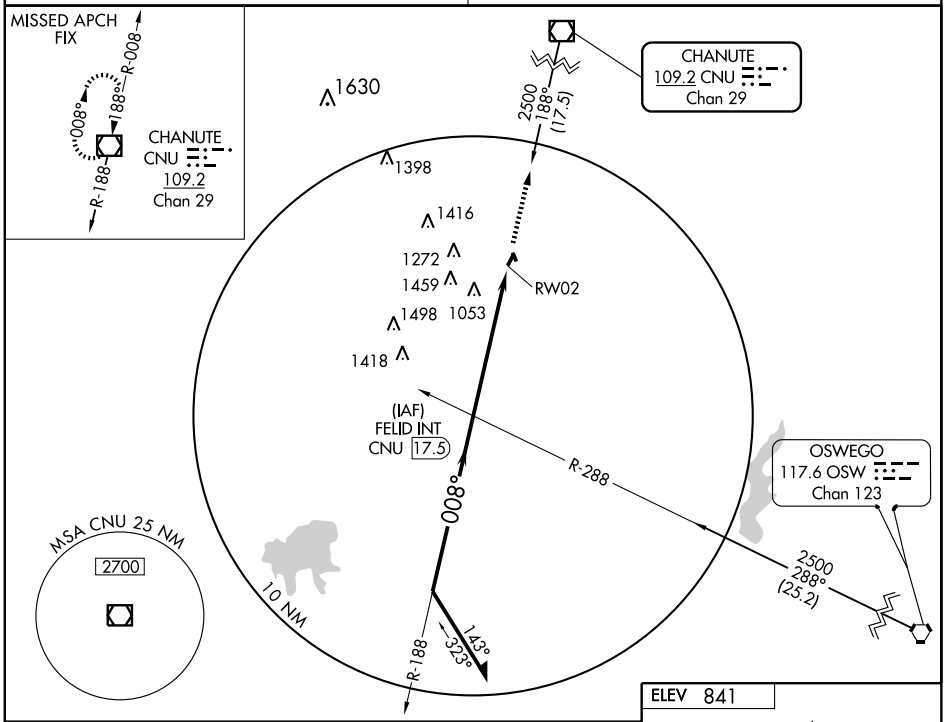
NEODESHA MUNI (2K7)

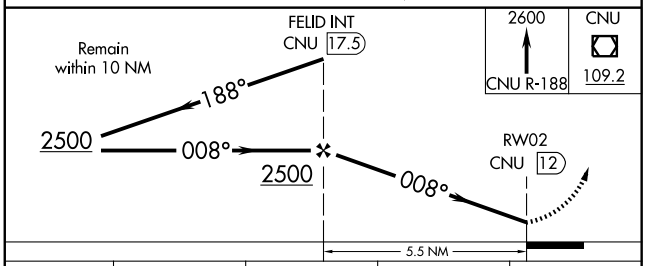
NA Use Chanute altimeter setting; when not received, use Joplin Rgnl altimeter setting.

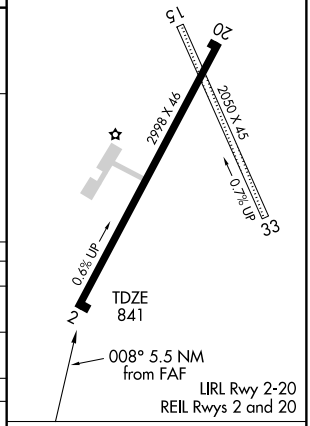
MISSED APPROACH: Climb to 2600 via CNU R-188 to CNU VOR/DME and hold.

KANSAS CITY CENTER 132.9 279.5

UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	1500-1 659 (700-1)		1500-1¾ 659 (700-1¾)	NA
CIRCLING	1500-1 659 (700-1)		1500-1¾ 659 (700-1¾)	NA
JOPLIN RGNL ALTIMETER SETTING MINIMUMS				
S-2	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-CAC	APP CRS	Rwy Idg	6705
111.7	174°	TDZE	1530
		Apt Elev	1533

ILS or LOC RWY 17

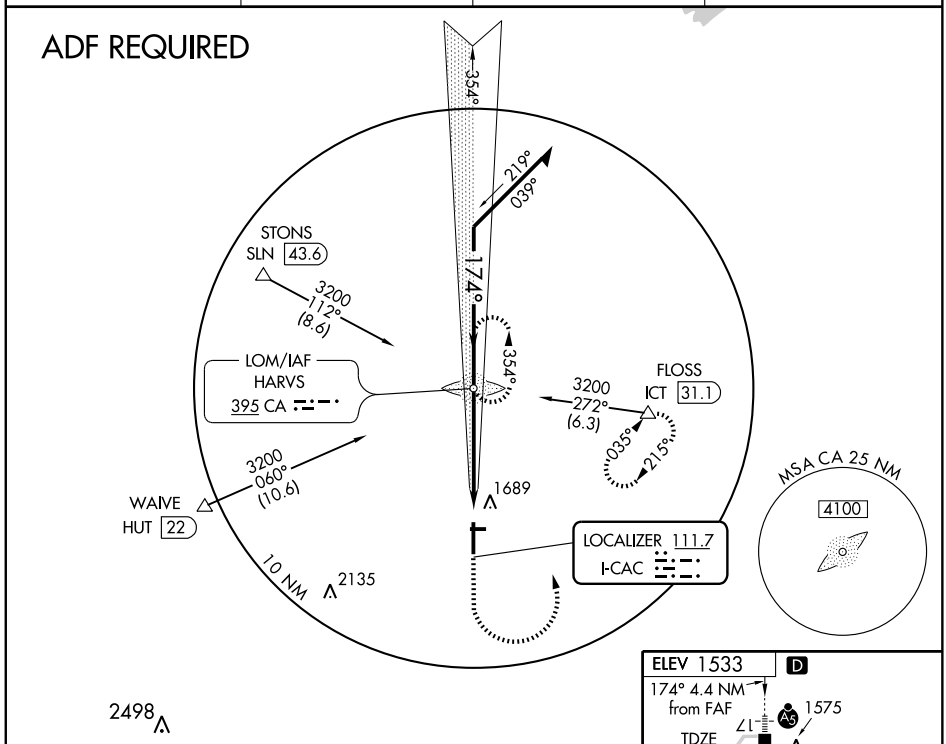
NEWTON-CITY-COUNTY (EWK)

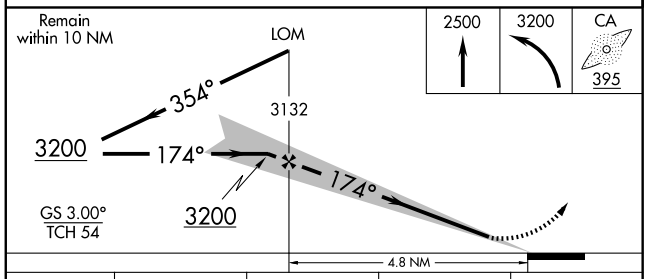
⚠ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase DA to 1817/MDAs 100 feet. For inoperative MALSR increase S-LOC 17 Cat D visibility to 1¼ mile. ADF Required.

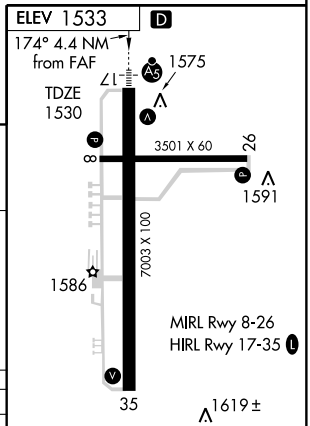
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct HARVS LOM and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 17	1730-½ 200 (200-½)			
S-LOC 17	1900-½ 370 (400-½)			1900-¾ 370 (400-¾)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-2, 08 APR 2010 to 06 MAY 2010

NDB EWK 281	APP CRS 359°	Rwy Idg 7003 TDZE 1527 Apt Elev 1533

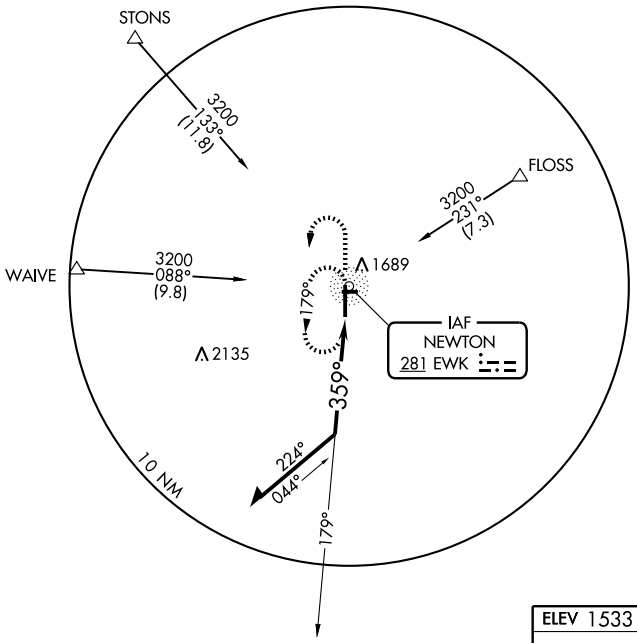
NDB RWY 35

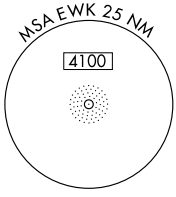
NEWTON-CITY-COUNTY (EWK)

NA

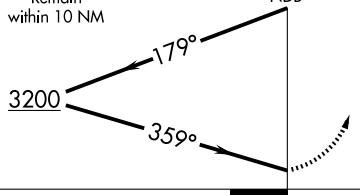
MISSED APPROACH: Climb to 2500, then climbing left turn to 3200 direct EWK NDB and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L





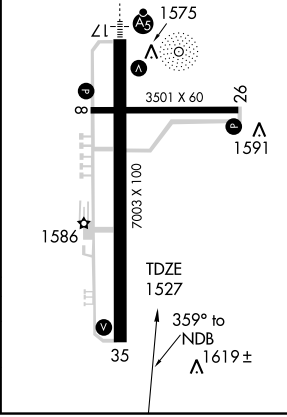
2549
2549



2500	3200	EWK 281

ELEV 1533 D

REIL Rwys 8, 26, and 35 L
HIRL Rwy 17-35 L
MIRL Rwy 8-26



CATEGORY	A	B	C	D
S-35	1960-1	433 (500-1)	1960-1¼ 433 (500-1¼)	1960-1½ 433 (500-1½)
CIRCLING	2000-1	467 (500-1)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50109 W17A	APP CRS 174°	Rwy Idg 6705 TDZE 1530 Apt Elev 1533

RNAV (GPS) RWY 17

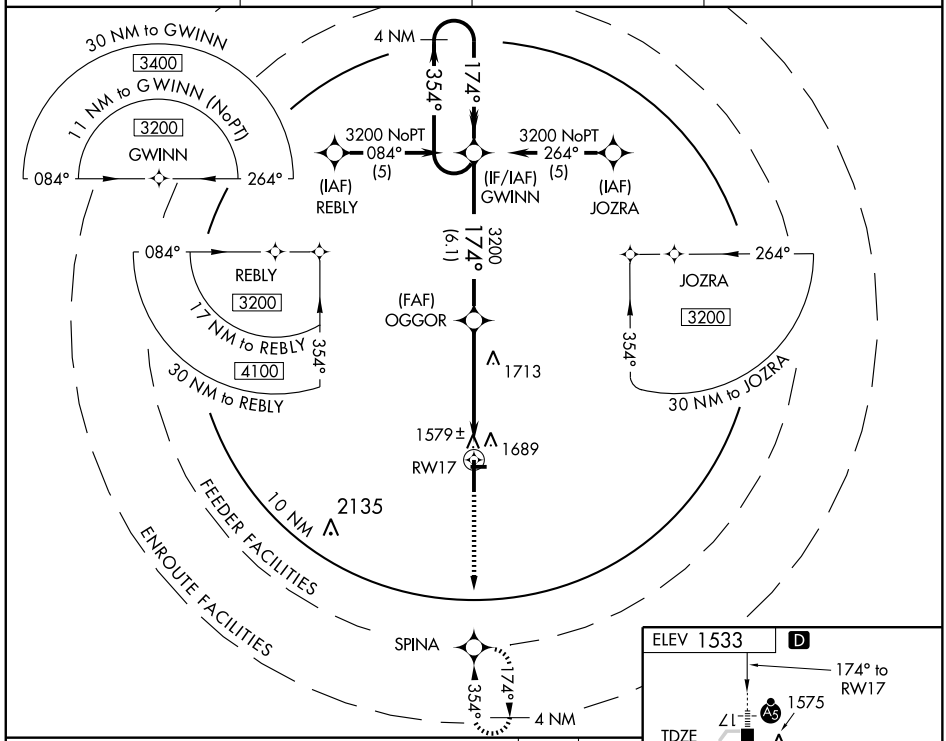
NEWTON-CITY-COUNTY (EWK)

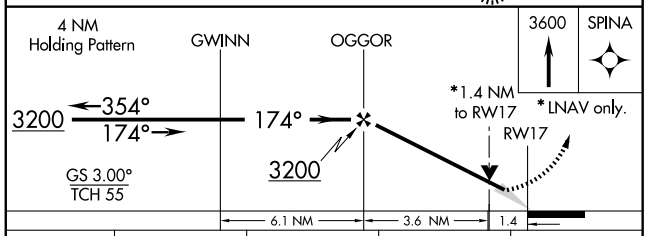
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DAs/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting. For inoperative MALSR, increase LPV visibility to 1.

MALSR

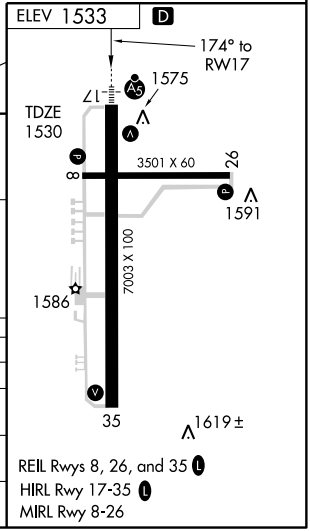
MISSED APPROACH: Climb to 3600 direct SPINA and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1791-½	261 (300-½)		
LNAV/VNAV DA	NA			
LNAV MDA	2020-½ 490 (500-½)		2020-¾ 490 (500-¾)	2020-1 490 (500-1)
CIRCLING	2020-1 487 (500-1)		2020-1½ 487 (500-1½)	2100-2 567 (600-2)



REIL Rwys 8, 26, and 35 L
HIRL Rwy 17-35 L
MIRL Rwy 8-26

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 56229 W35A	APP CRS 354°	Rwy Idg 7003 TDZE 1528 Apt Elev 1533

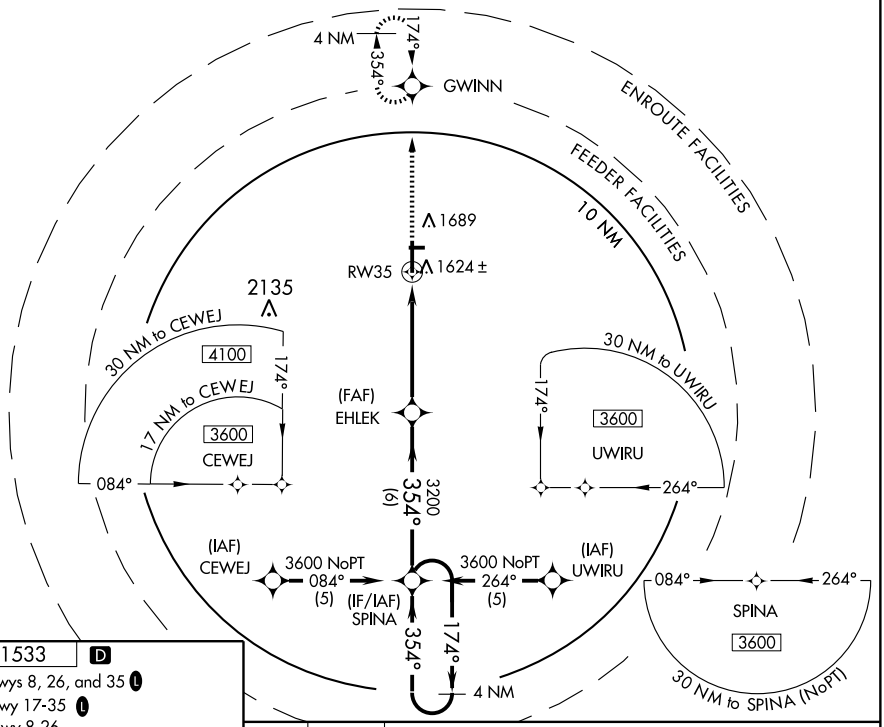
RNAV (GPS) RWY 35

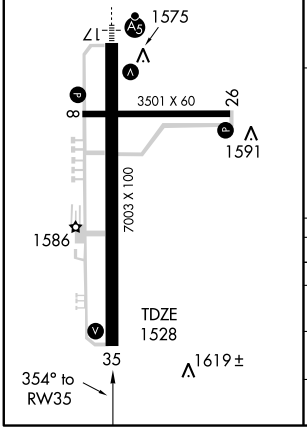
NEWTON-CITY-COUNTY (EWK)

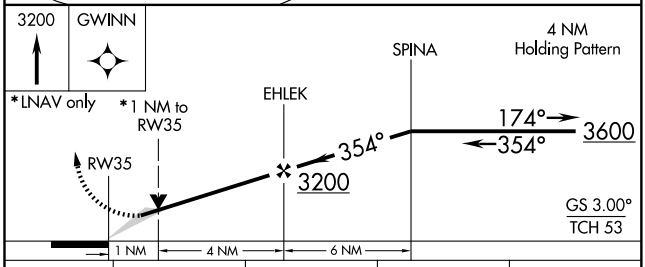
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DA/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3200 direct GWINN and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1778-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 352 (400-1)			1880-1¼ 352 (400-1¼)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT 113.8 Chan 85	APP CRS 031°	Rwy Idg N/A TDZE N/A Apt Elev 1533

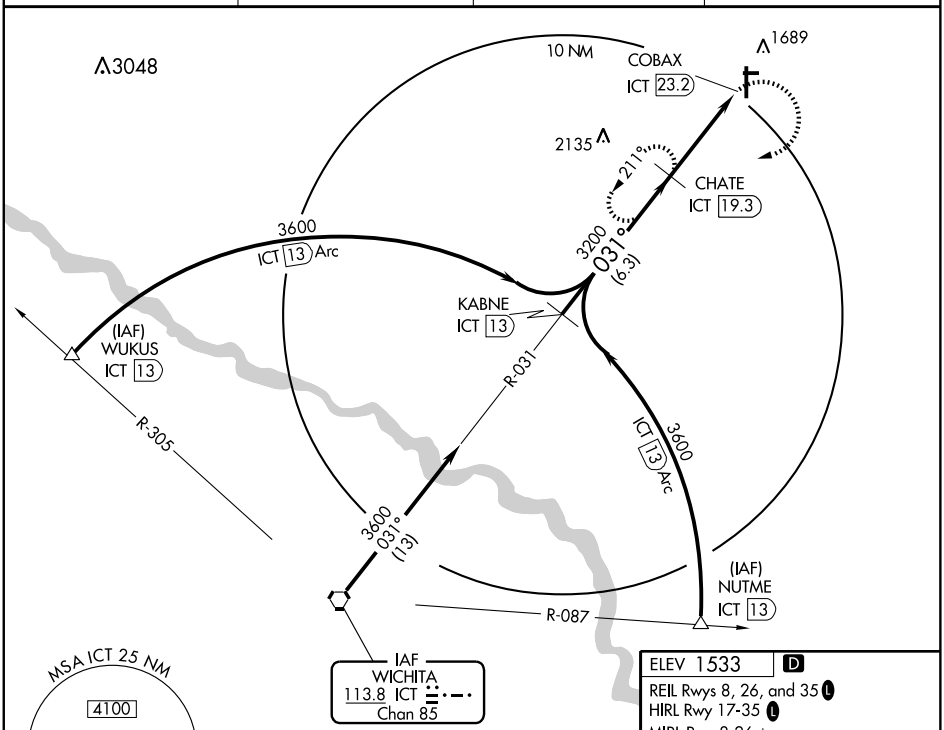
VOR/DME-A

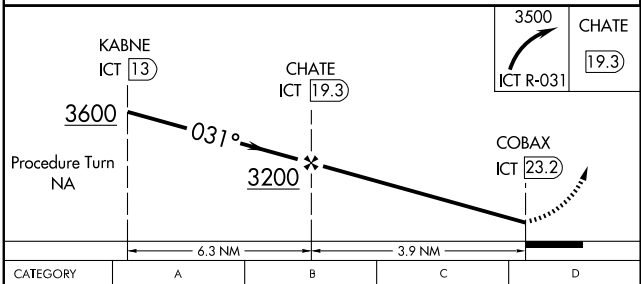
NEWTON-CITY-COUNTY (EWK)

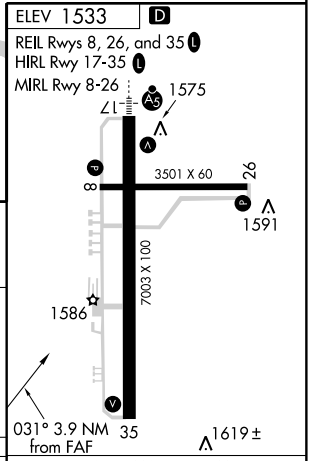
⚠ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3500 via ICT R-031 to CHATE 19.3 DME and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2000-1 467 (500-1)	2000-1¼ 467 (500-1¼)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NC-2. 08 APR 2010 to 06 MAY 2010

NDB NRN	APP CRS	Rwy Idg	4700
230	131°	TDZE	2383
		Apt Elev	2383

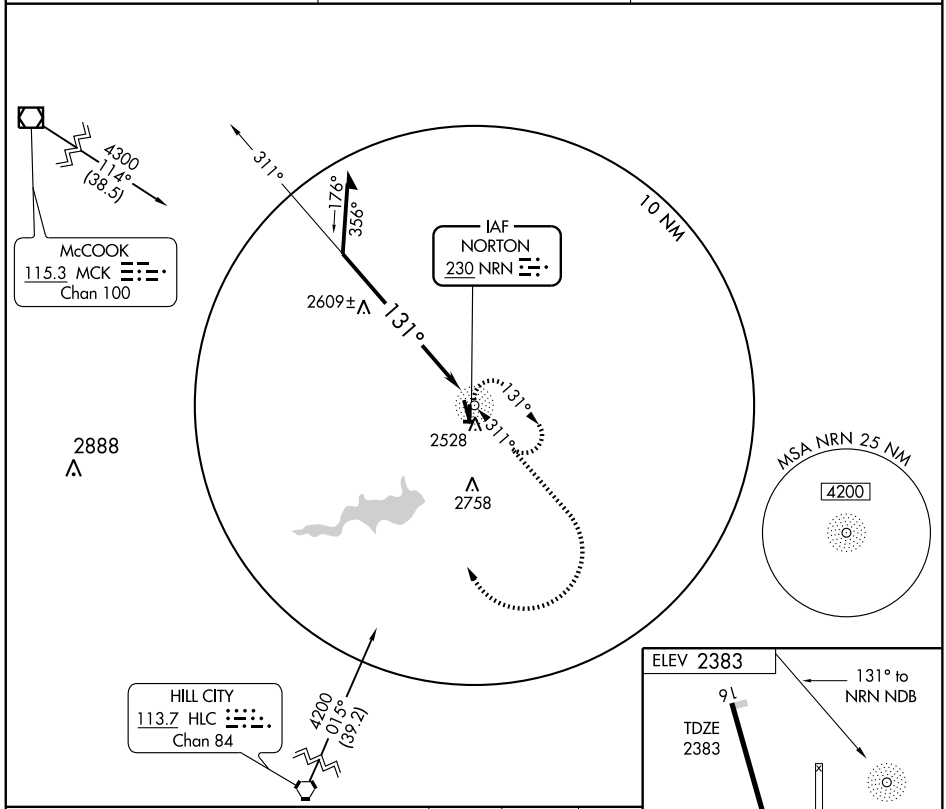
NDB RWY 16
NORTON MUNI (NRN)

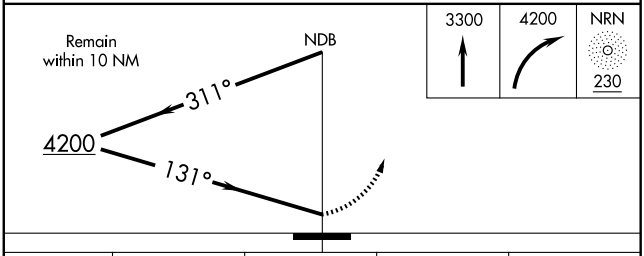
NA

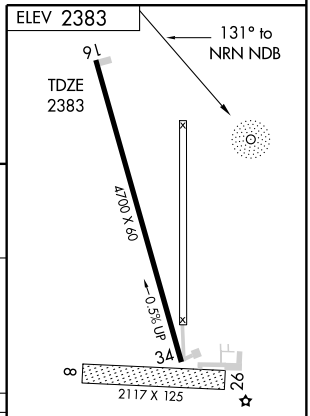
If local altimeter not received, use Hill City altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300, then climbing right turn to 4200 direct NRN NDB and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9







HIRL Rwy 16-34

CATEGORY	A	B	C	D
S-16	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA
CIRCLING	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NRN NDB	APP CRS	Rwy Idg	4700
230	351°	TDZE	2375
		Apt Elev	2383

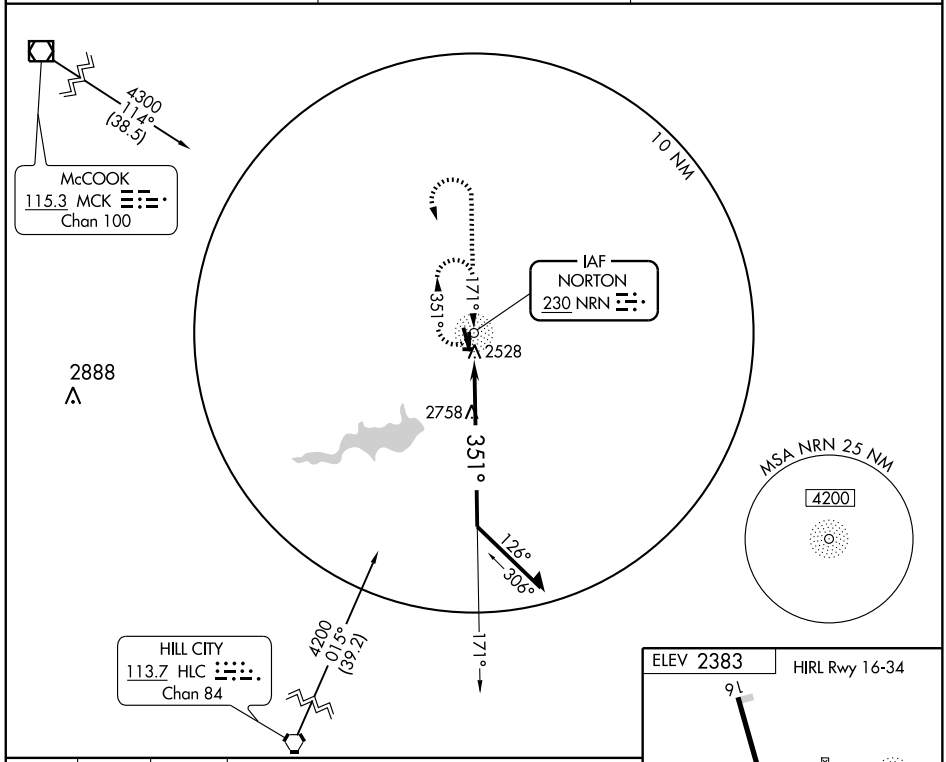
NDB RWY 34
NORTON MUNI (NRN)

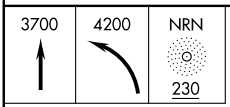
NA

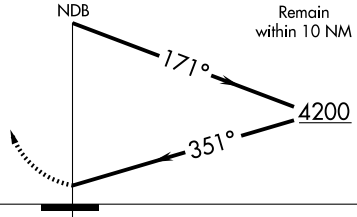
If local altimeter not received, use Hill City altimeter setting and increase all MDAs 100 feet.

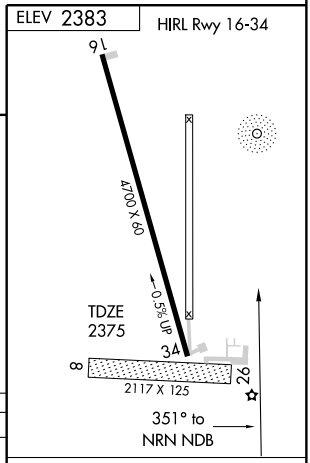
MISSED APPROACH: Climb to 3700, then climbing left turn to 4200 direct NRN NDB and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9









CATEGORY	A	B	C	D
S-34	3160-1 785 (800-1)	3160-1¼ 785 (800-1¼)	3160-2¼ 785 (800-2¼)	NA
CIRCLING	3160-1 777 (800-1)	3160-1¼ 777 (800-1¼)	3160-2¼ 777 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

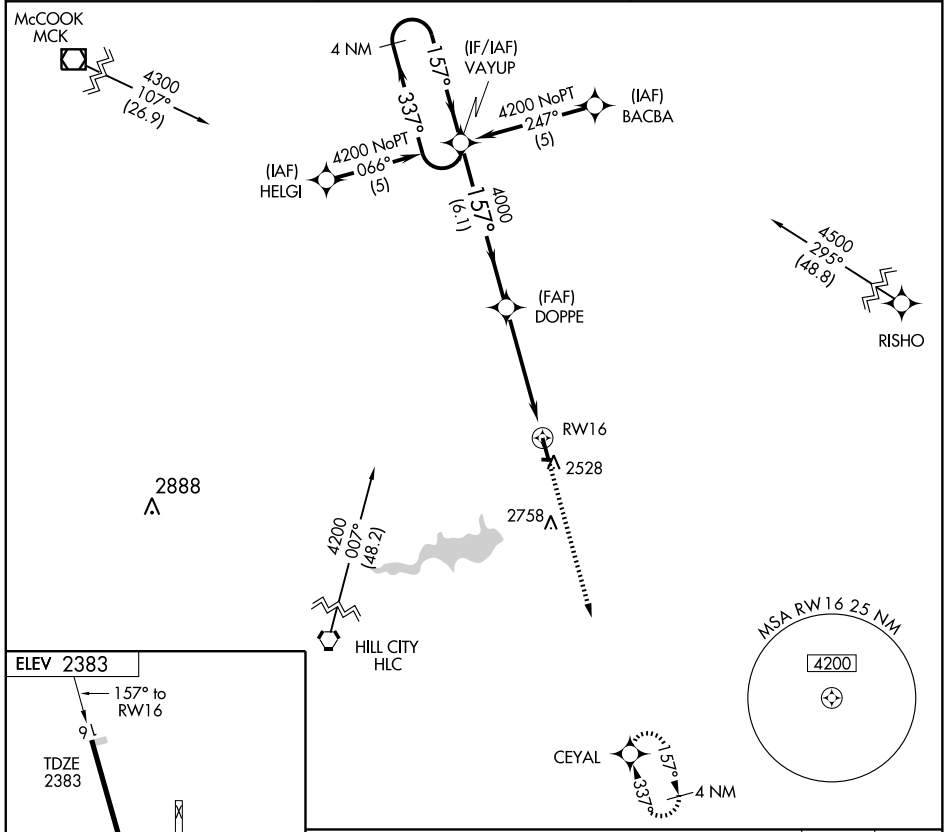
APP CRS	Rwy Idg	4700
157°	TDZE	2383
	Apt Elev	2383

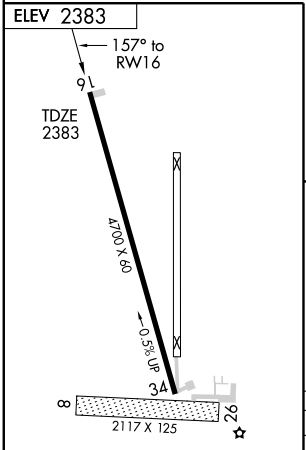
RNAV (GPS) RWY 16
NORTON MUNI (NRN)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hill City altimeter setting and increase all MDAs 100 feet. Procedure NA at night.

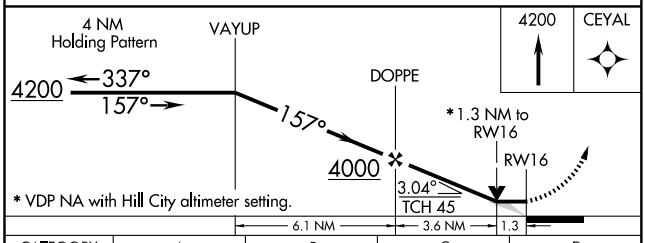
MISSED APPROACH: Climb to 4200 direct CEYAL WP and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9





HIRL Rwy 16-34



CATEGORY	A	B	C	D
LNAV MDA	2840-1	457 (500-1)	2840-1¼ 457 (500-1¼)	NA
CIRCLING	2880-1	497 (500-1)	2880-1½ 497 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

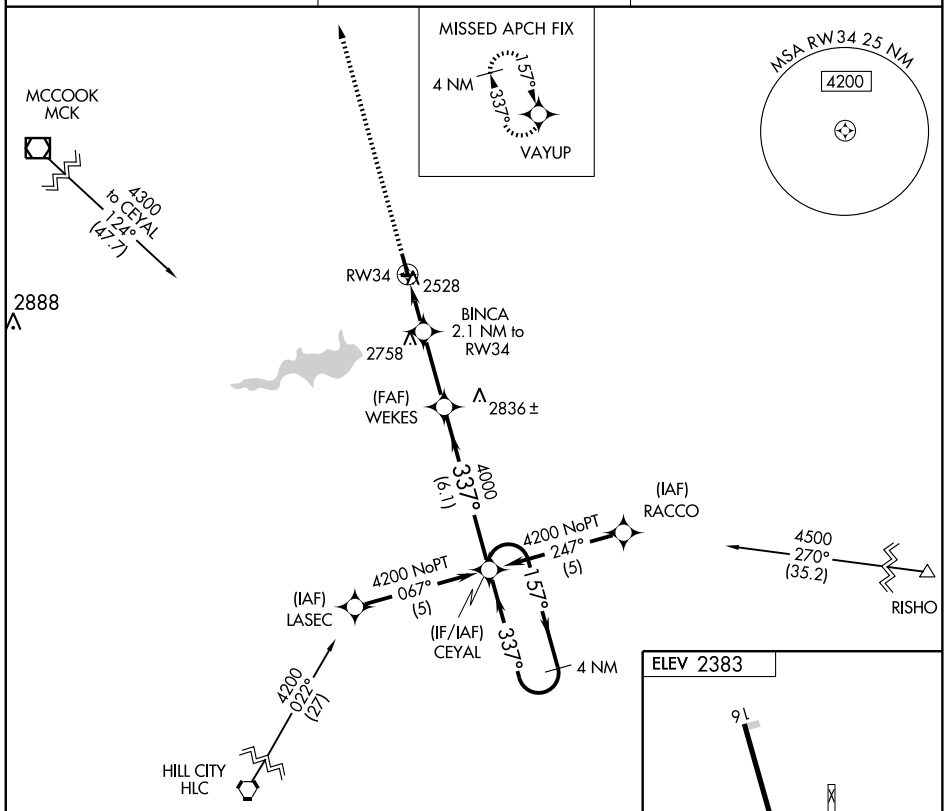
APP CRS	Rwy Idg	4700
337°	TDZE	2375
	Apt Elev	2383

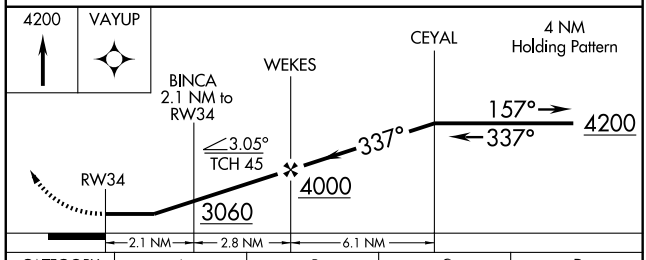
RNAV (GPS) RWY 34
NORTON MUNI (NRN)

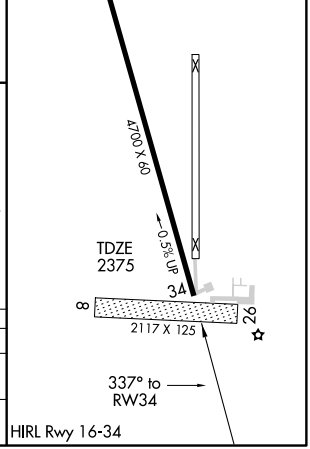
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hill City altimeter setting and increase all MDAs 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct VAYUP WP and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9







CATEGORY	A	B	C	D
LNAV MDA	2840-1 465 (500-1)		2840-1¼ 465 (500-1¼)	NA
CIRCLING	2880-1 497 (500-1)		2880-1½ 497 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

NDB OEL 380	APP CRS 341°	Rwy Idg 5000 TDZE 3035 Apt Elev 3045

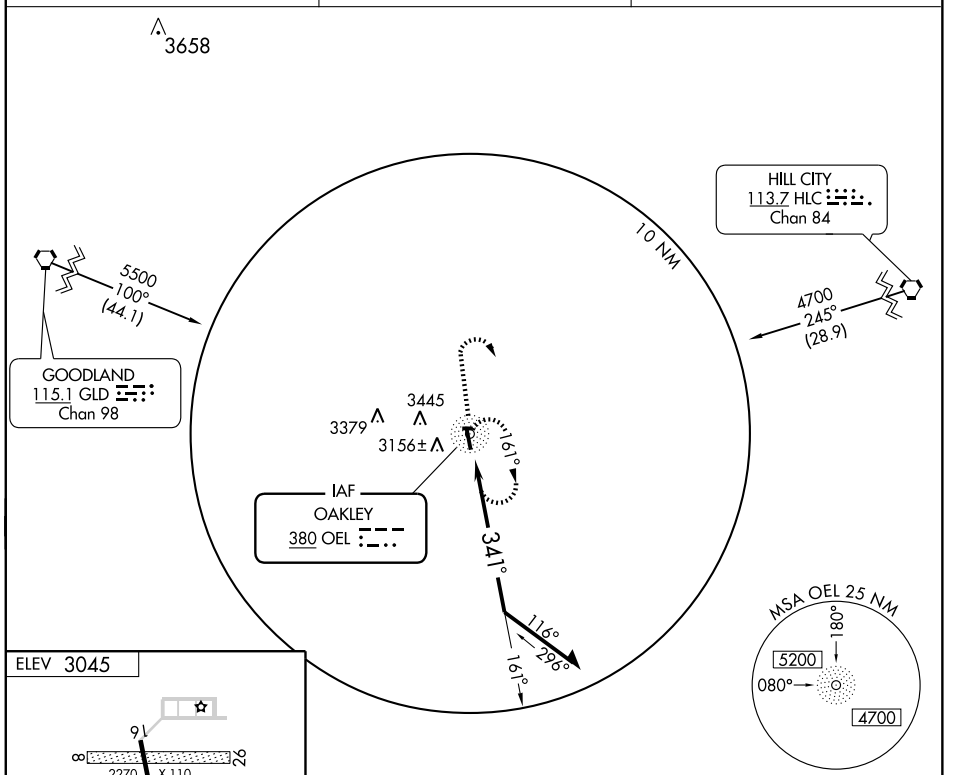
NDB RWY 34
OAKLEY MUNI (OEL)

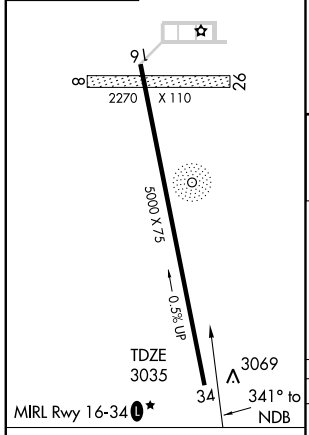
If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all MDAs 200 feet. Visibility reduction by helicopters NA.

NA

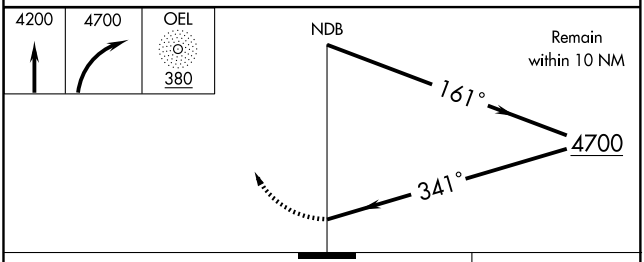
MISSED APPROACH: Climb to 4200, then climbing right turn to 4700 direct OEL NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	132.5 379.15	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	3640-1 605 (600-1)		3640-1¾ 605 (600-1¾)	NA
CIRCLING	3640-1 595 (600-1)		3800-2¼ 755 (800-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

OAKLEY, KANSAS

AL-6682 (FAA)

WAAS	APP CRS	Rwy Idg	5000
CH 69500	341°	TDZE	3035
W34A		Apt Elev	3045

RNAV (GPS) RWY 34

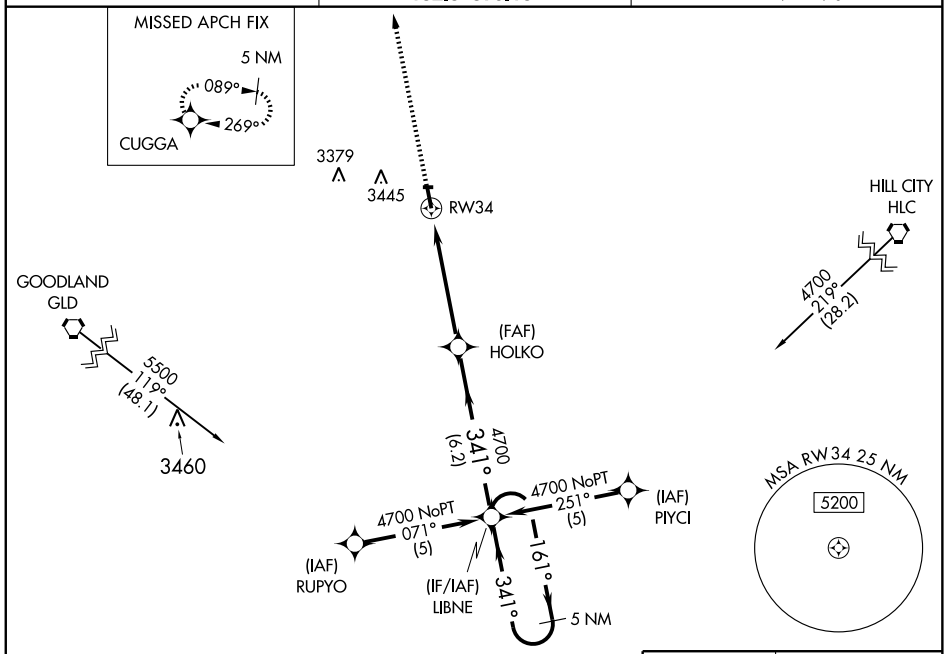
OAKLEY MUNI (OEL)

T
NA

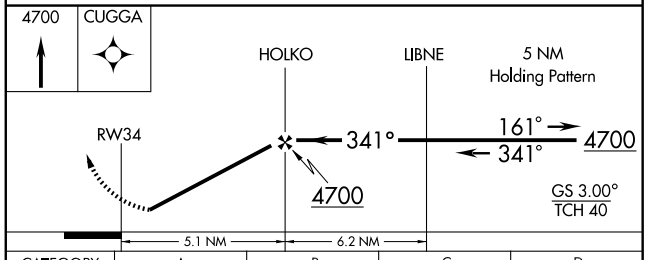
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting.

MISSED APPROACH: Climb to 4700 direct CUGGA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	132.5 379.15	122.8 (CTAF) L

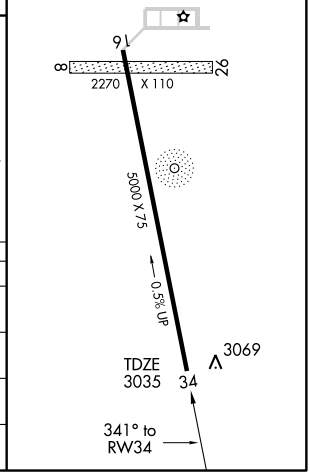


Procedure NA for arrival at HLC VORTAC on V216 northeast bound.
Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.



CATEGORY	A	B	C	D
LPV DA	3285-1 250 (300-1)			NA
LNAV/VNAV DA	3472-1½ 437 (500-1½)			NA
LNAV MDA	3320-1 285 (300-1)			NA
CIRCLING	3480-1½ 435 (500-1½)	3500-1½ 455 (500-1½)	3800-2¼ 755 (800-2¼)	NA

ELEV 3045 MIRL RWY 16-34 L*



NC-2, 08 APR 2010 to 06 MAY 2010

NDB OIN 341	APP CRS 005°	Rwy Idg 3793 TDZE 2703 Apt Elev 2703

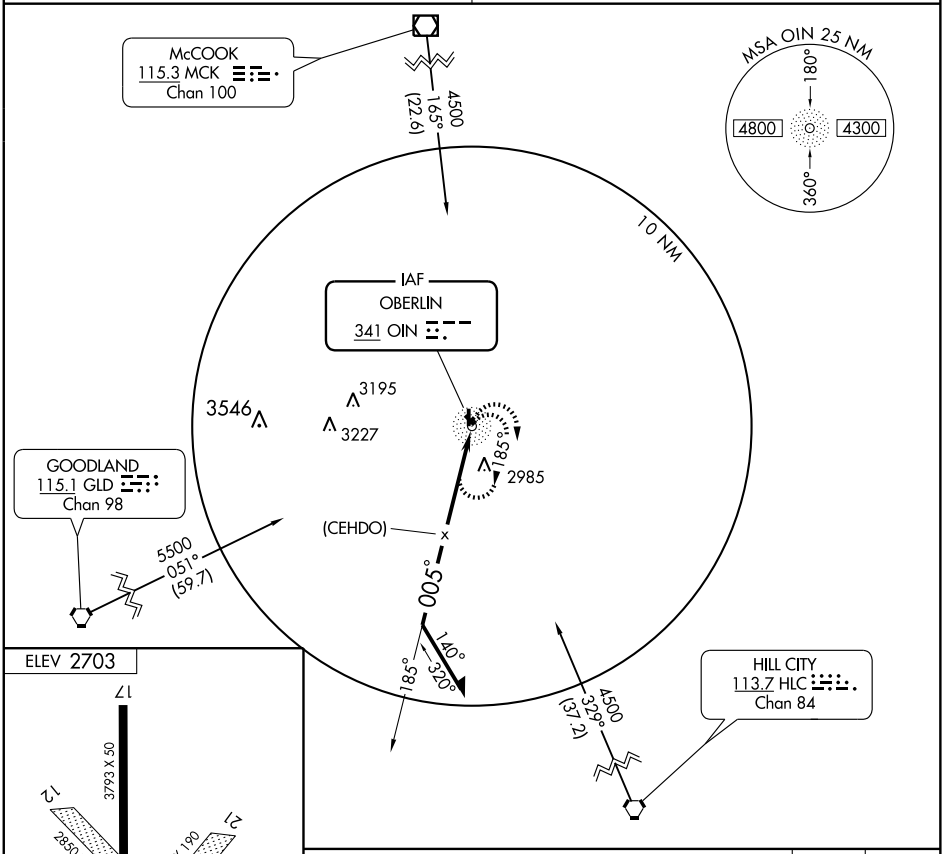
NDB or GPS RWY 35

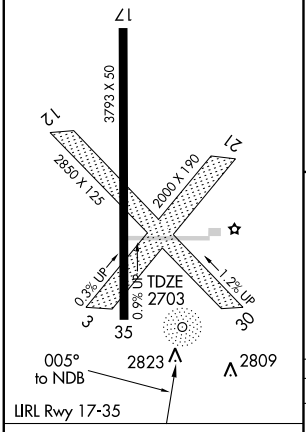
OBERLIN MUNI (OIN)

Use McCook altimeter setting; when not available use Goodland altimeter setting and increase all MDAs 200 feet.
NA

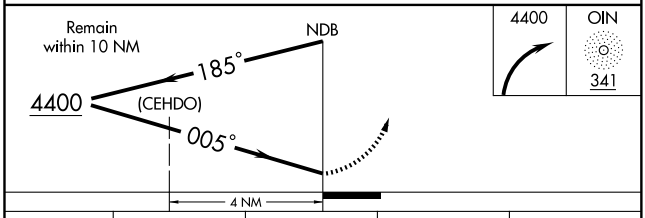
MISSED APPROACH: Climbing right turn to 4400 in OIN NDB holding pattern.

DENVER CENTER	UNICOM
132.5 379.15	**122.8** (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-35	3420-1 717 (800-1)		3420-2 717 (800-2)	NA
CIRCLING	3420-1 717 (800-1)		3420-2 717 (800-2)	NA

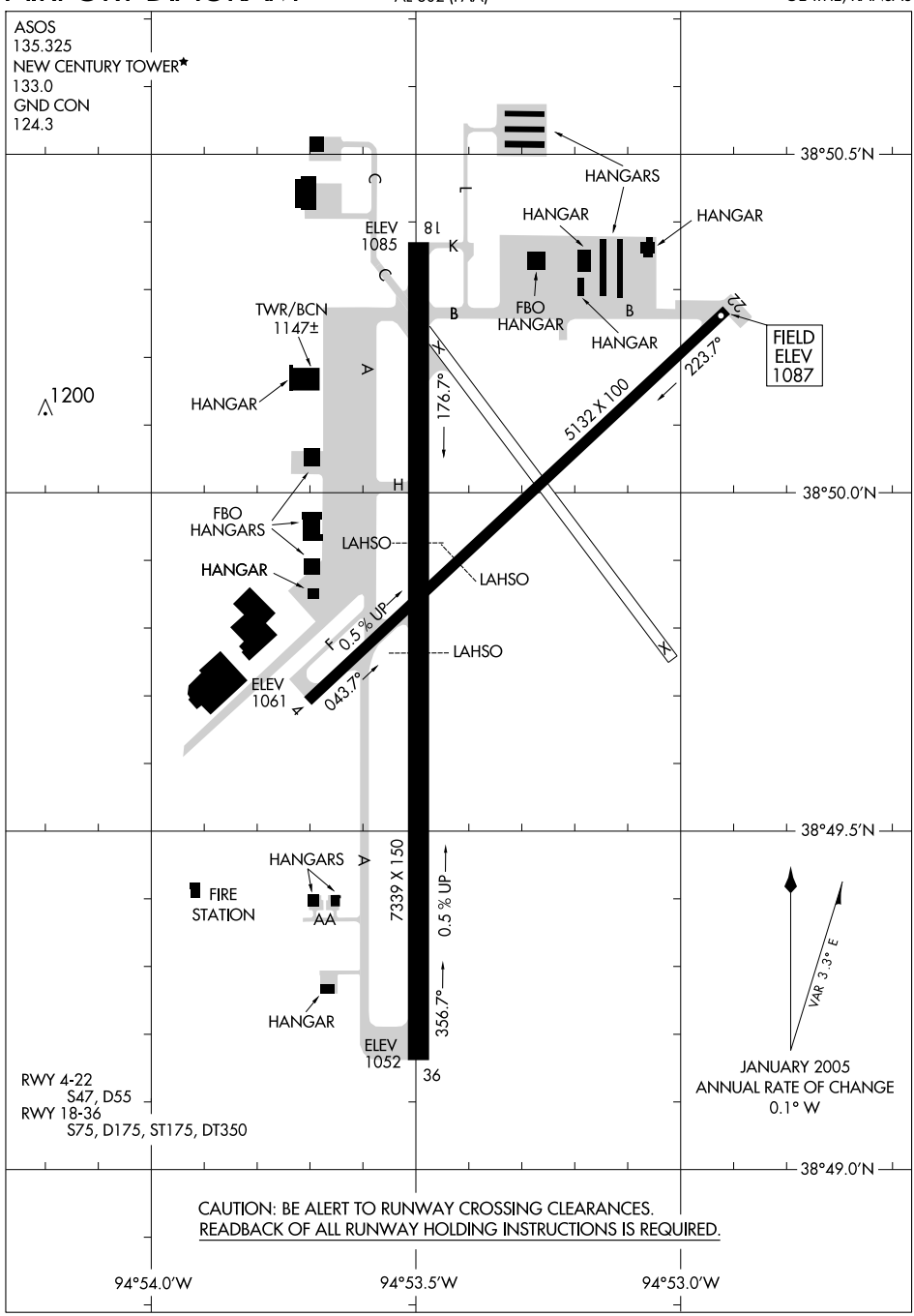
NC-2. 08 APR 2010 to 06 MAY 2010

10098

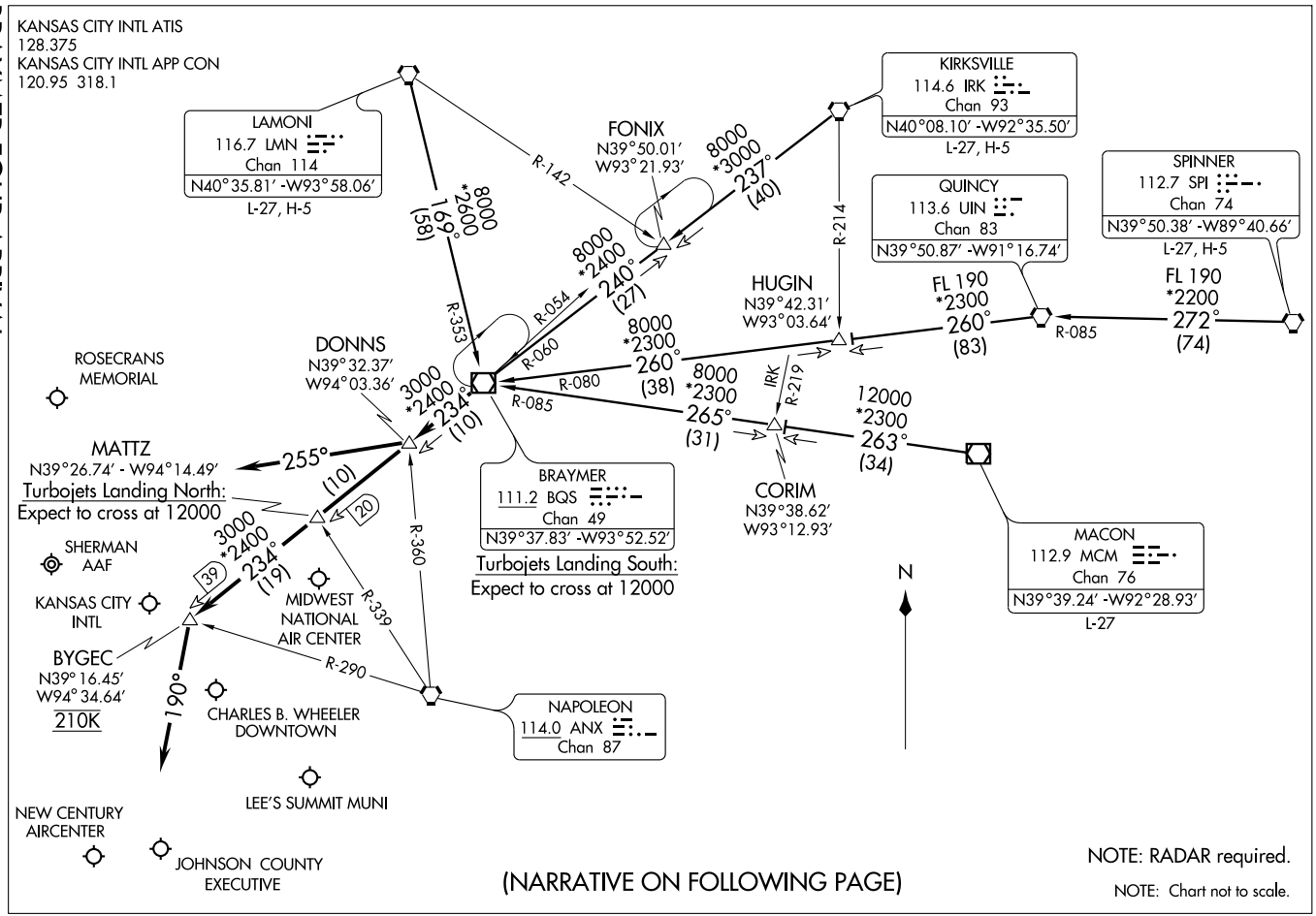
AIRPORT DIAGRAM

AL-302 (FAA)

OLATHE/NEW CENTURY AIRCENTER (IXD)
OLATHE, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

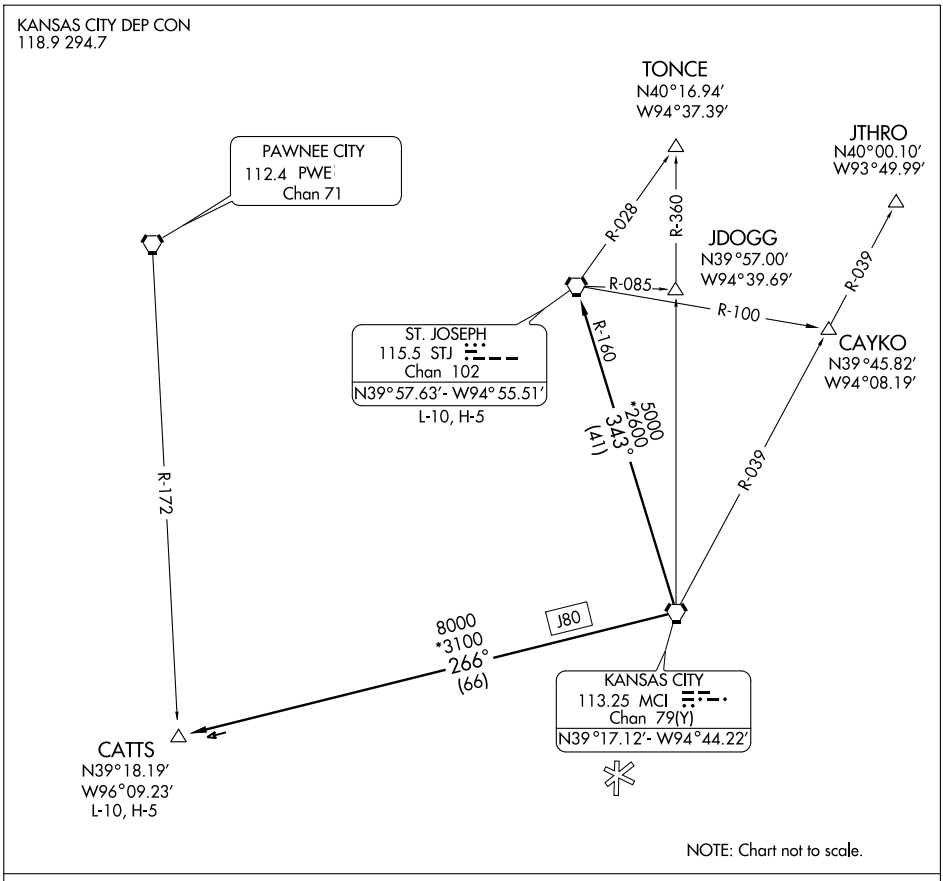
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC/DME I-IXD	APP CRS	Rwy Idg	7339
110.9	356°	TDZE	1066
Chan 46		Apt Elev	1087

ILS or LOC RWY 36

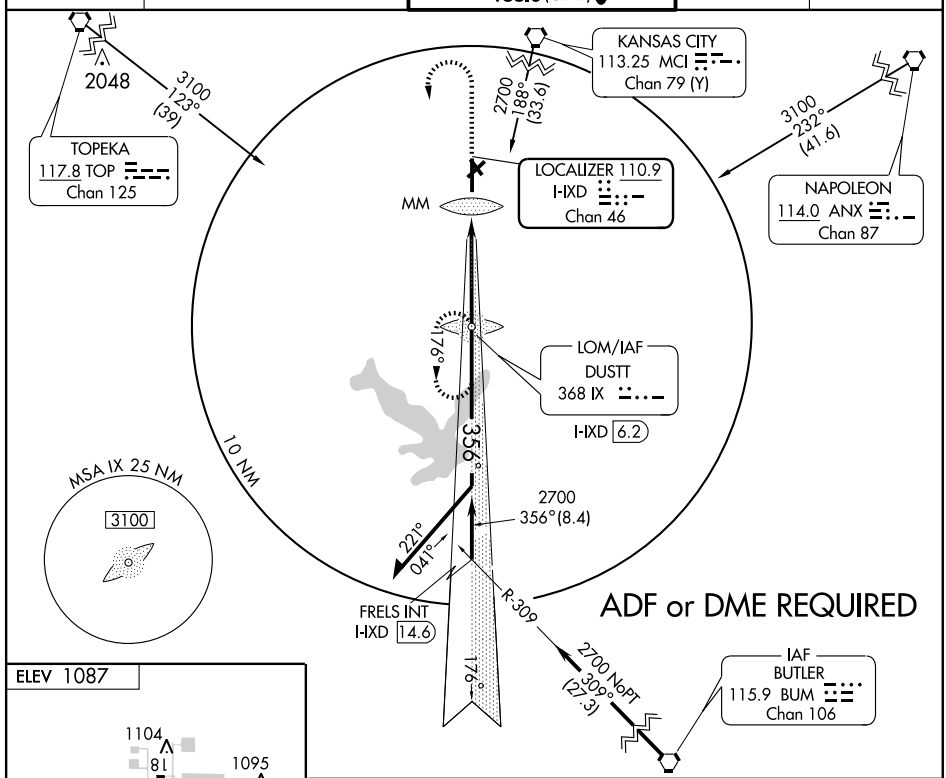
OLATHE/NEW CENTURY AIRCENTER (IXD)

If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting. ADF required.

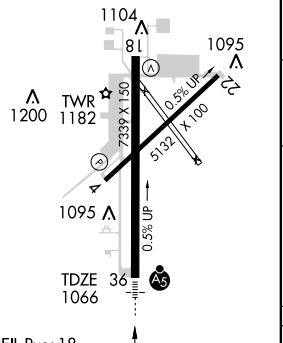
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct DUSTT LOM and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF)	124.3	122.95



ELEV 1087

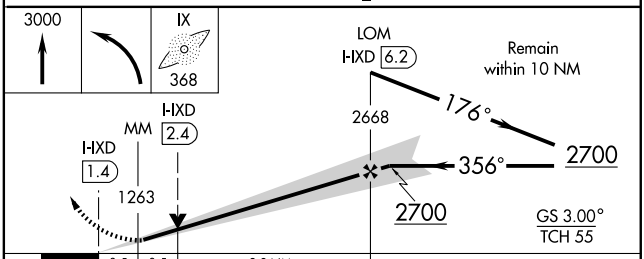


REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36

356° 4.8 NM from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



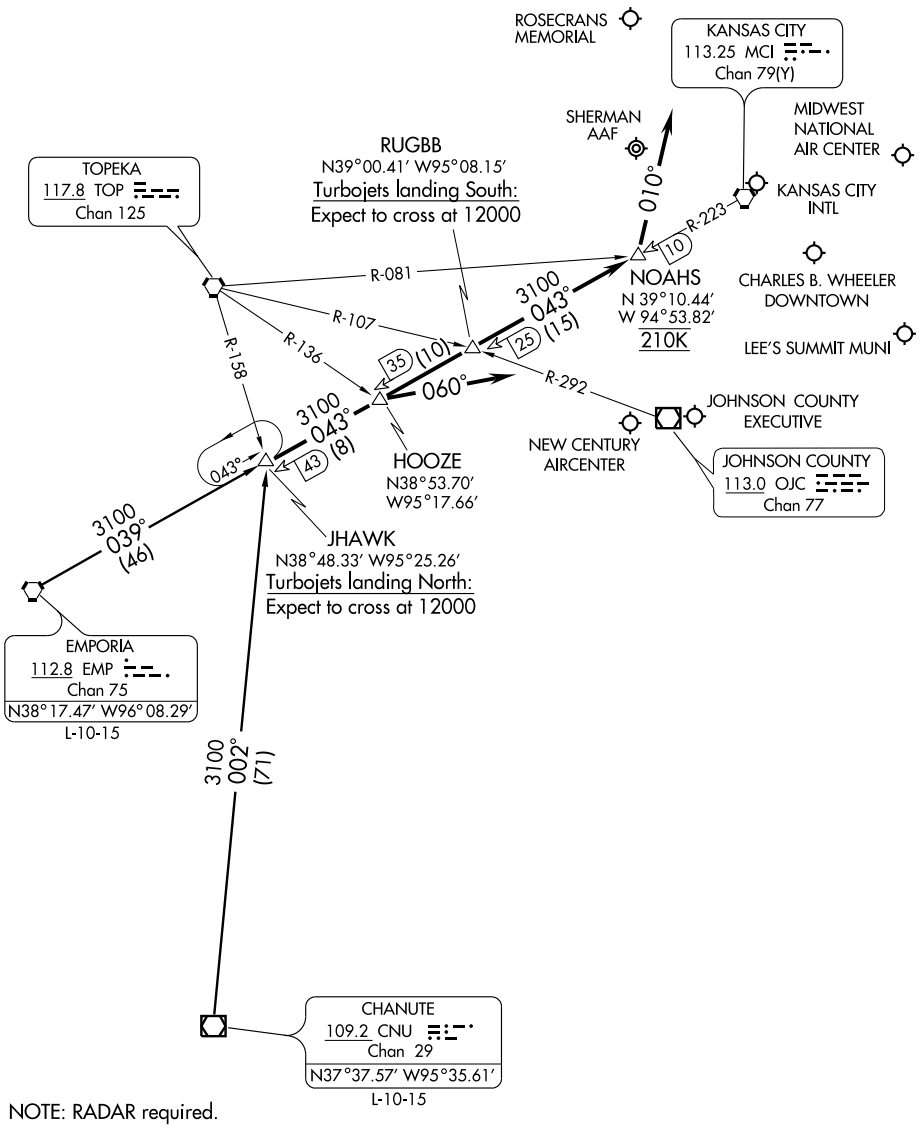
CATEGORY	A	B	C	D
S-ILS 36	1266-½ 200 (200-½)			
S-LOC 36	1440-½ 374 (400-½)			1440-¾ 374 (400-¾)
CIRCLING	1560-1 473 (500-1)		1560-1½ 473 (500-1½)	1640-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

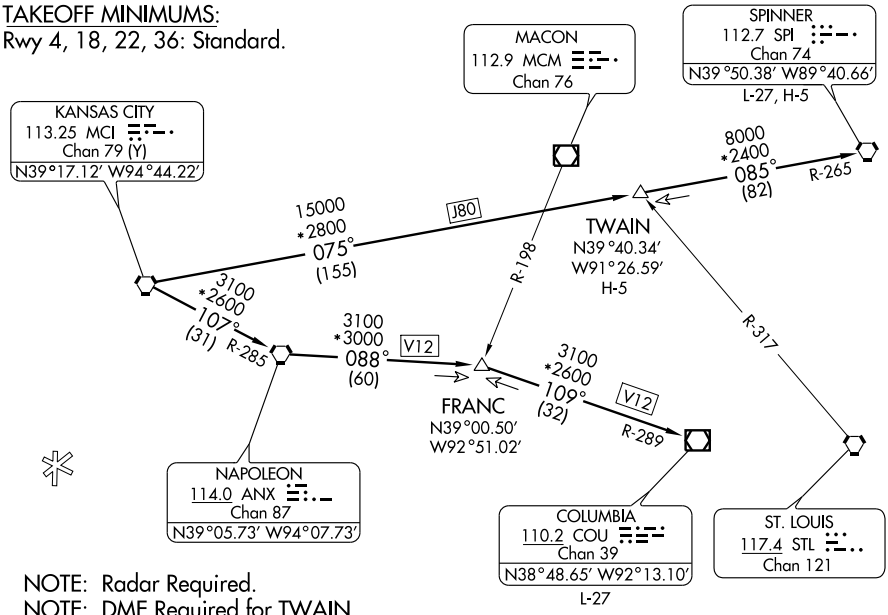
....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

KANSAS CITY DEP CON
118.9 294.7

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 4, 18, 22, 36: Standard.



NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER, 125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL.
Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL.
Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline, 1088' MSL.

DEPARTURE ROUTE DESCRIPTION

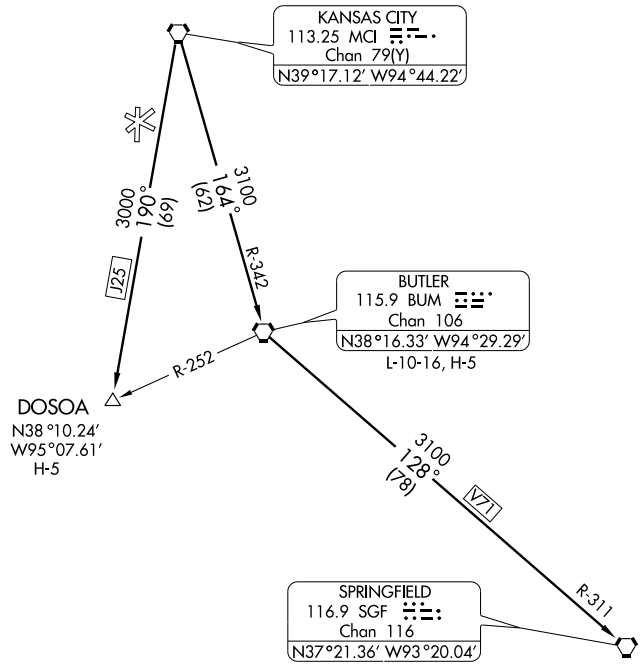
Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7339
176°	TDZE	1085
	Apt Elev	1087

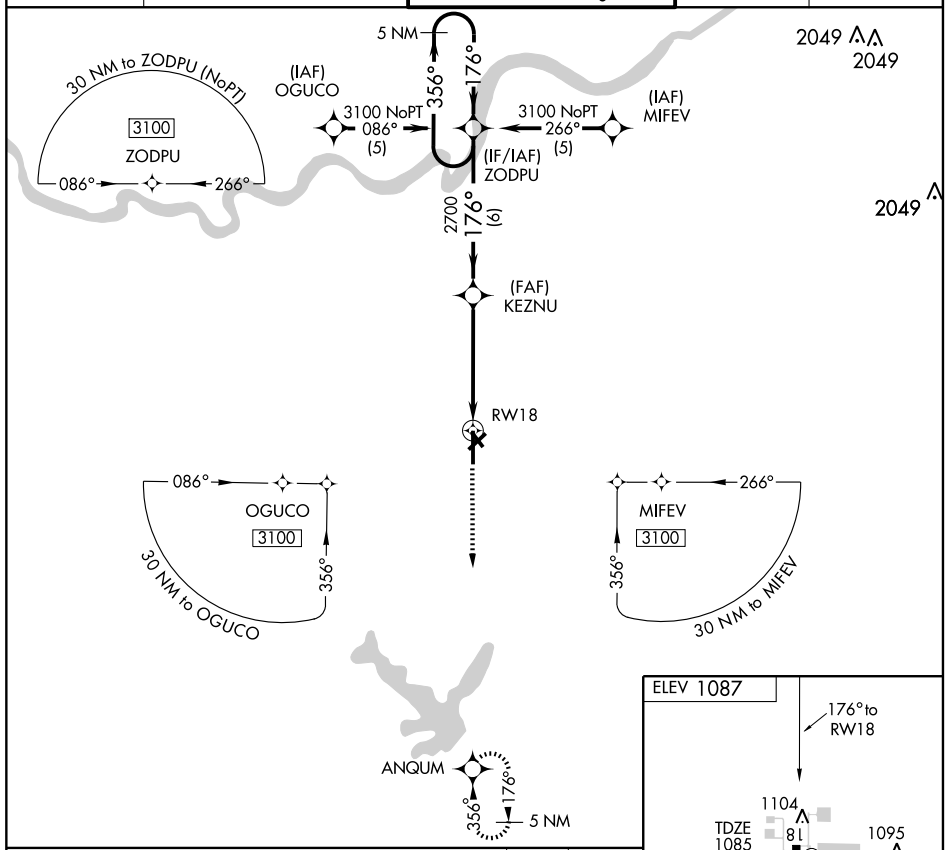
RNAV (GPS) RWY 18

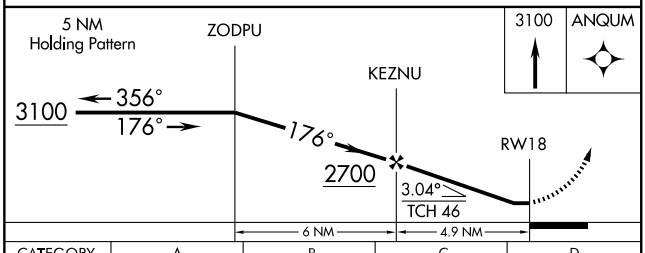
OLATHE/ NEW CENTURY AIRCENTER (IXD)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

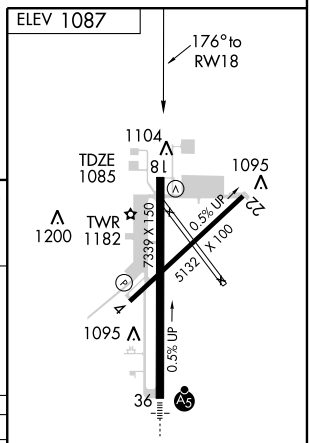
MISSED APPROACH: Climb to 3100 direct ANQUM and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF) L	124.3	122.95





CATEGORY	A	B	C	D
LNAV MDA	1500-1	415 (500-1)	1500-1¼	415 (500-1¼)
CIRCLING	1560-1	473 (500-1)	1560-1½ 473 (500-1½)	1640-2 553 (600-2)



REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 81807 W36A	APP CRS 356°	Rwy Idg 7339 TDZE 1066 Apt Elev 1087

RNAV (GPS) RWY 36

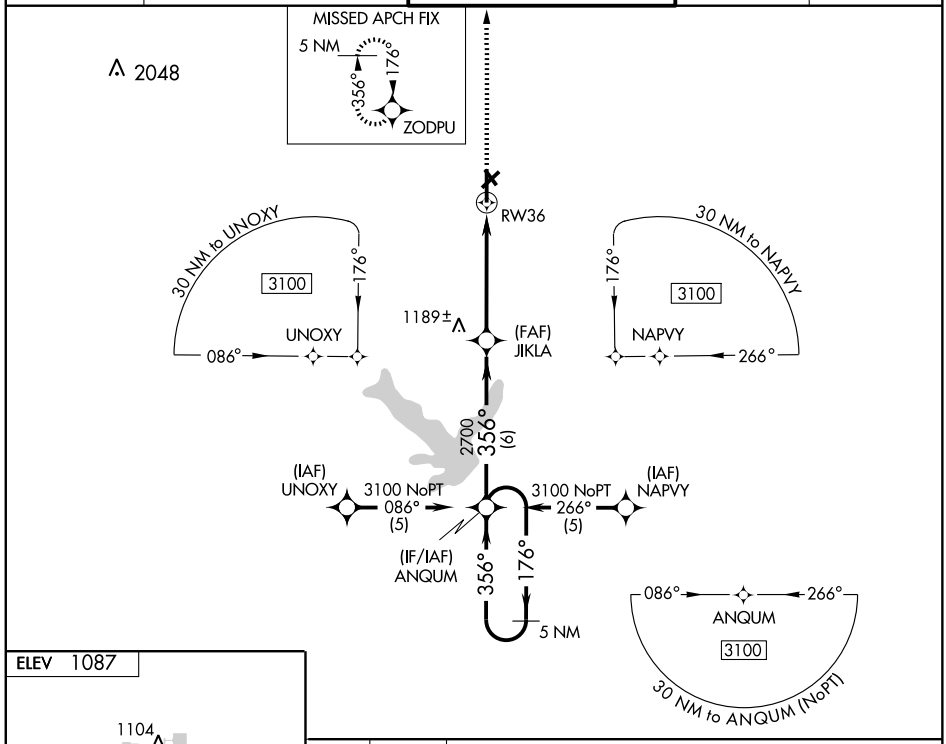
OLATHE/ NEW CENTURY AIRCENTER (IXD)

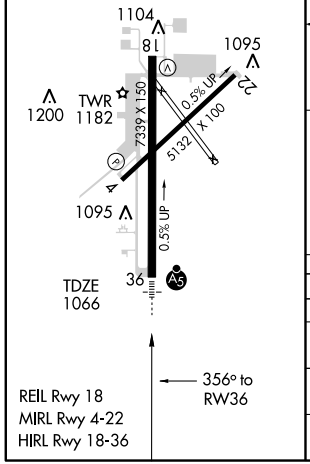
DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ and LPV visibility to 1 all categories. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting.

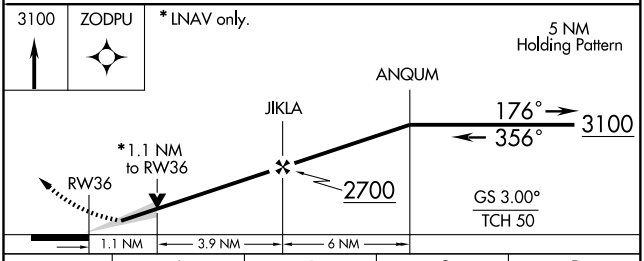
MALSR

MISSED APPROACH: Climb to 3100 direct ZODPU and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF) L	124.3	122.95







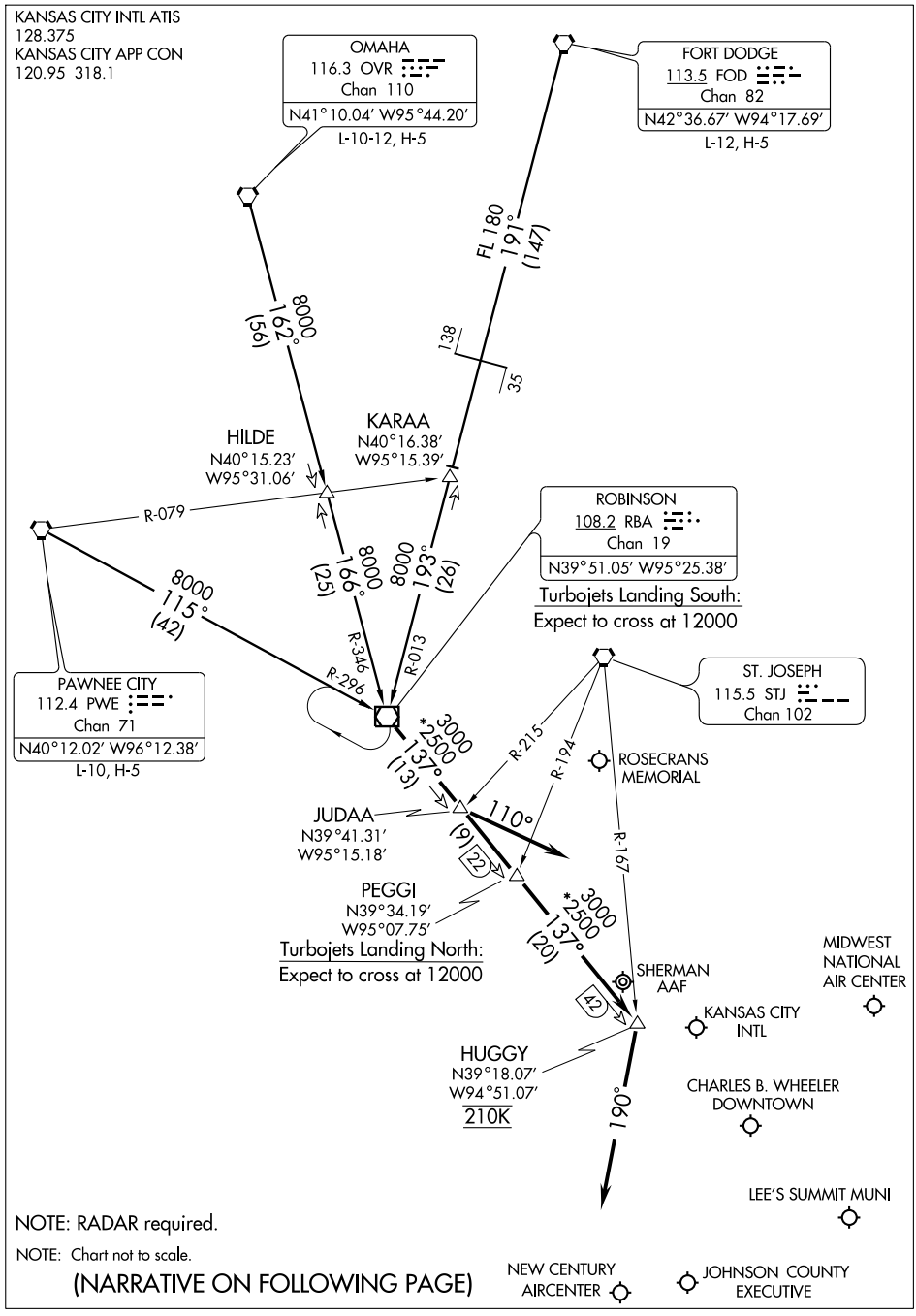
CATEGORY	A	B	C	D
LPV DA	1316-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1440-½ 374 (400-½)			1440-1 374 (400-1)
CIRCLING	1560-1 473 (500-1)		1560-1½ 473 (500-1½)	1640-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

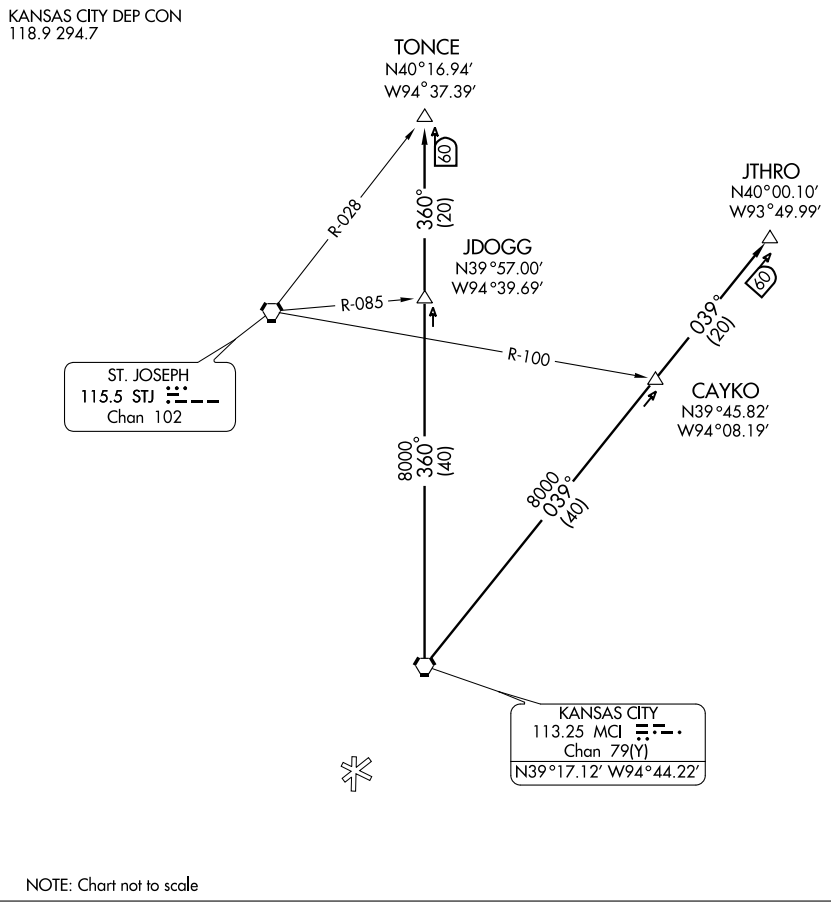
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

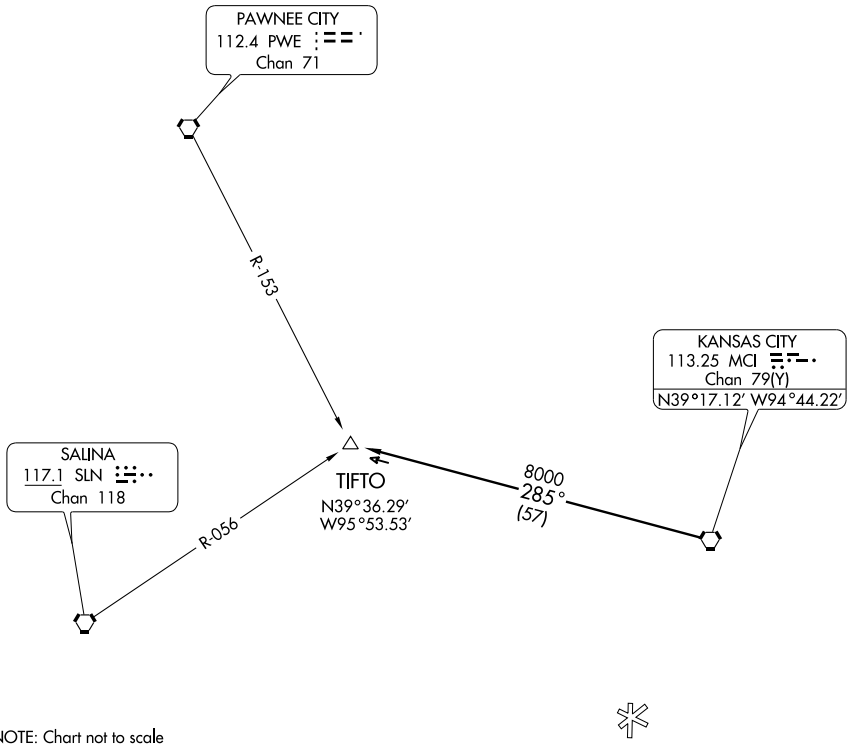
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

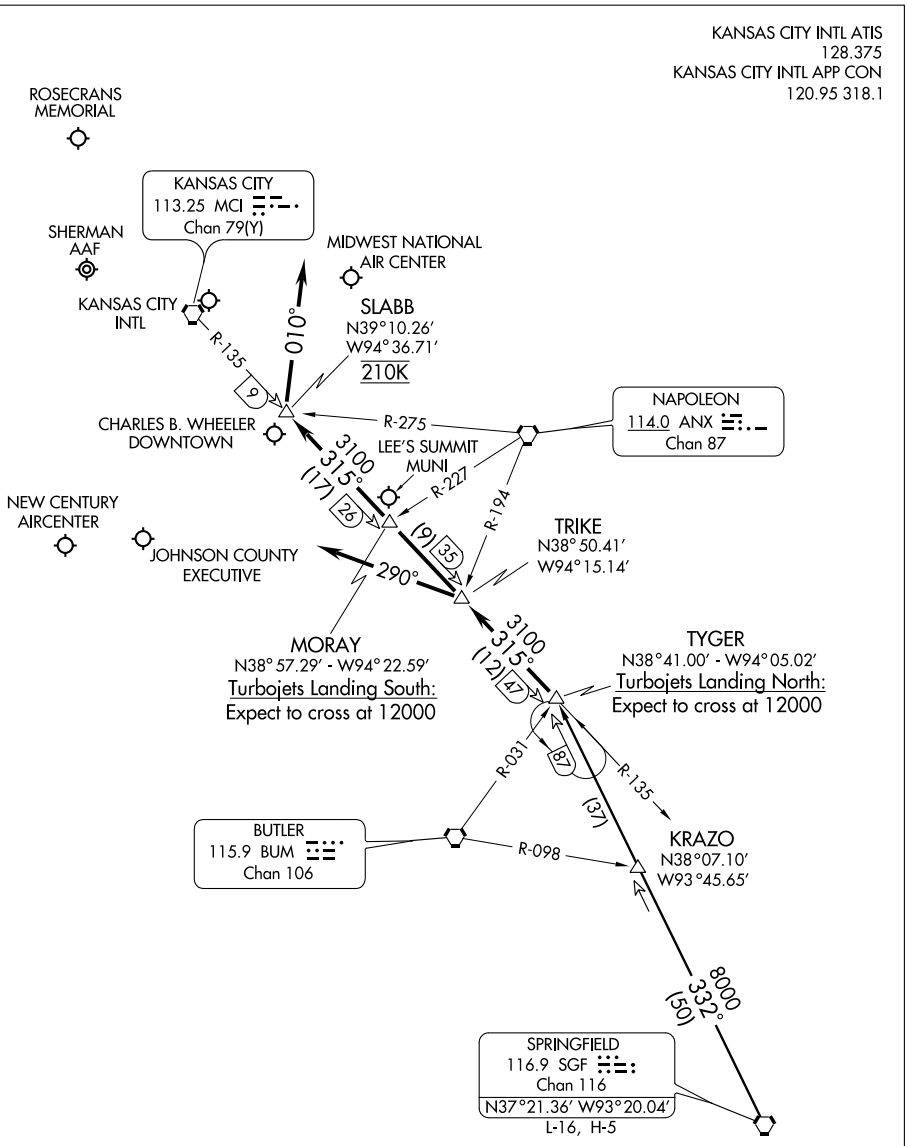
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME OJC	APP CRS	Rwy Idg	N/A
113.0	260°	TDZE	N/A
Chan 77		Apt Elev	1087

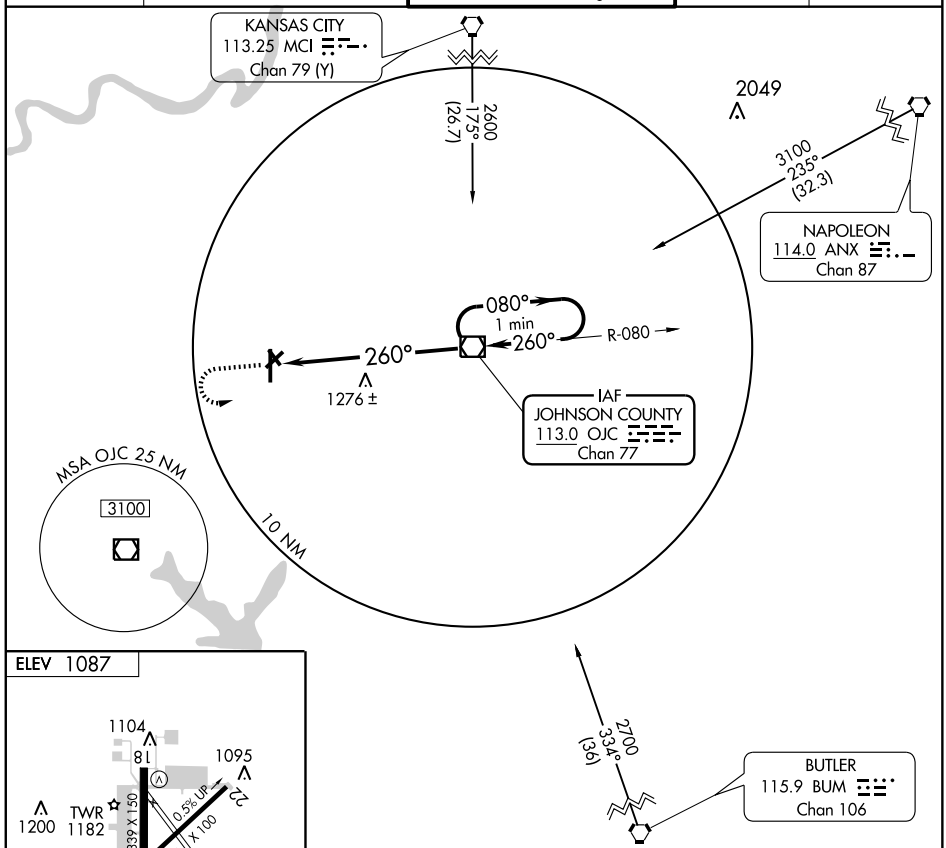
VOR-A

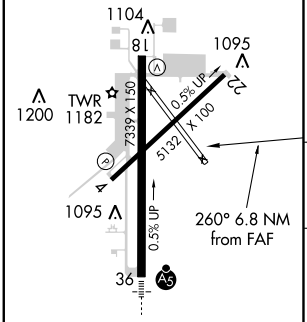
OLATHE/NEW CENTURY AIRCENTER (IXD)

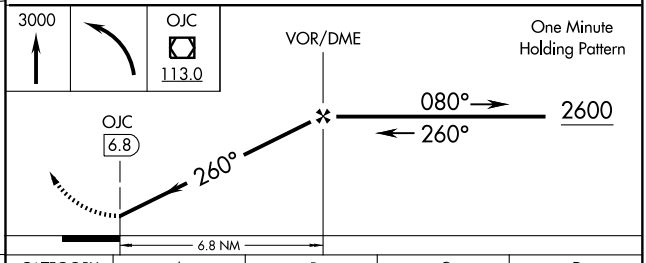
If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF)	124.3	122.95



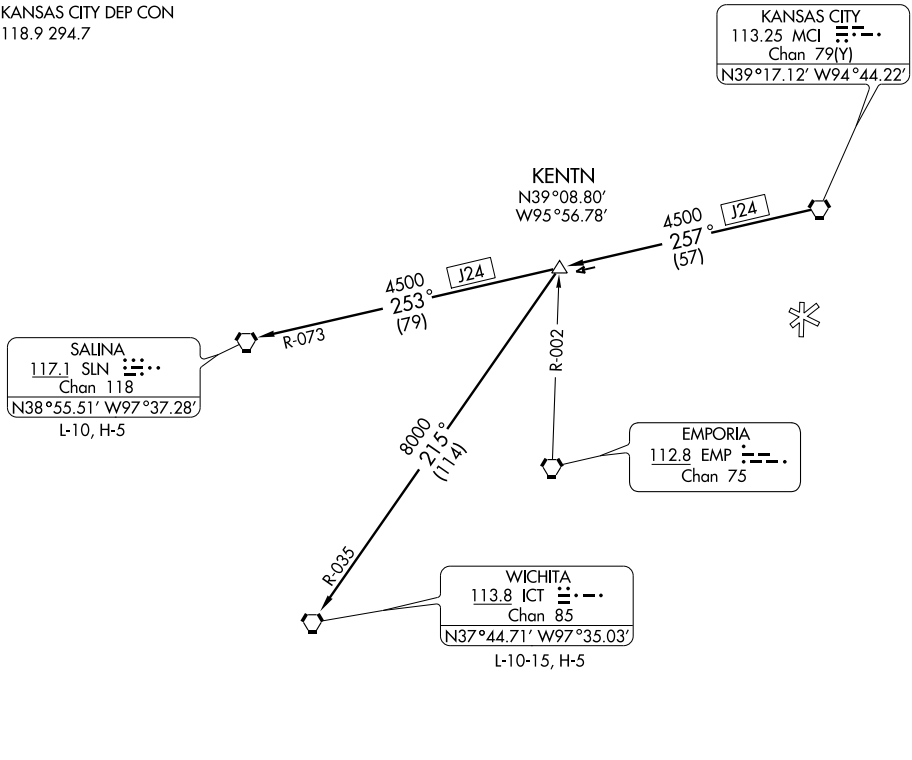




FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
CIRCLING	1820-1	733 (800-1)	1820-2	1820-2¼
			733 (800-2)	733 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

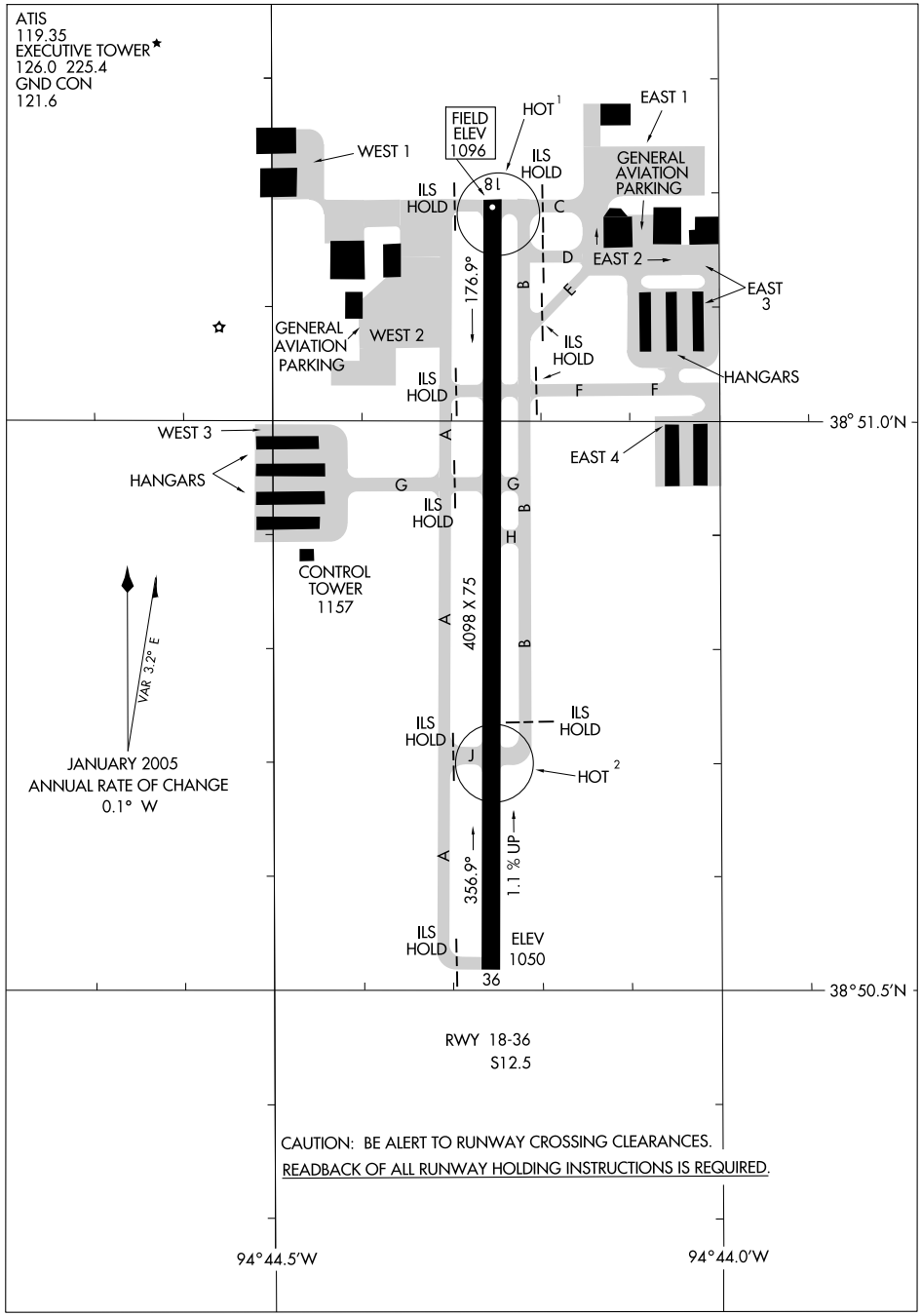
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

09351

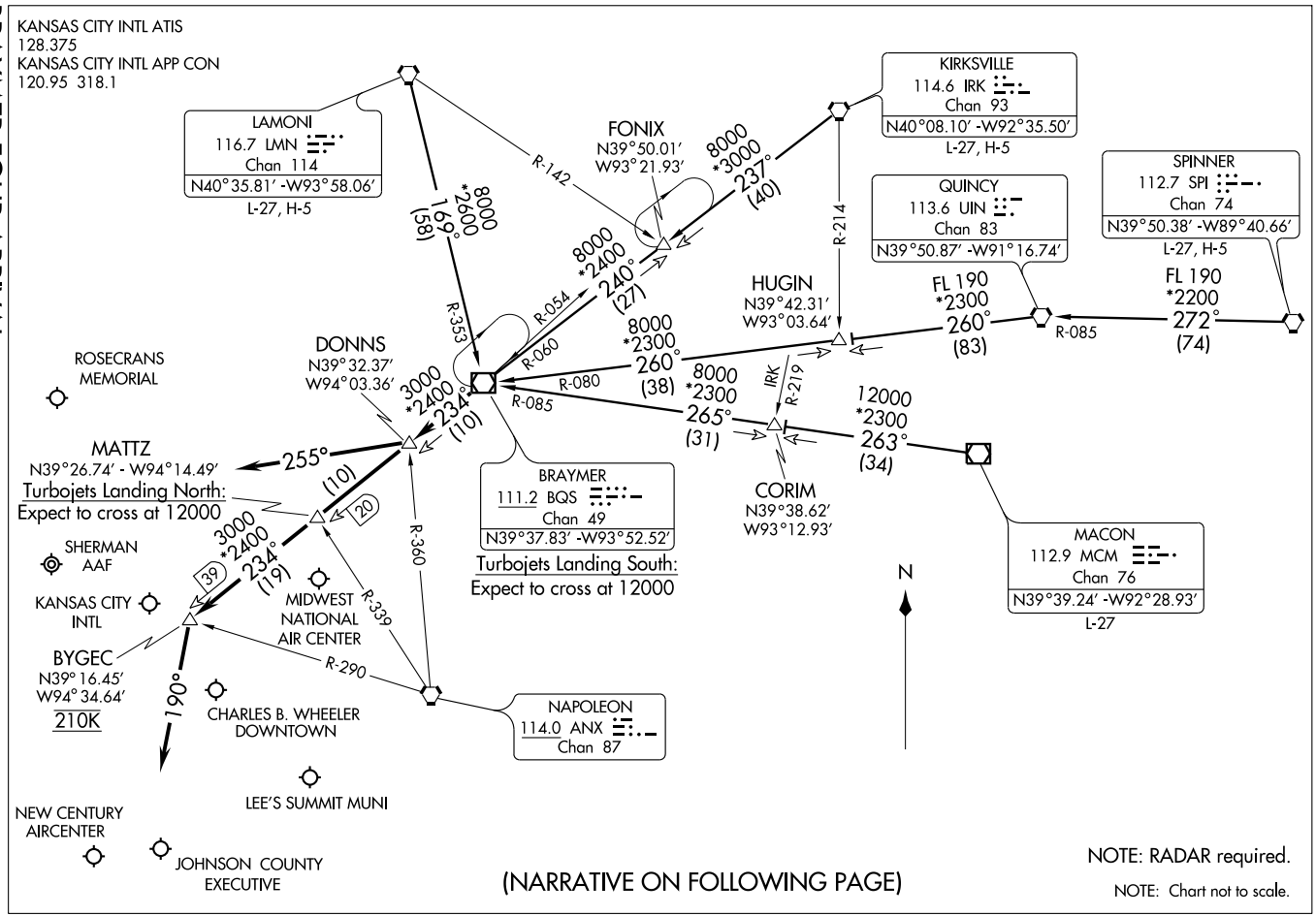
AIRPORT DIAGRAM

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)
OLATHE, KANSAS

AL-5687 (FAA)



NC-2, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

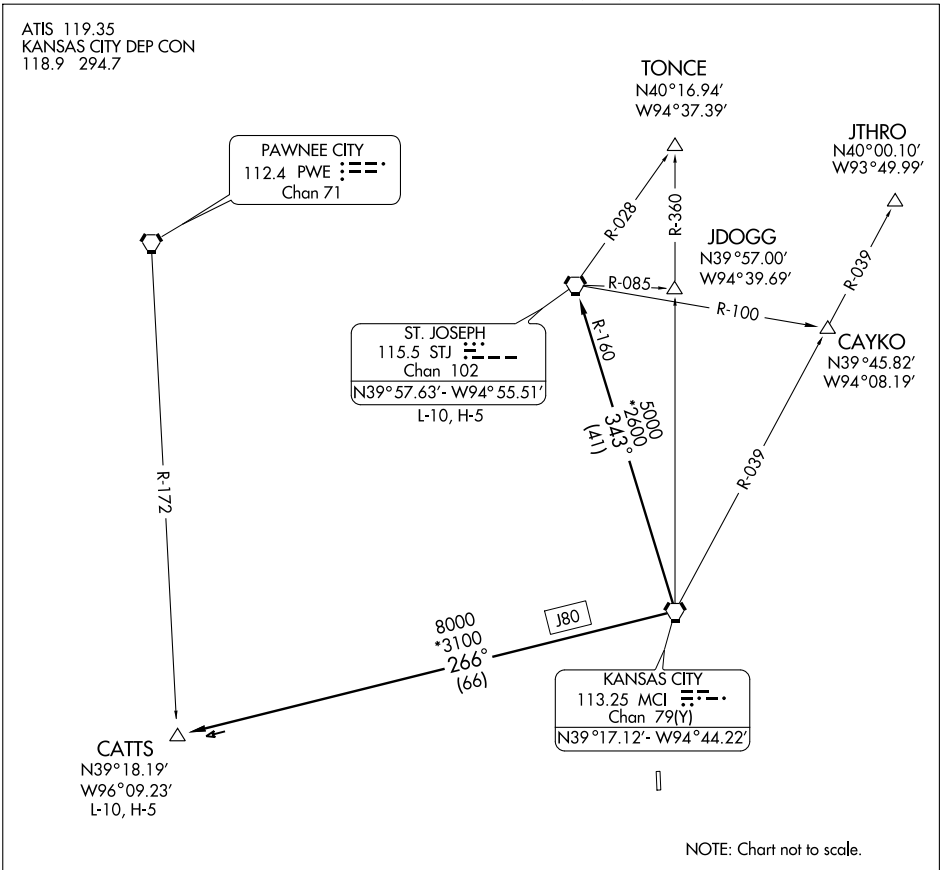
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

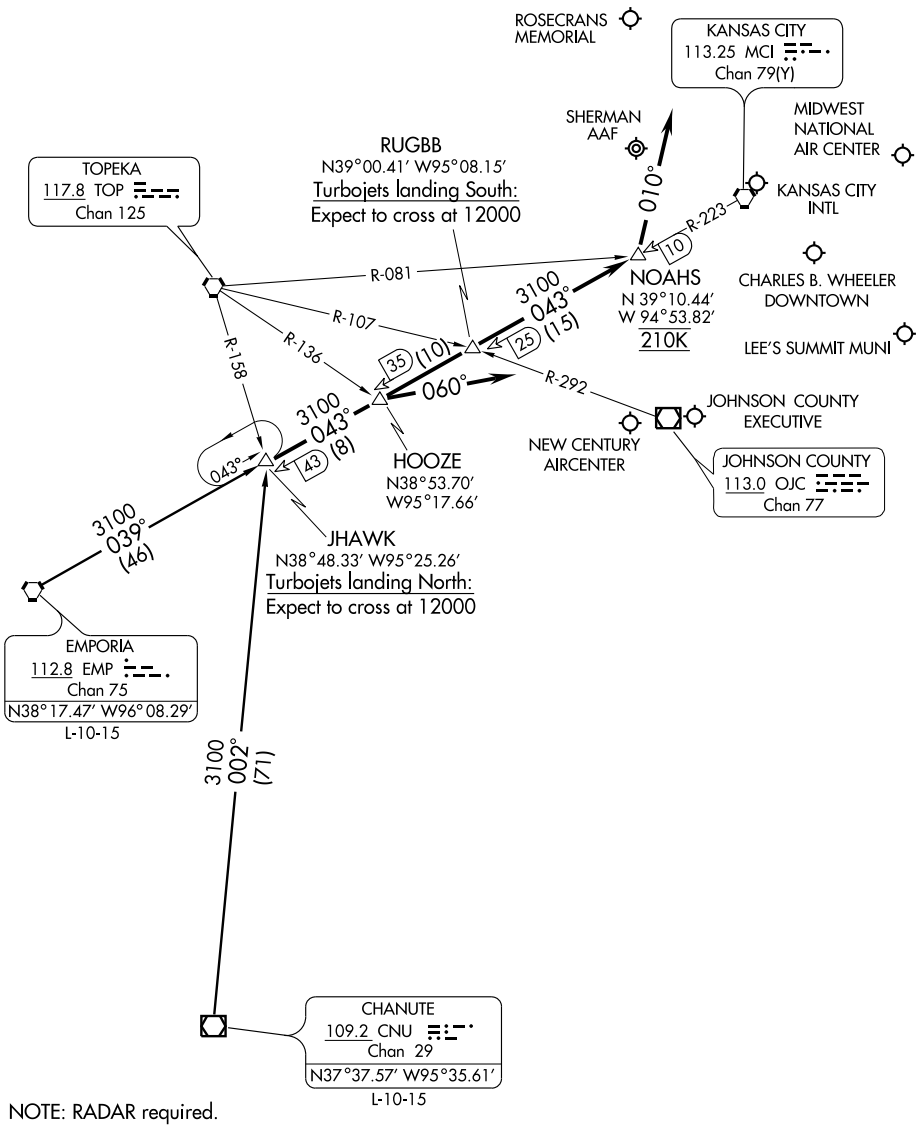
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

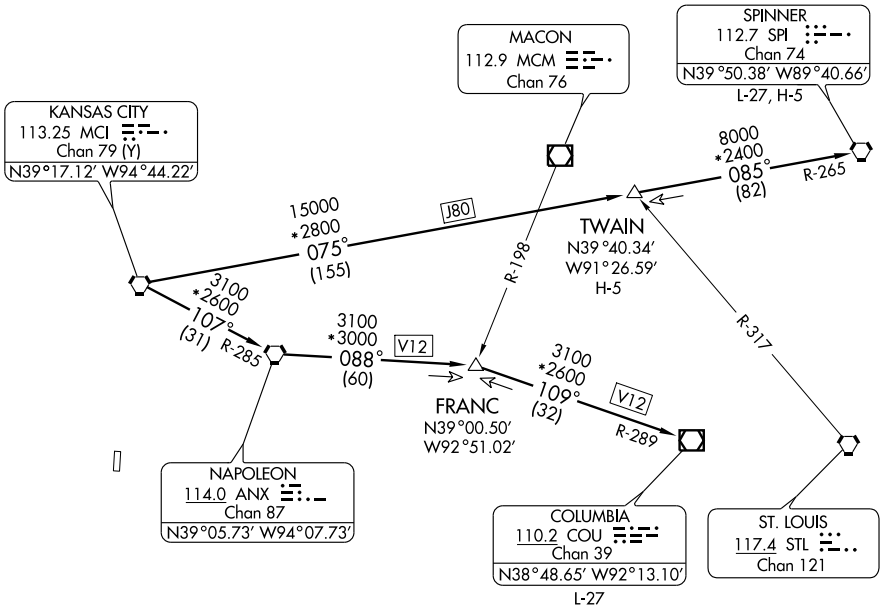
ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

LAKES FIVE DEPARTURE

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



TAKEOFF MINIMUMS:
Rwy 18, 36: Standard.

NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 18, multiple trees 622 feet from DER, 192 feet right of centerline, up to 73' AGL/1084' MSL.
Rwy 36, antenna 335 feet from DER, 263 feet left of centerline, 20' AGL/1110' MSL. Tree 1008 feet from DER, 612 feet right of centerline, 57' AGL/1130' MSL. Tree 1544 feet from DER, 810 feet left of centerline, 71' AGL/1144' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OJC	APP CRS	Rwy Idg	4098
111.1	176°	TDZE	1096
		Apt Elev	1096

LOC RWY 18

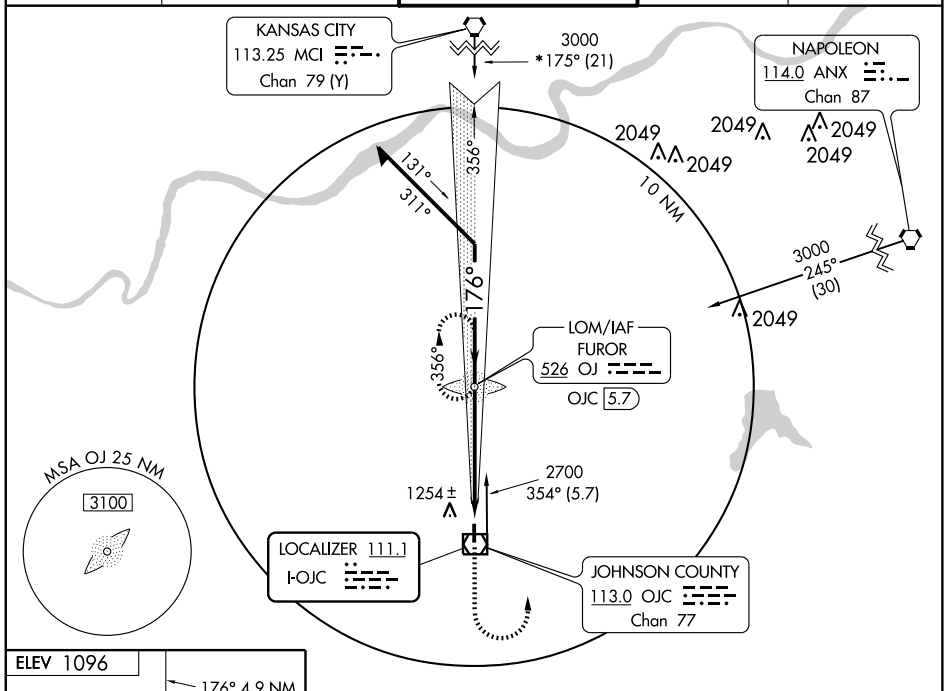
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

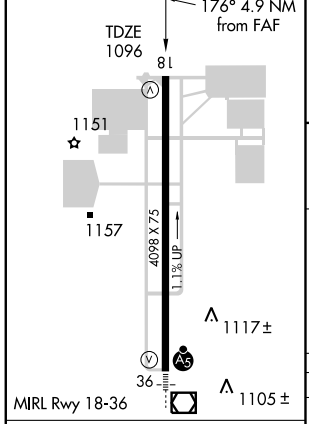
NA

* MCI VORTAC feeder course is a flight check value.

MISSED APPROACH: Climb to 1700 then left climbing turn to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

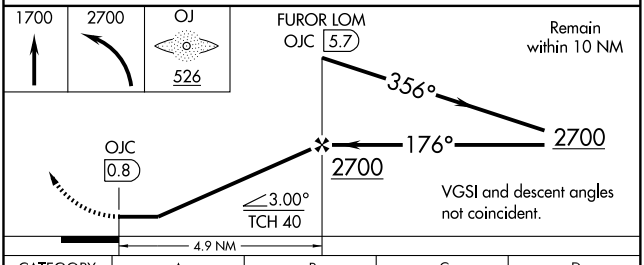
ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER *	GND CON	UNICOM
119.35	118.9 294.7	126.0 (CTAF) L 225.4	121.6	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ADF REQUIRED



CATEGORY	A	B	C	D
S-18	1440-1	344 (400-1)		NA
CIRCLING	1620-1	524 (600-1)	1620-1½ 524 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-PKX	APP CRS	Rwy Idg	4098
108.3	356°	TDZE	1085
		Apt Elev	1096

LOC RWY 36

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

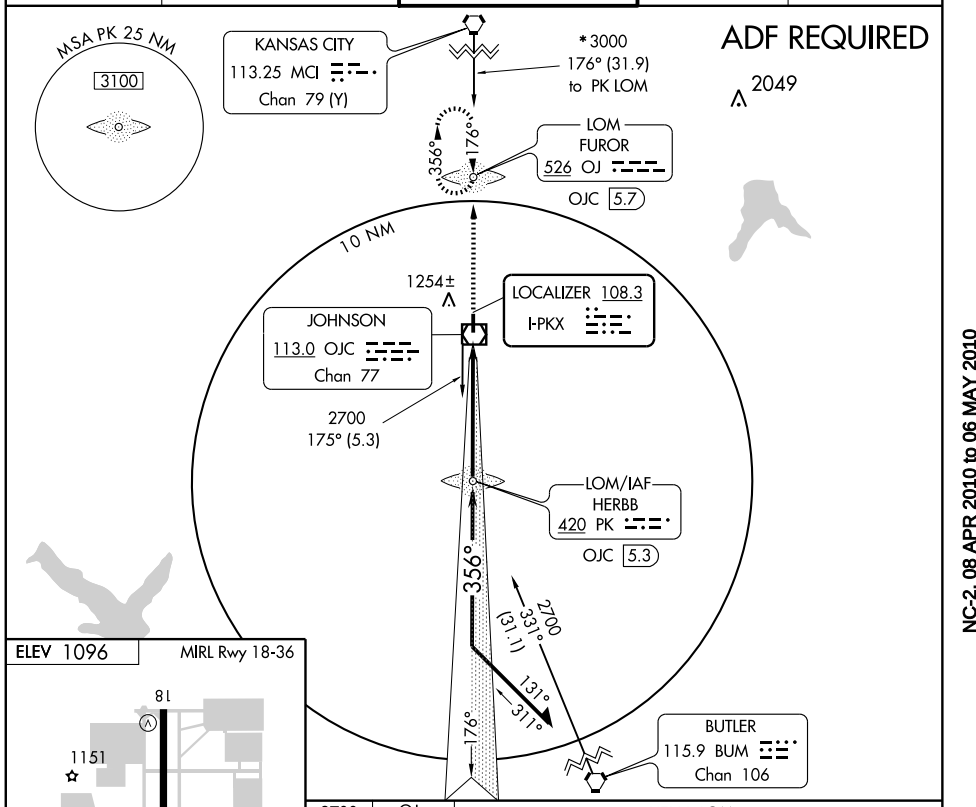
▼ NA

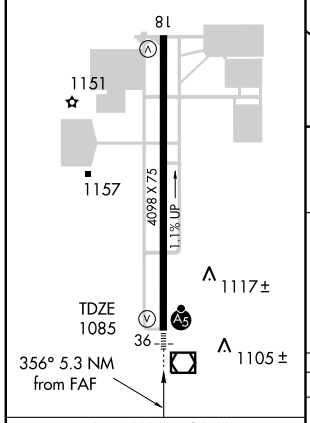
* MCI VORTAC feeder course is a flight check value. For inoperative MALSR, increase S-36 Cats A/B/C visibility to 1 mile.

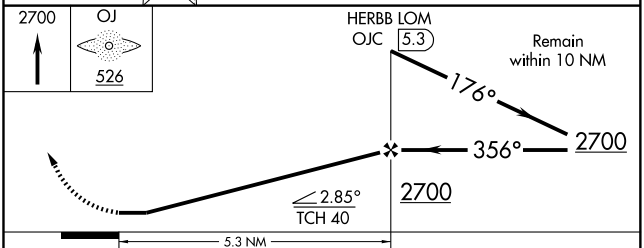
MALSR

MISSED APPROACH: Climb to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER *	GND CON	UNICOM
119.35	118.9 294.7	126.0 (CTAF) L 225.4	121.6	122.95







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-36	1480-¾	395 (400-¾)		NA
CIRCLING	1620-1	524 (600-1)	1620-1½ 524 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

LOM IX	APP CRS	Rwy Idg	NA
368	044°	TDZE	NA
		Apt Elev	1096

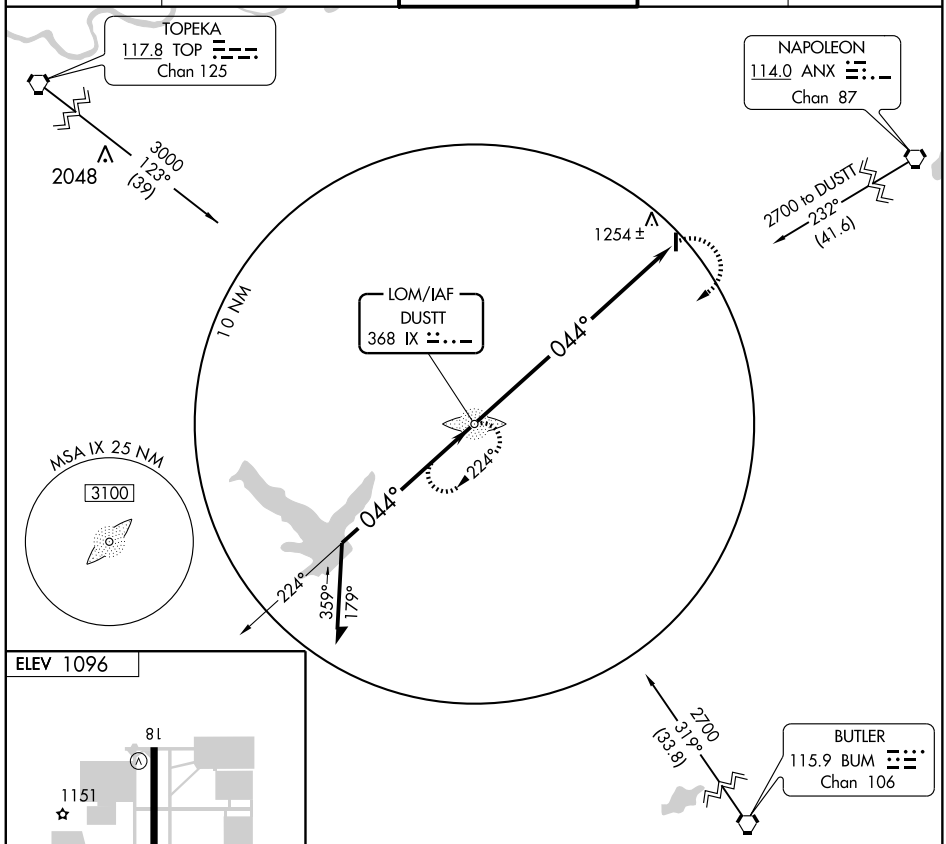
NDB-B

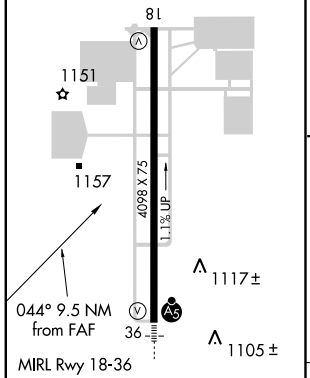
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

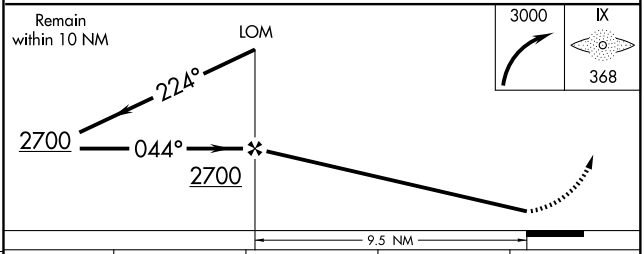
NA

MISSED APPROACH: Climbing right turn to 3000 direct IX LOM and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER ★	GND CON	UNICOM
119.35	118.9 294.7	126.0(CTAF) 225.4	121.6	122.95





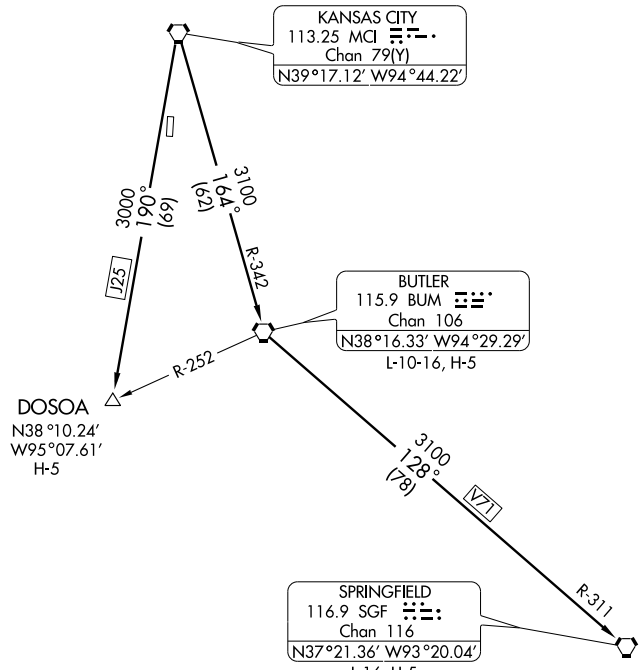


FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

CATEGORY	A	B	C	D
CIRCLING	1820-1 724 (800-1)		1820-2 724 (800-2)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4098
CH 53700	176°	TDZE	1096
W18A		Apt Elev	1096

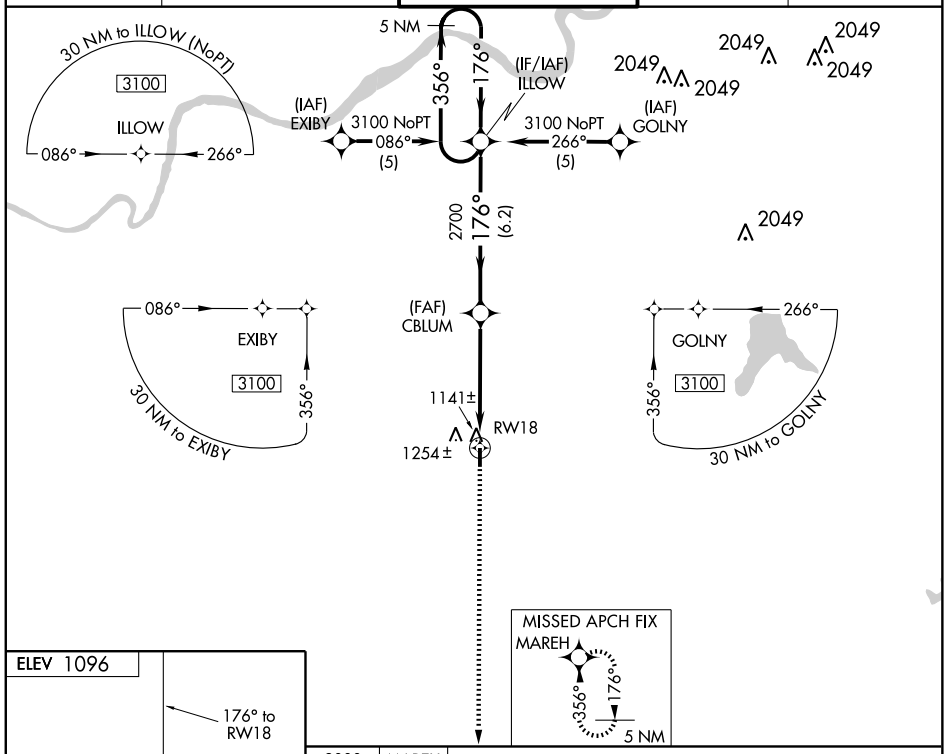
RNAV (GPS) RWY 18

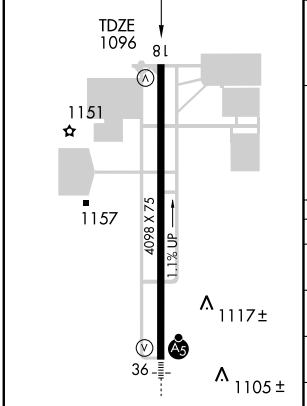
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

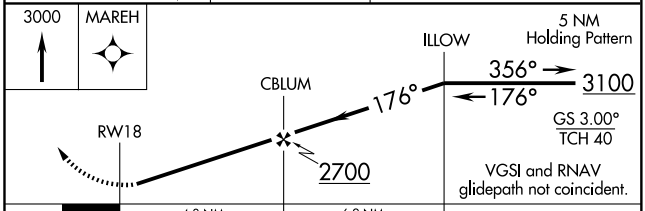
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct MAREH and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER★	GND CON	UNICOM
119.35	118.9 294.7	126.0(CTAF)L 225.4	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1346-1 250 (300-1)			NA
LNAV/VNAV DA	1527-1½ 431 (500-1½)			NA
LNAV MDA	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4098
CH 82700	356°	TDZE	1086
W36A		Apt Elev	1096

RNAV (GPS) RWY 36

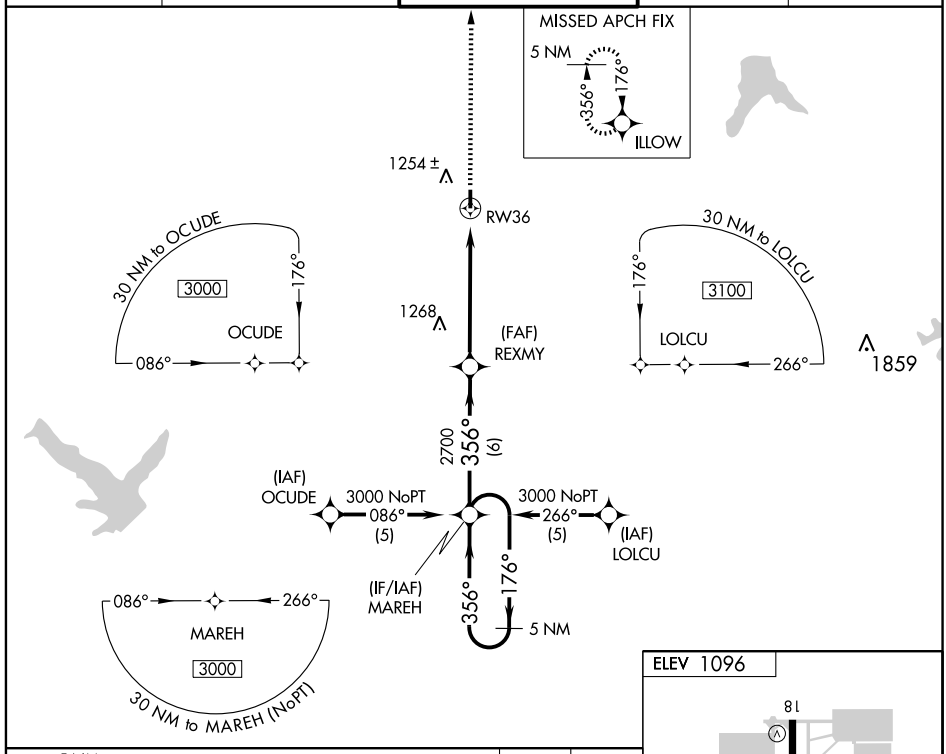
OLATHE/ JOHNSON COUNTY EXECUTIVE (OJC)

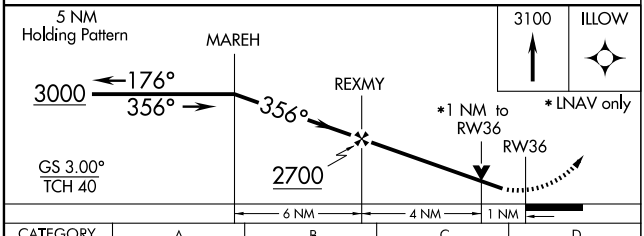
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats visibility to 1 mile.

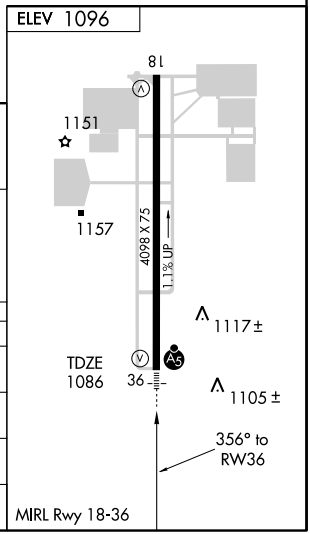
MALSR

MISSED APPROACH: Climb to 3100 direct ILLOW and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER★	GND CON	UNICOM
119.35	118.9 294.7	126.0(CTAF)(L) 225.4	121.6	122.95







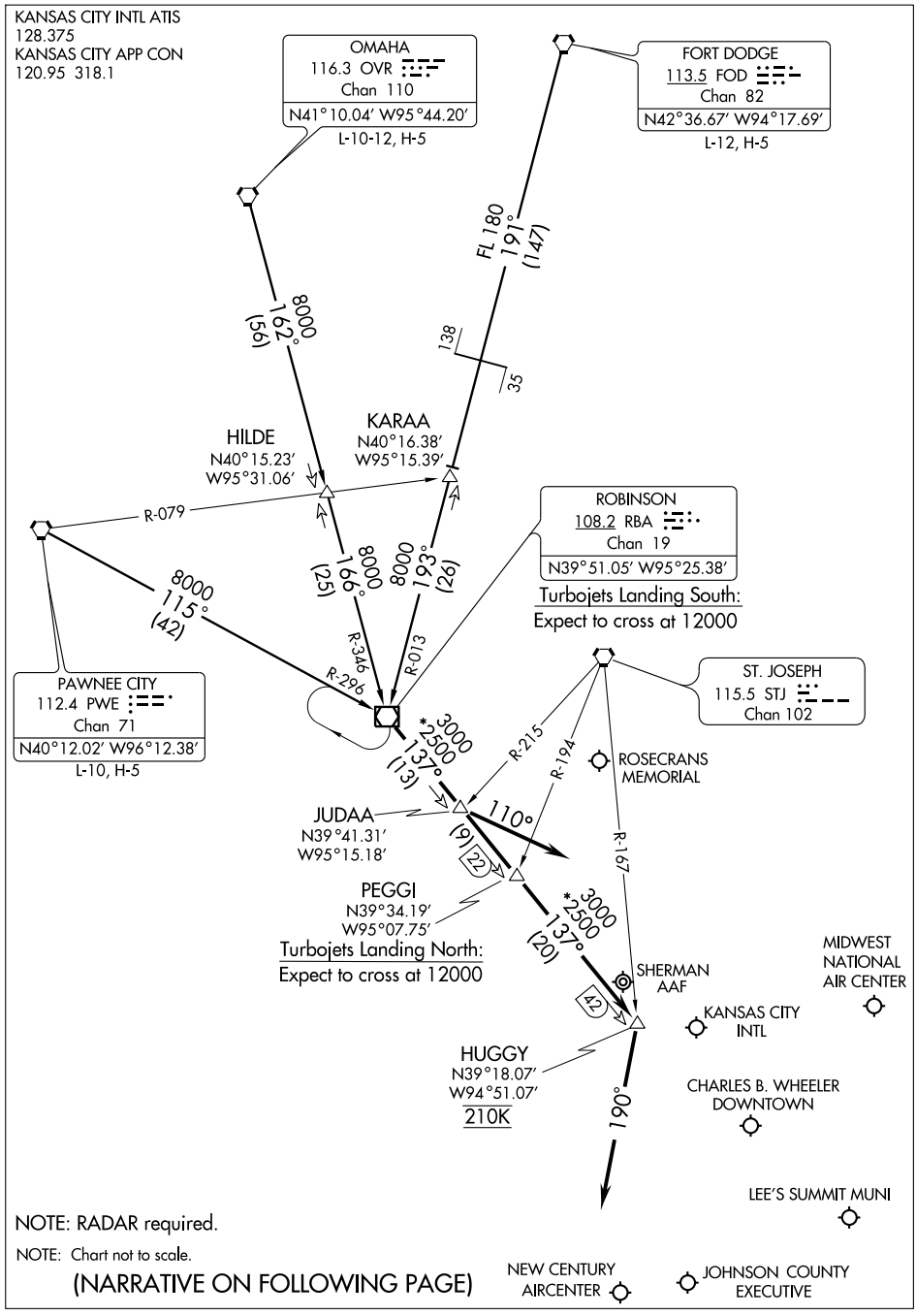
CATEGORY	A	B	C	D
LPV DA	1336-¾ 250 (300-¾)			NA
LNAV/ VNAV DA	1355-¾ 269 (300-¾)			NA
LNAV MDA	1400-¾ 314 (400-¾)			NA
CIRCLING	1540-1 444 (500-1)	1560-1 464 (500-1)	1560-1½ 464 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

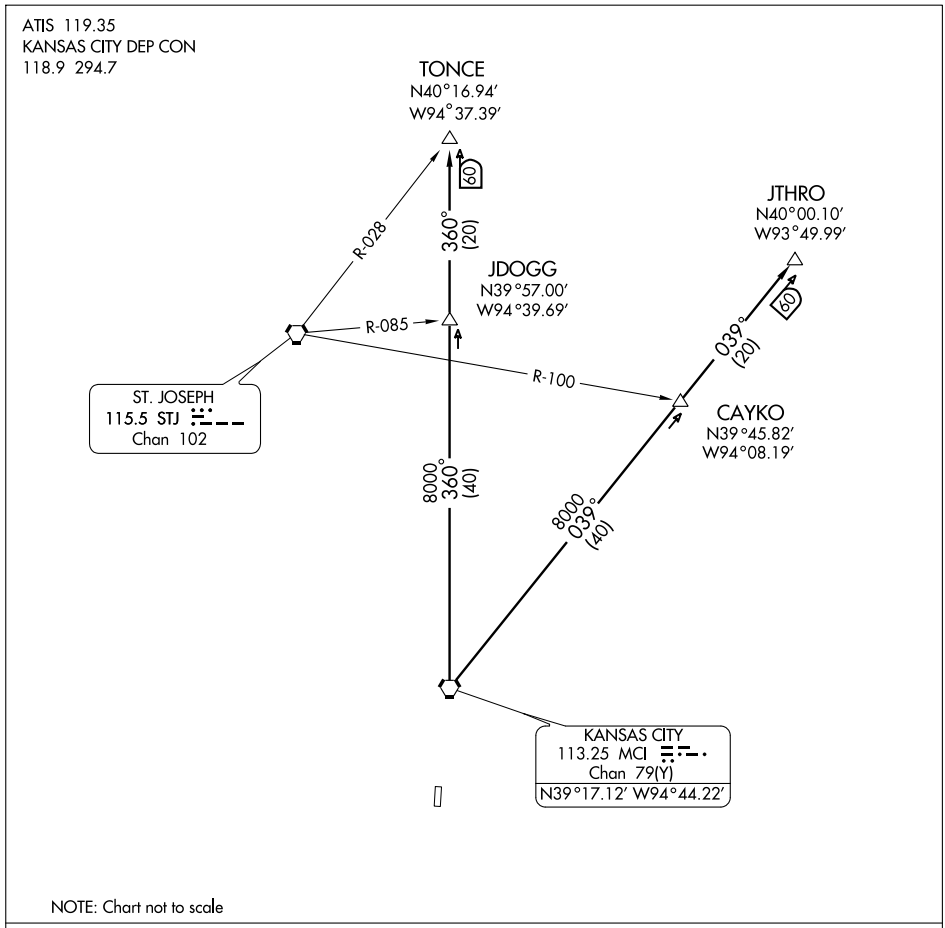
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



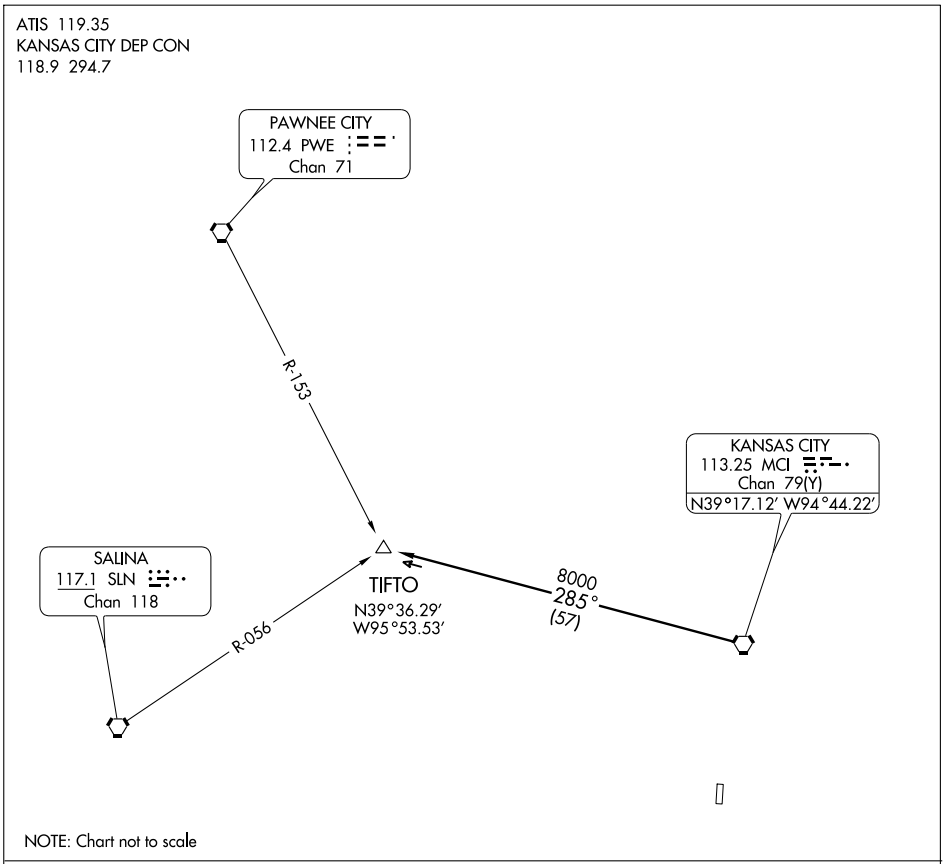
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

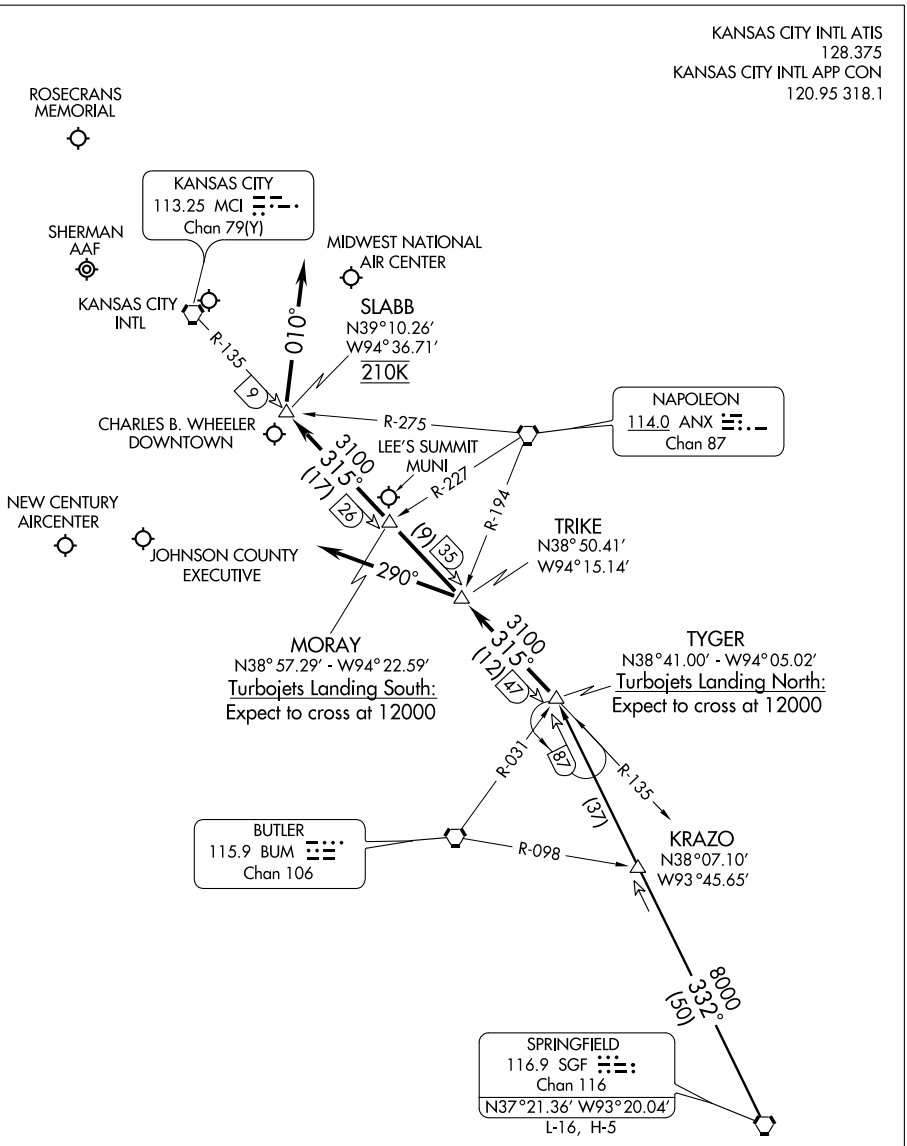
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-2, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

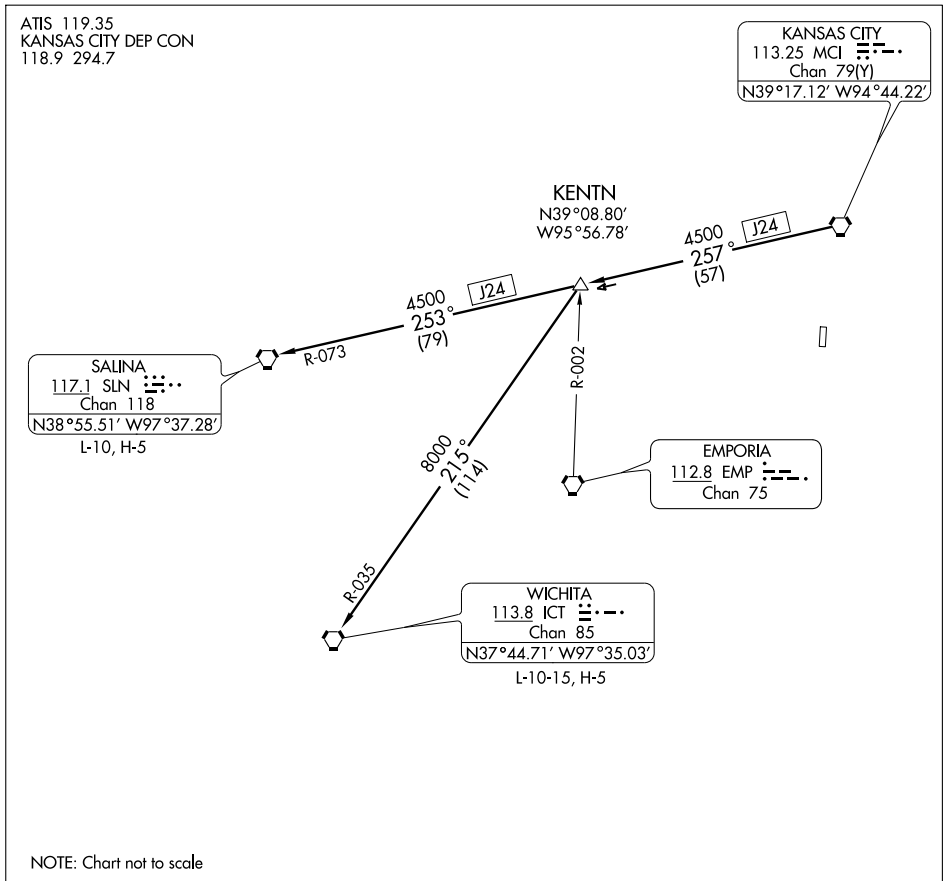
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

APP CRS	Rwy Idg	4500
176°	TDZE	964
	Apt Elev	966

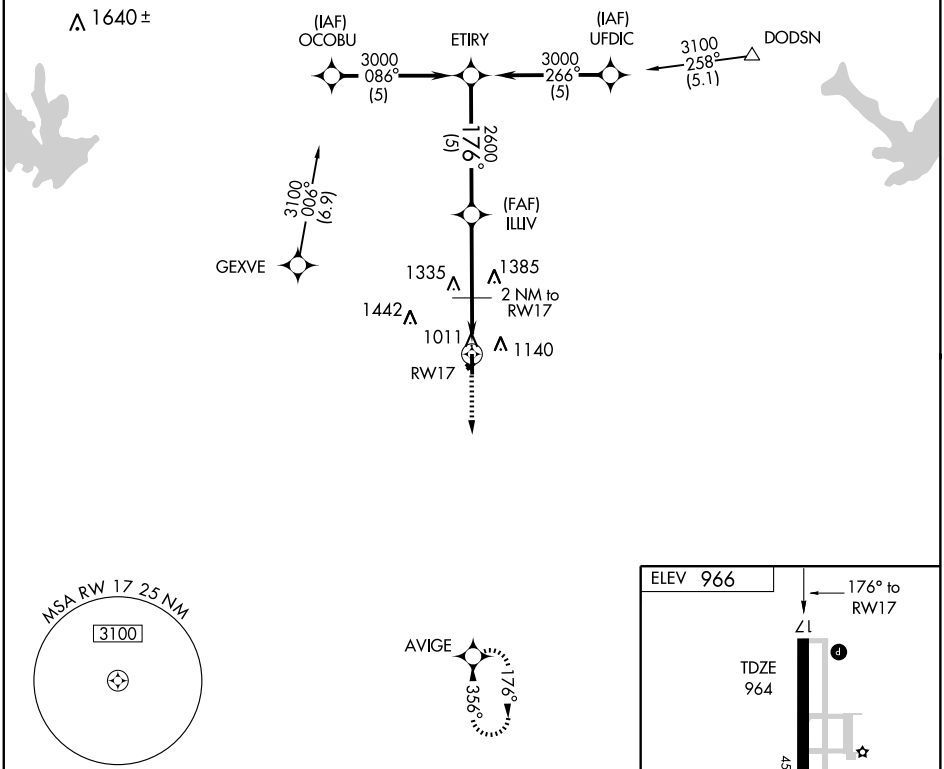
GPS RWY 17
OTTAWA MUNI (OWI)

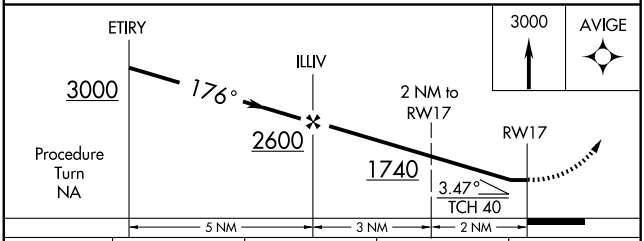
Use Topeka/Philip Billard altimeter setting.

NA

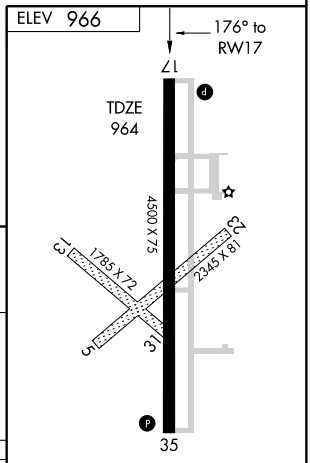
MISSED APPROACH: Climb to 3000 direct AVIGE and hold.

KANSAS CITY CENTER	UNICOM
127.725 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1440-1	476 (500-1)	NA	
CIRCLING	1600-1	634 (700-1)	NA	



REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
356°	Rwy Idg	4500
	TDZE	964
	Apt Elev	966

GPS RWY 35
OTTAWA MUNI (OWI)

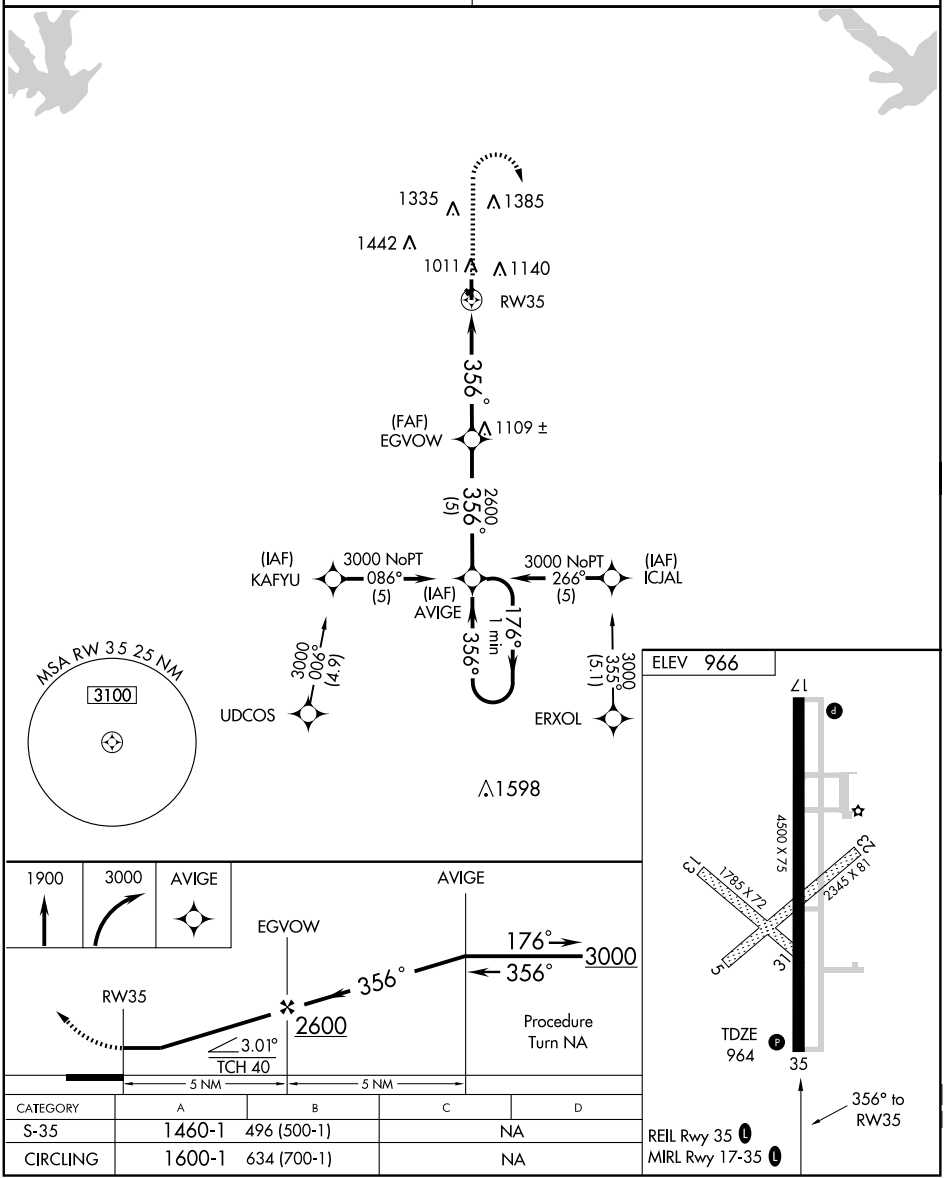
Use Topeka/Philip Billard altimeter setting.

NA

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct AVIGE and hold.

KANSAS CITY CENTER
127.725 270.25

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1460-1	496 (500-1)	NA	
CIRCLING	1600-1	634 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
035°	TDZE	932
	Apt Elev	940

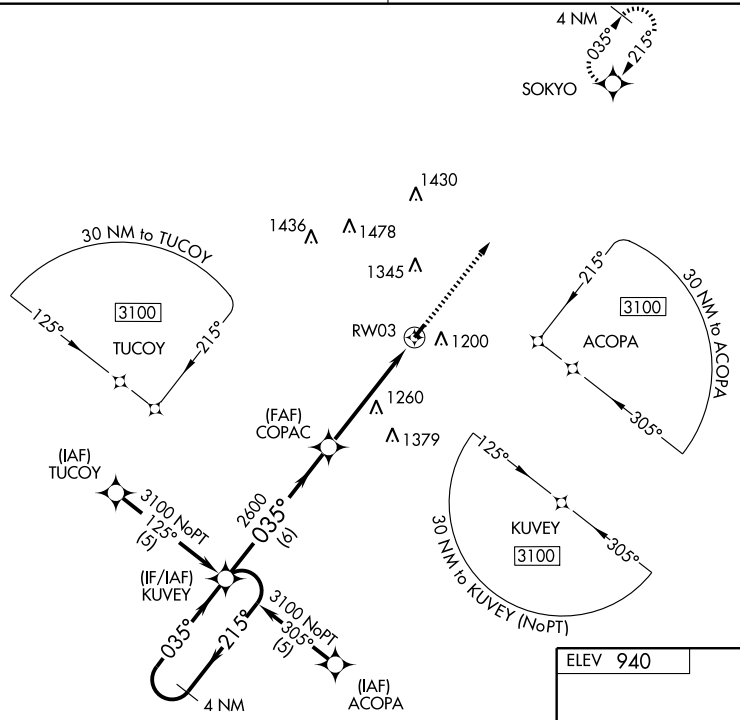
RNAV (GPS) RWY 3

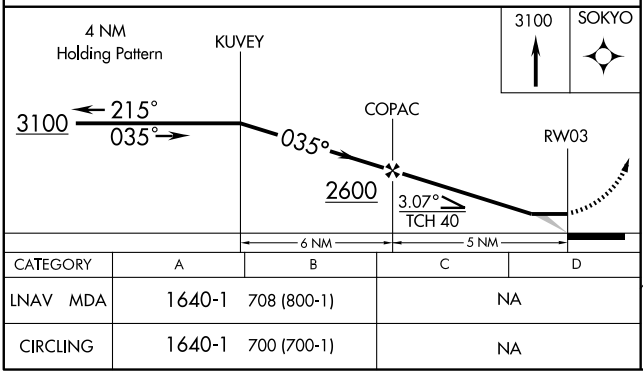
PAOLA/MIAMI COUNTY (K81)

NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Procedure NA at night.

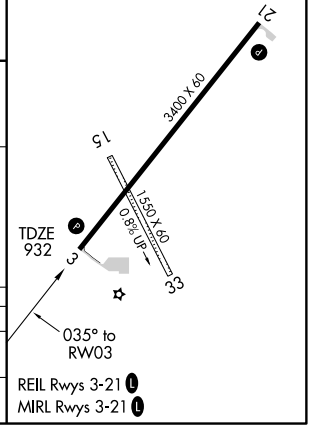
MISSED APPROACH: Climb to 3100 direct SOKYO WP and hold.

KANSAS CITY APP CON	UNICOM
118.9 294.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-1	708 (800-1)	NA	
CIRCLING	1640-1	700 (700-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
215°	TDZE	932
	Apt Elev	940

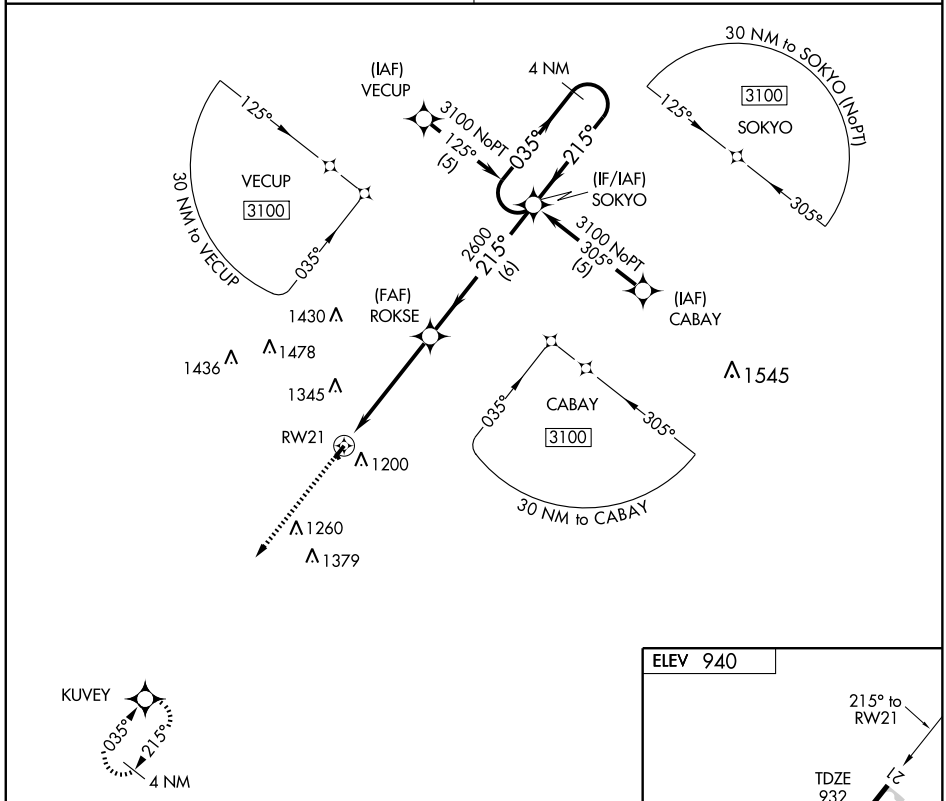
RNAV (GPS) RWY 21

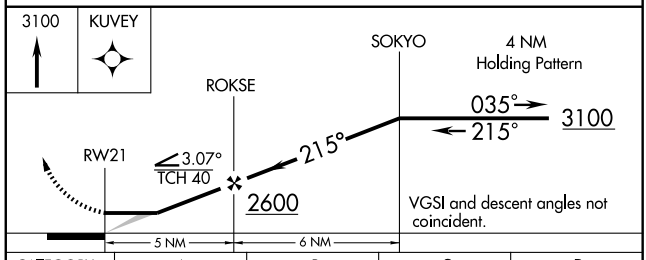
PAOLA/MIAMI COUNTY (K81)

NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting. GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA. Procedure NA at night.

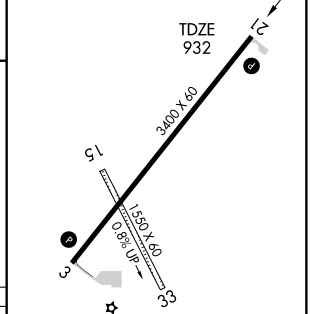
MISSED APPROACH: Climb to 3100 direct KUVEY WP and hold.

KANSAS CITY APP CON	UNICOM
118.9 294.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	588 (600-1)	NA	
CIRCLING	1580-1	640 (700-1)	NA	



REIL Rwys 3-21 L
MIRL Rwys 3-21 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 86508 W17A	APP CRS 174°	Rwy Idg 5000 TDZE 900 Apt Elev 900

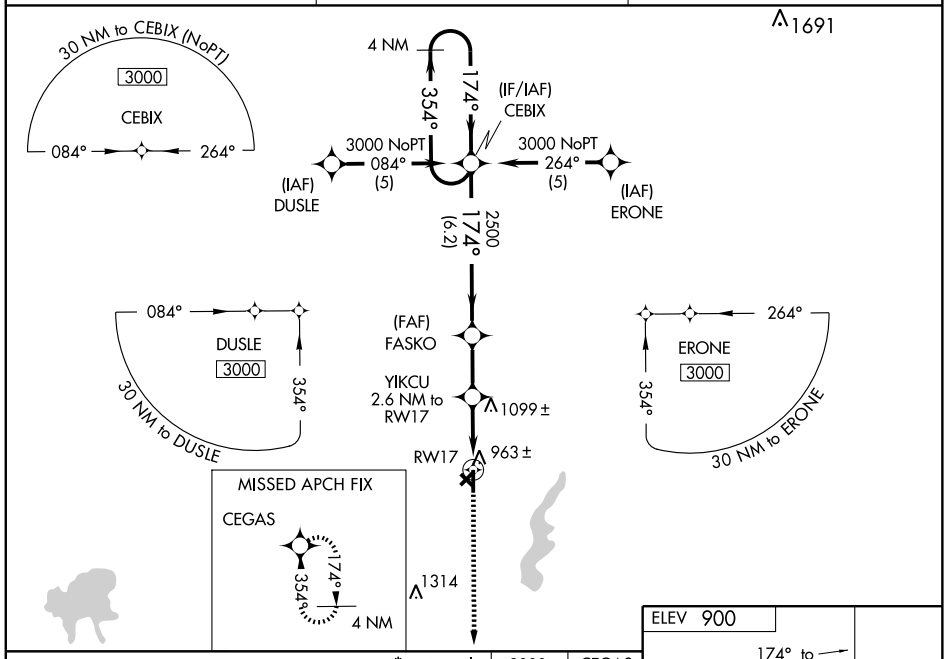
RNAV (GPS) RWY 17

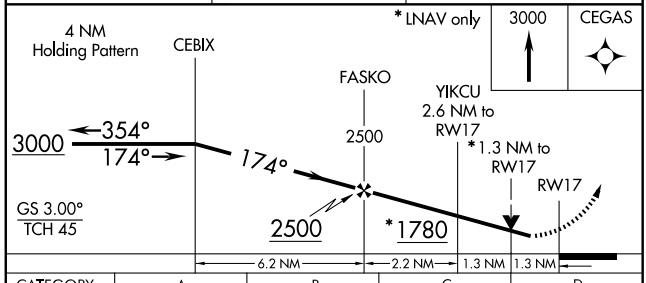
PARSONS/ TRI-CITY (PPF)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Coffeyville Muni altimeter setting. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LPV, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

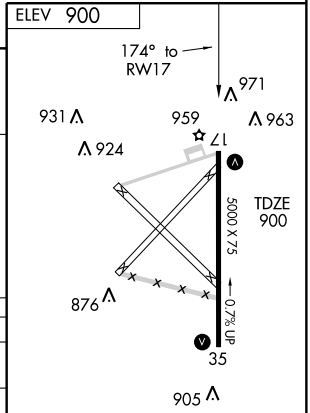
MISSED APPROACH: Climb to 3000 direct CEGAS and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1193-1	293 (300-1)		NA
LNAV/VNAV DA	1255-1¼	355 (400-1¼)		NA
LNAV MDA	1360-1	460 (500-1)	1360-1¼ 460 (500-1¼)	NA
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	NA



REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 78208 W35A	APP CRS 354°	Rwy Idg 5000 TDZE 879 Apt Elev 900

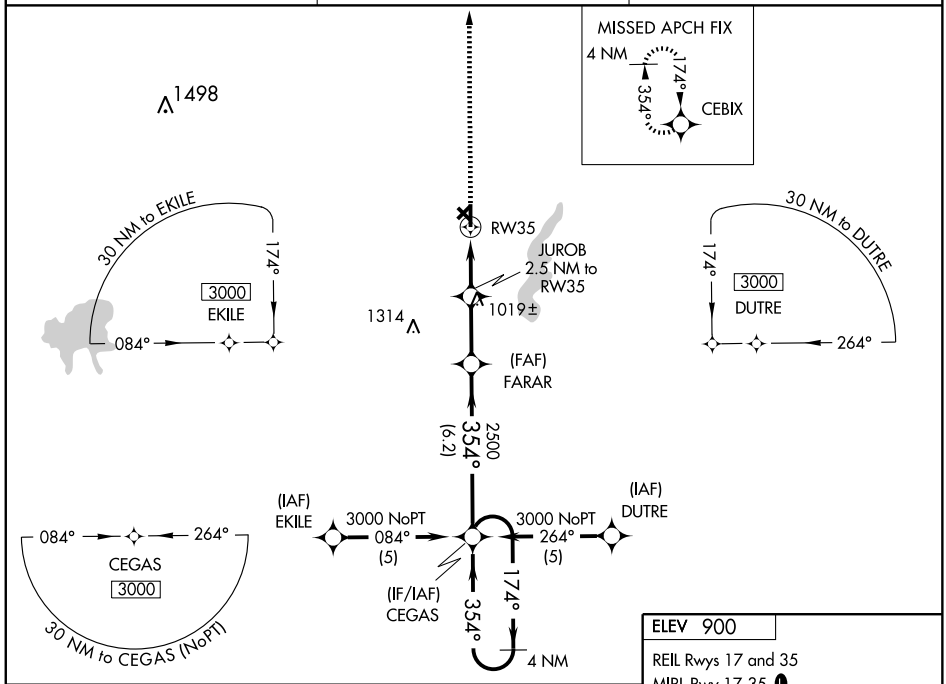
RNAV (GPS) RWY 35

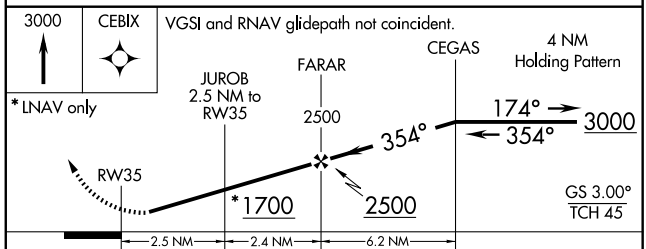
PARSONS/ TRI-CITY (PPF)

Baro-VNAV NA when using Coffeyville Muni altimeter setting. For uncompensated Baro-VNAVsystems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet.

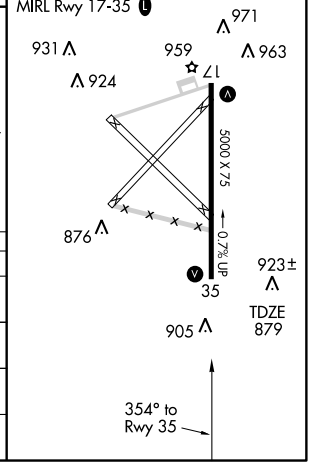
MISSED APPROACH: Climb to 3000 direct CEBIX and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1129-1 250 (300-1)			NA
LNAV/VNAV DA	1173-1 294 (300-1)			NA
LNAV MDA	1300-1 421 (400-1)		1300-1¼ 421 (400-1¼)	NA
CIRCLING	1340-1 440 (500-1)	1360-1 460 (500-1)	1360-1½ 460 (500-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CNU	APP CRS	Rwy Idg	5000
109.2	161°	TDZE	899
Chan 29		Apt Elev	899

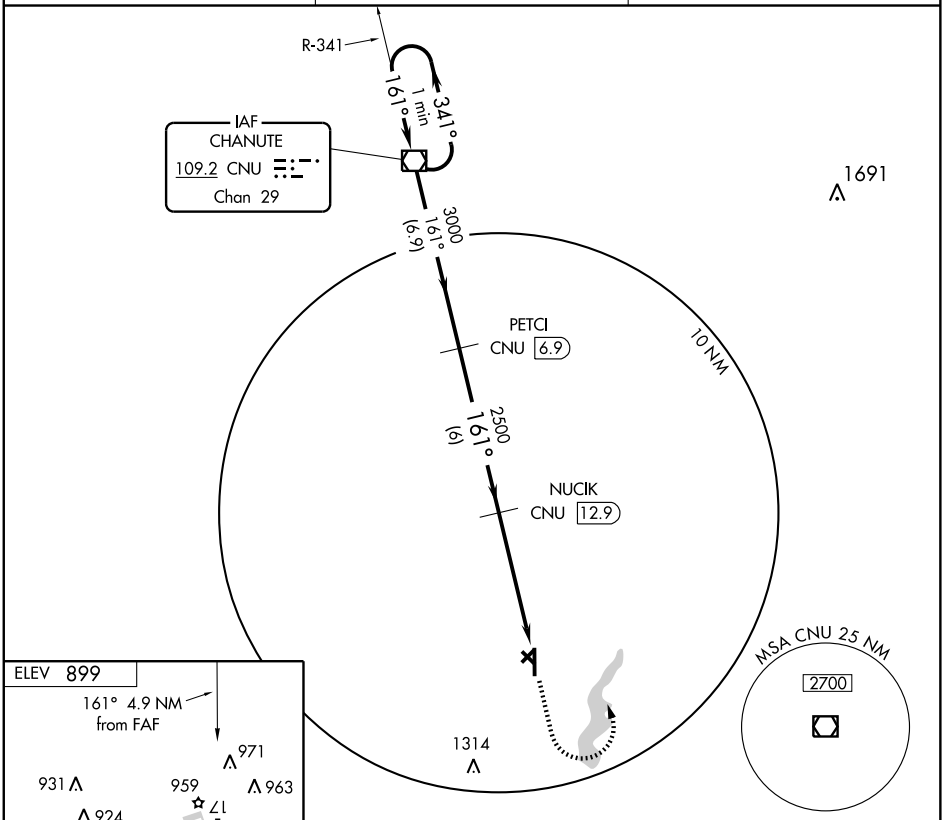
VOR/DME RWY 17

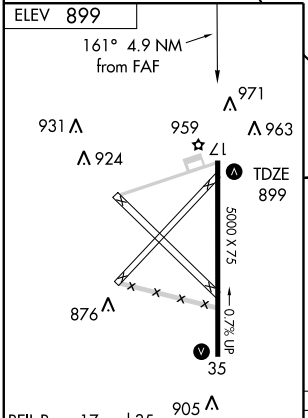
PARSONS/ TRI-CITY (PPF)

If local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all MDAs 60 feet.
VDP NA with Coffeyville Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CNU VOR/DME and hold.

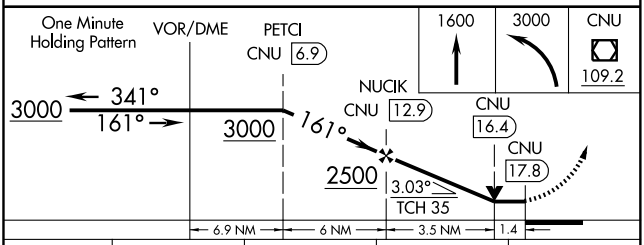
ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L





REIL Rwys 17 and 35
MIRL Rwy 17-35 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17	1380-1	481 (500-1)	1380-1¼ 481 (500-1¼)	NA
CIRCLING	1380-1	481 (500-1)	1380-1½ 481 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB PHG	APP CRS	Rwy Idg	N/A
368	315°	TDZE	N/A
		Apt Elev	1907

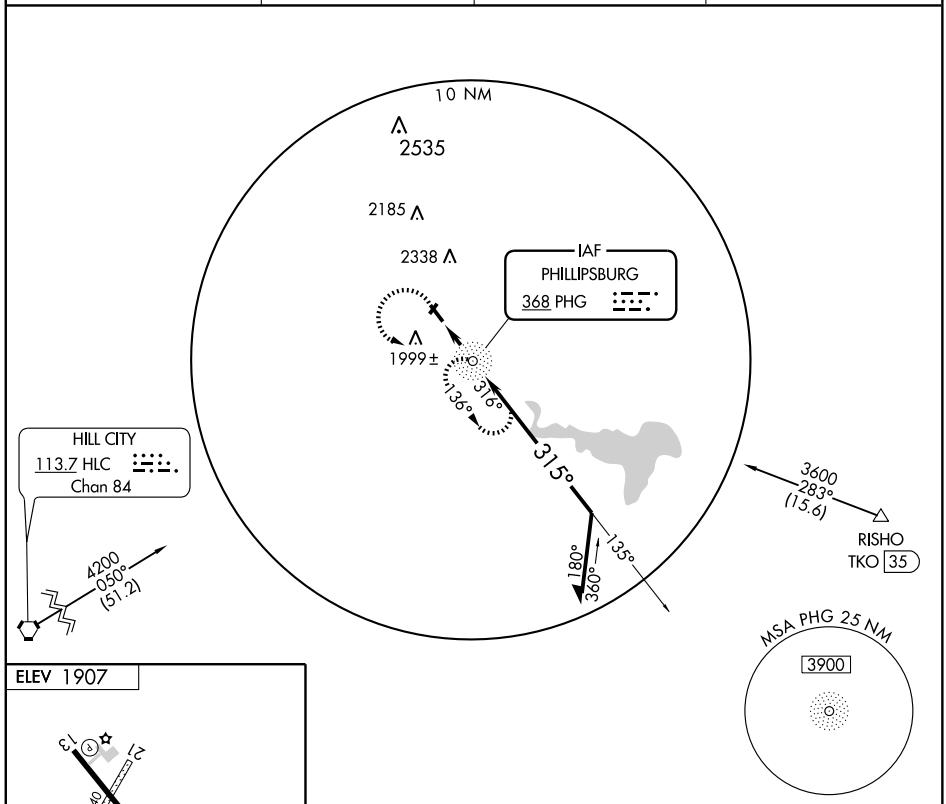
NDB-A

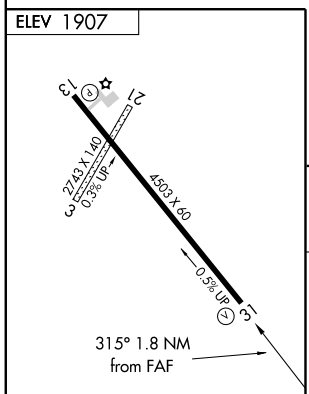
PHILLIPSBURG MUNI (PHG)

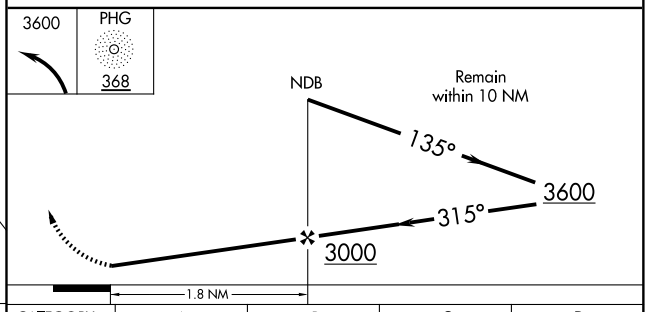
▼ NA — If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing left turn to 3600 direct PHG NDB and hold, continue climb-in-hold to 3600.

HAYS AWOS-3	AWOS-3	DENVER CENTER	UNICOM
125.525	119.125	132.5 379.15	122.8 (CTAF)







FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

CATEGORY	A	B	C	D
CIRCLING	2380-1	473 (500-1)	2380-1½ 473 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4503
135°	TDZE	1907
	Apt Elev	1907

RNAV (GPS) RWY 13

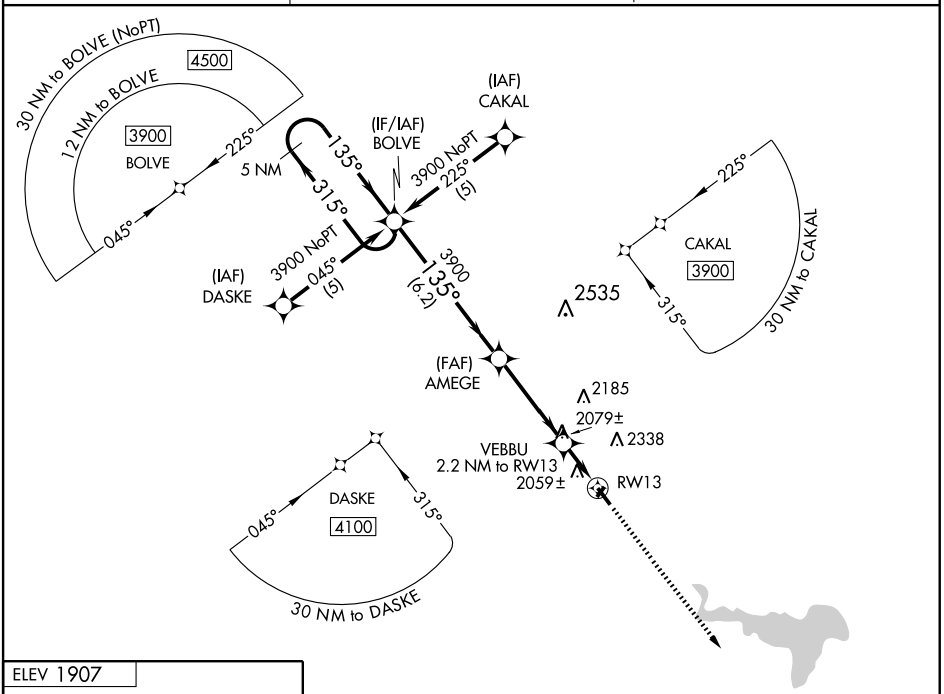
PHILLIPSBURG MUNI (PHG)

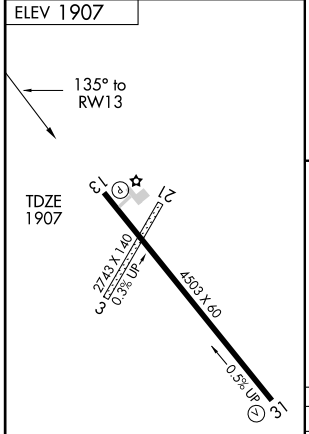
If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. Circling NA northeast of Rwys 13-31.

NA

MISSED APPROACH: Climb to 3800 direct BANRE and hold.

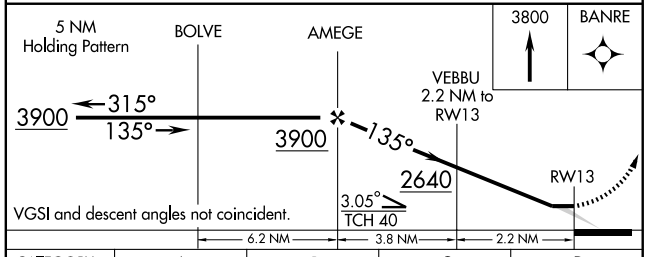
AWOS-3	DENVER CENTER	UNICOM
119.125	132.5 379.15	122.8 (CTAF)





MIRL Rwy 13-31

REIL Rwys 13 and 31





CATEGORY	A	B	C	D
LNAV MDA	2320-1 413 (500-1)		2320-1¼ 413 (500-1¼)	NA
CIRCLING	2360-1 453 (500-1)		2380-1½ 473 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

PHILLIPSBURG, KANSAS

AL-5858 (FAA)

APP CRS	Rwy Idg	4503
315°	TDZE	1899
	Apt Elev	1907

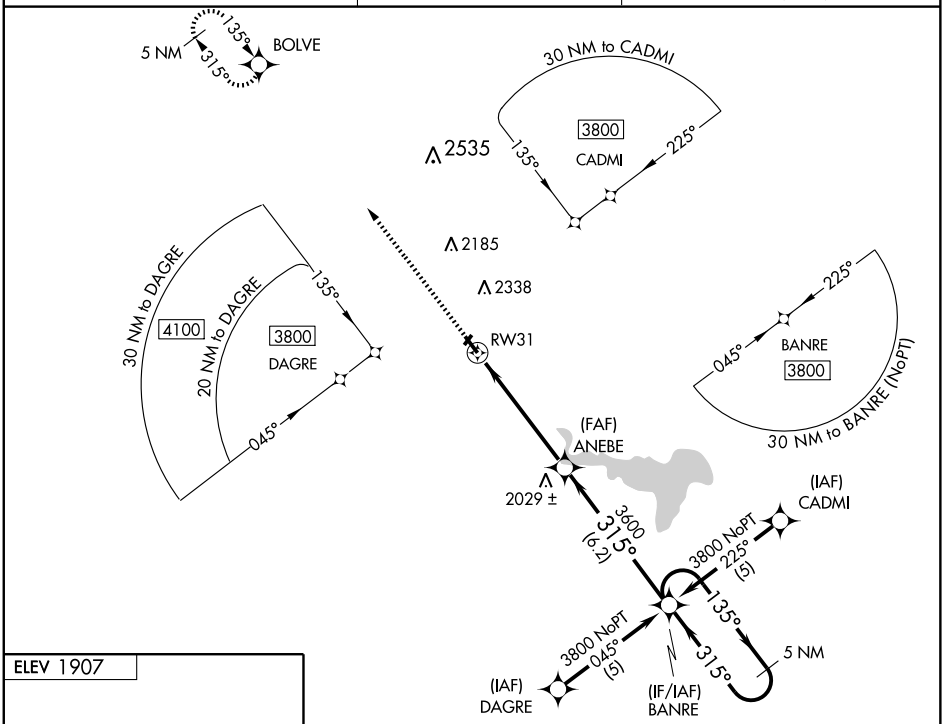
RNAV (GPS) RWY 31

PHILLIPSBURG MUNI (PHG)

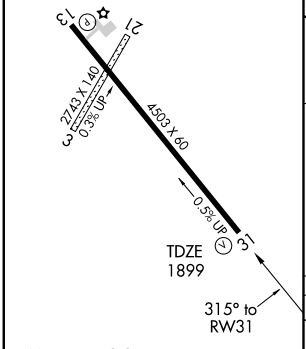
If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.
NA Circling NA northeast of Rwys 13-31.

MISSED APPROACH: Climb to 3900 direct BOLVE and hold.

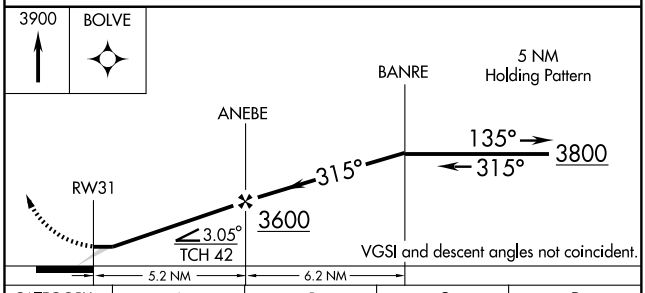
AWOS-3	DENVER CENTER	UNICOM
119.125	132.5 379.15	122.8 (CTAF)



ELEV 1907



MIRL Rwy 13-31
REIL Rwys 13 and 31



CATEGORY	A	B	C	D
LNAV MDA	2460-1	561 (600-1)	2460-1½ 561 (600-1½)	NA
CIRCLING	2460-1	553 (600-1)	2460-1½ 553 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
036°	TDZE	945
	Apt Elev	950

RNAV (GPS) RWY 4

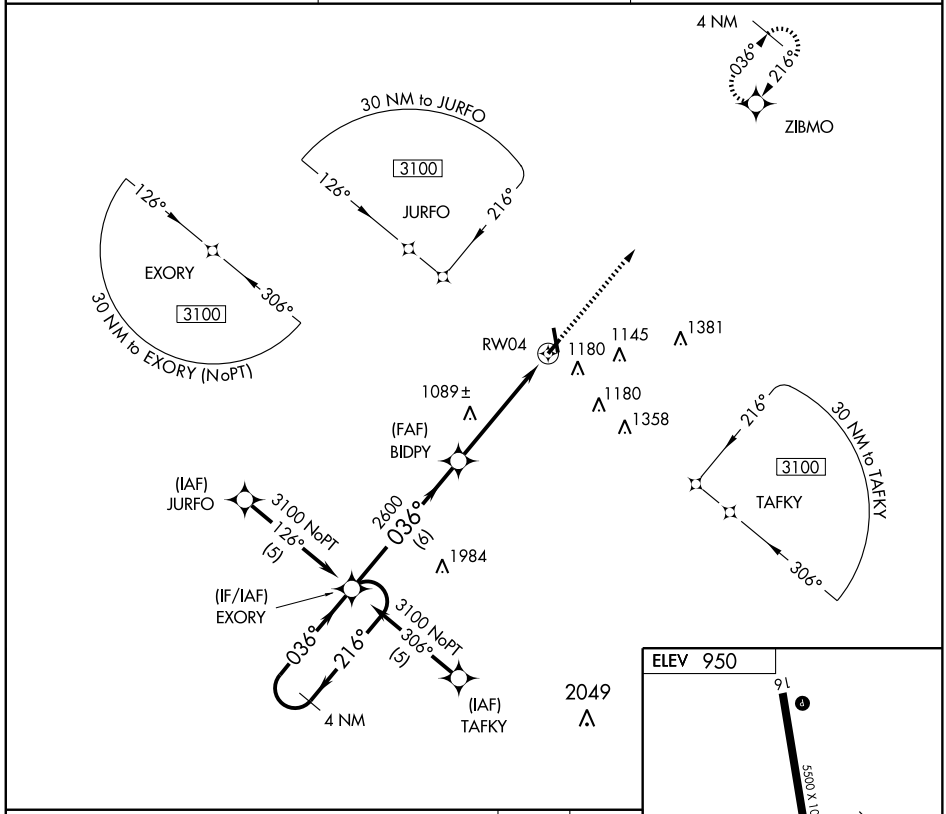
PITTSBURG/ ATKINSON MUNI (PTS)

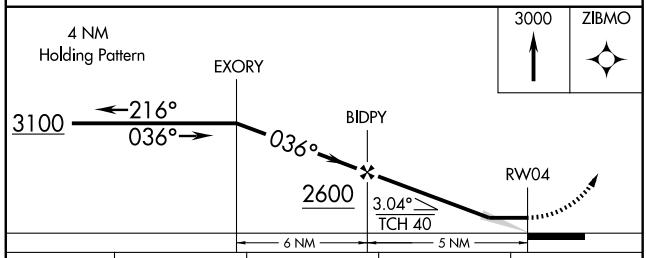
When local altimeter setting not received, use Joplin altimeter setting.

NA

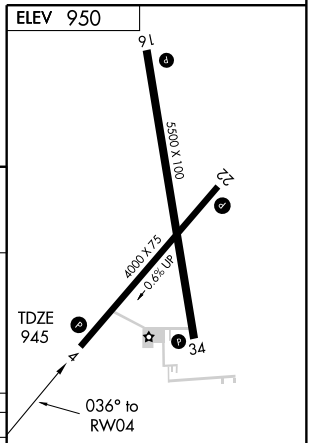
MISSED APPROACH: Climb to 3000 direct ZIBMO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 455 (500-1)		1400-1¼ 455 (500-1¼)	NA
CIRCLING	1600-1 650 (700-1)		1600-1¾ 650 (700-1¾)	NA



MIRL Rwys 4-22 and 16-34 L
REIL Rwys 4-22 and 16-34 L

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 16

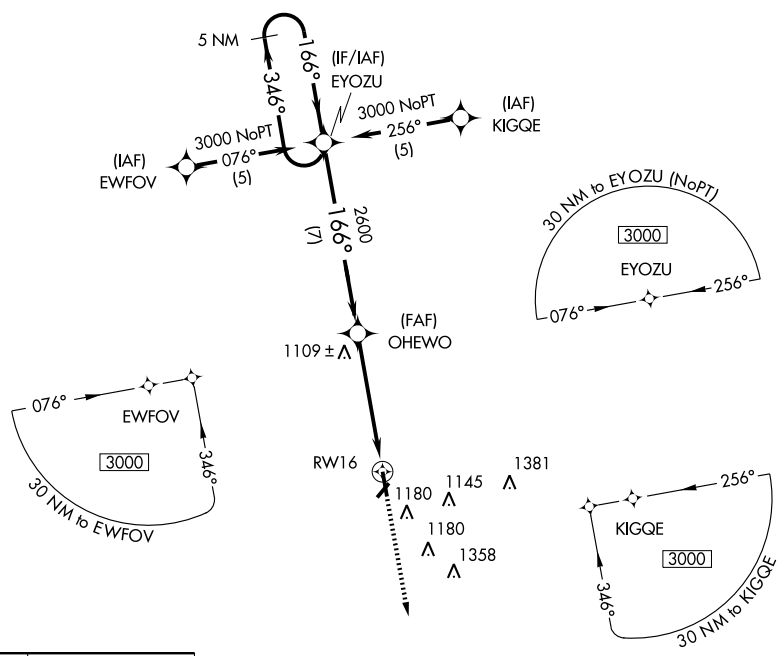
PITTSBURG/ATKINSON MUNI (PTS)

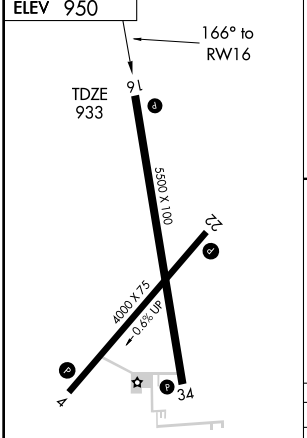
APP CRS	Rwy Idg	5500
166°	TDZE	933
	Apt Elev	950

DME/DME RNP-0.3 NA. If local altimeter setting not received, use JOPLIN altimeter setting and increase all MDAs 60 feet. VDP NA when using JOPLIN altimeter setting.

MISSED APPROACH: Climb to 3100 direct EVJUC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L

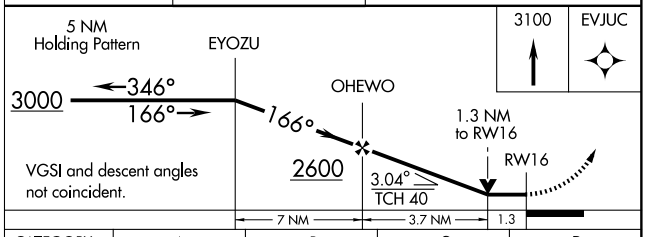




MIRL Rwys 4-22 and 16-34 L
REIL Rwys 4-22 and 16-34 L

1984

MISSED APCH FIX
EVJUC
166°
346°
5 NM



CATEGORY	A	B	C	D
LNAV MDA	1360-1	427 (500-1)	1360-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1	590 (600-1)	1540-1½ 590 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
216°	TDZE	945
	Apt Elev	950

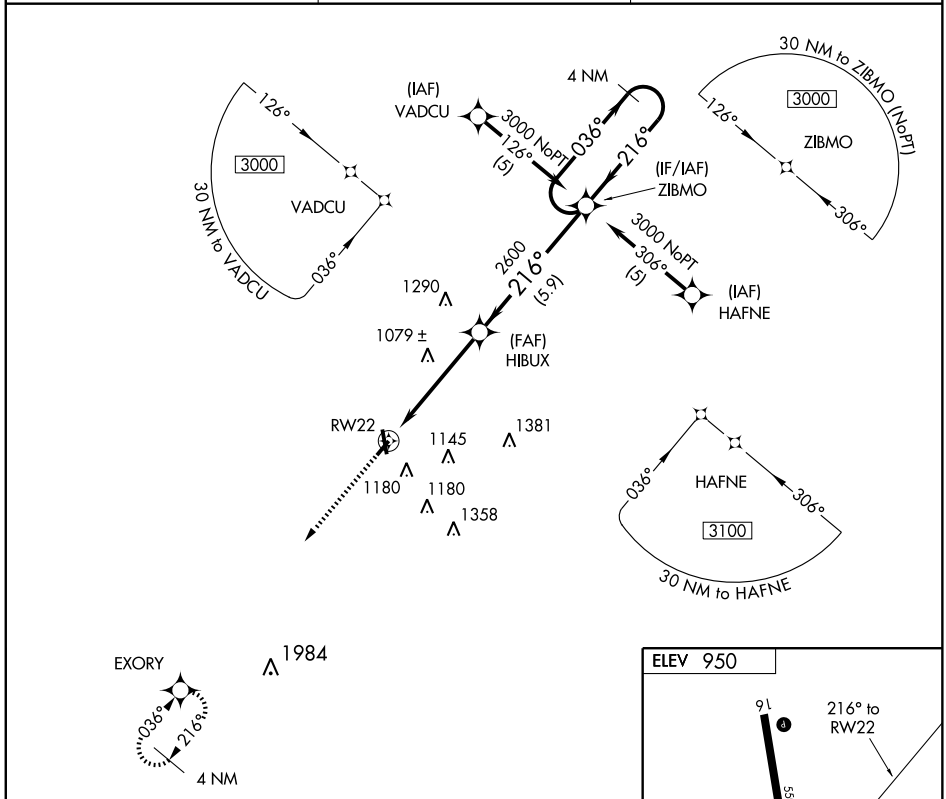
RNAV (GPS) RWY 22

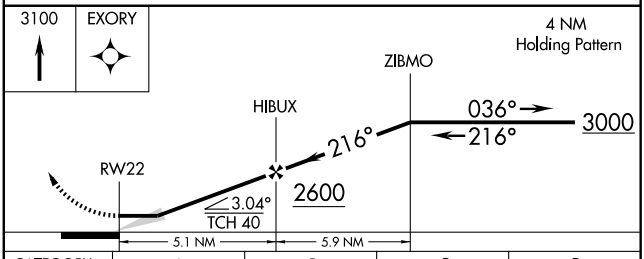
PITTSBURG/ATKINSON MUNI (PTS)

When local altimeter setting not received, use Joplin altimeter setting.

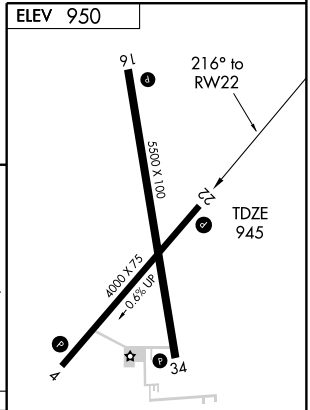
MISSED APPROACH: Climb to 3100 direct EXORY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	NA
CIRCLING	1600-1 650 (700-1)		1600-1¾ 650 (700-1¾)	NA



MIRL Rwys 4-22 and 16-34 L

REIL Rwys 4-22 and 16-34 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
Ch 77600	346°	TDZE	929
W34A		Apt Elev	950

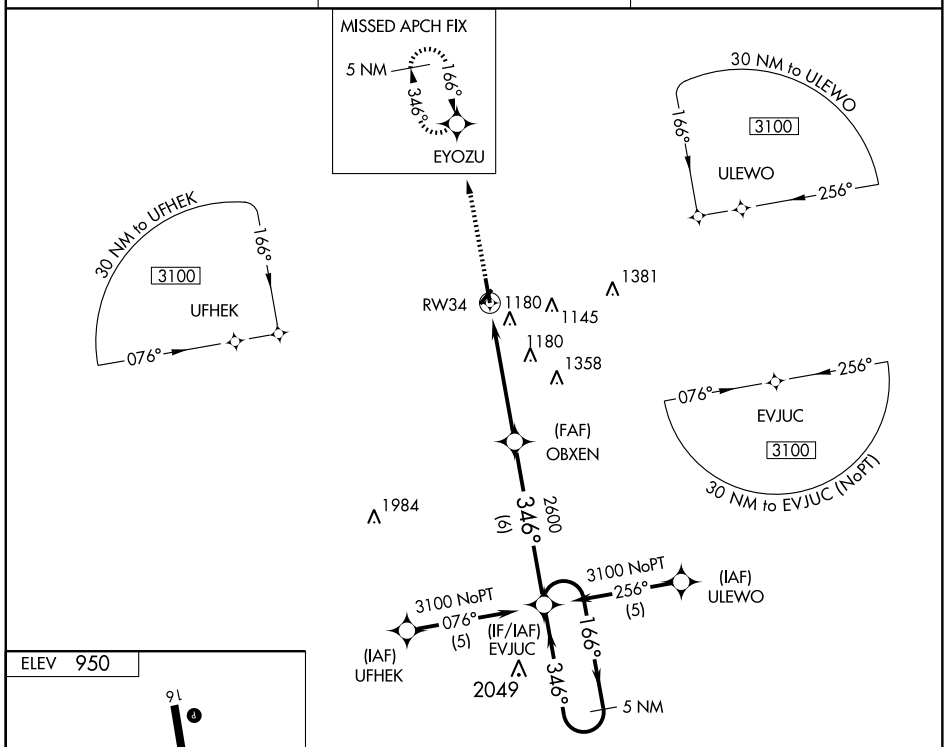
RNAV (GPS) RWY 34

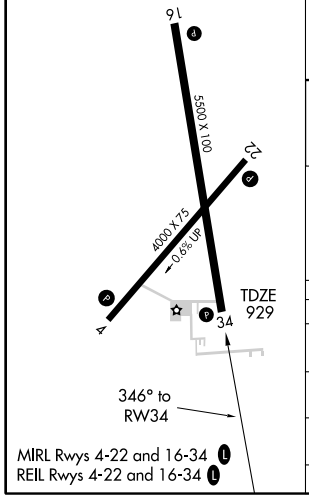
PITTSBURG/ATKINSON MUNI (PTS)

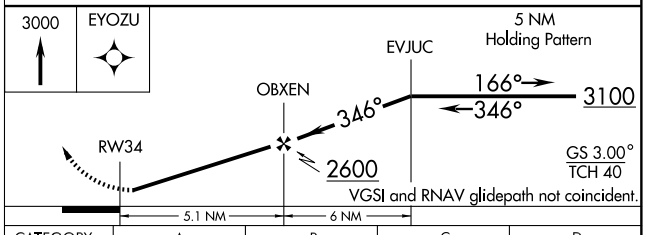
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use JOPLIN altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using JOPLIN altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYOZU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1211-1 282 (300-1)			NA
LNAV/VNAV DA	1549-2 620 (600-2)			NA
LNAV MDA	1480-1 551 (600-1)		1480-1½ 551 (600-1½)	NA
CIRCLING	1540-2 590 (600-2)			NA

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME OSW	APP CRS	Rwy Idg	4000
117.6	044°	TDZE	945
Chan 123		Apt Elev	950

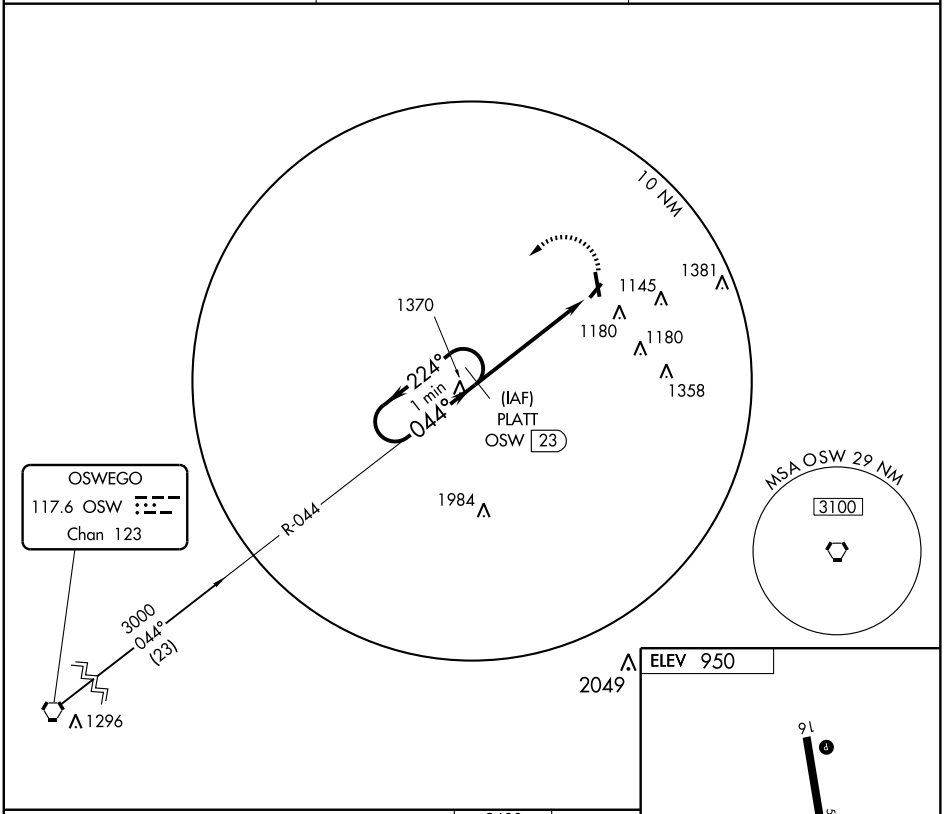
VOR/DME RWY 4

PITTSBURG/ATKINSON MUNI (PTS)

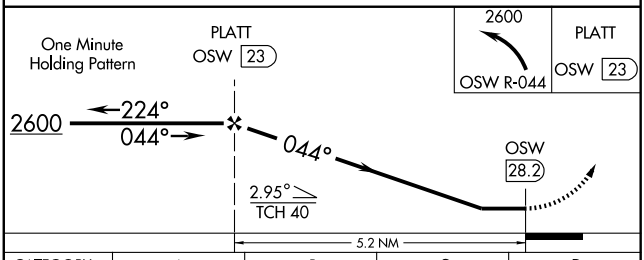
T
NA When local altimeter setting not received, use Joplin altimeter setting.

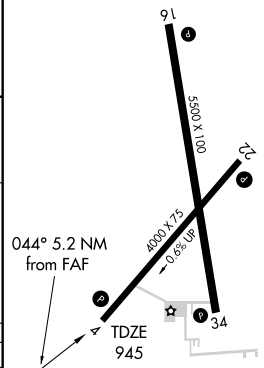
MISSED APPROACH: Climbing left turn to 2600 via OSW R-044 PLATT 23 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L



ELEV 950





CATEGORY	A	B	C	D
S-4	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	NA
CIRCLING	1600-1 650 (700-1)	1600-1¼ 650 (700-1¼)	1600-1¾ 650 (700-1¾)	NA

MIRL Rwys 4-22 and 16-34 L
REIL Rwys 4-22 and 16-34 L

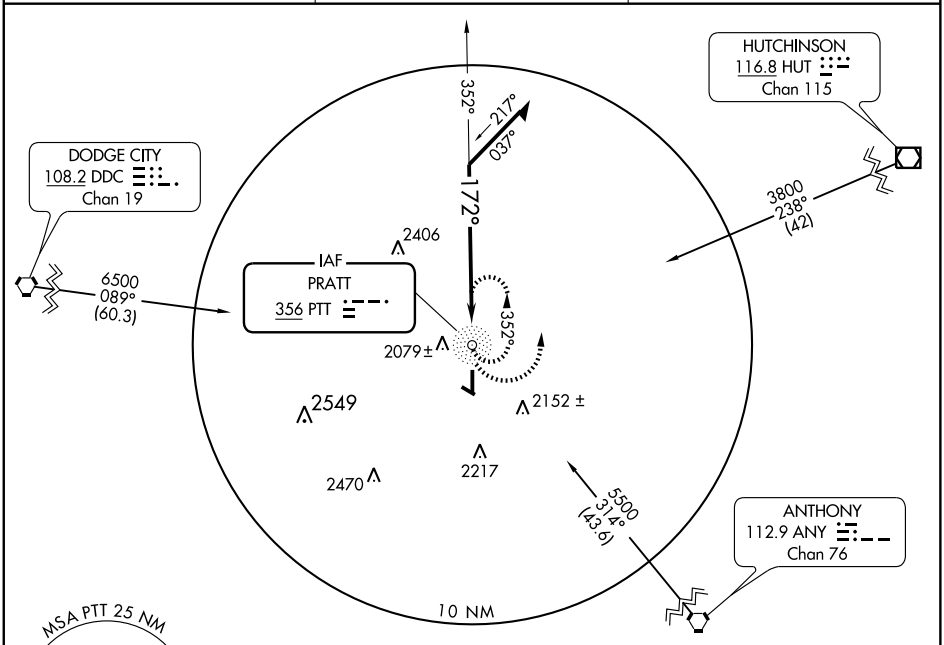
NC-2. 08 APR 2010 to 06 MAY 2010

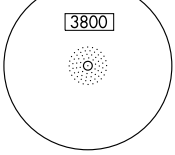
NDB PTT	APP CRS	Rwy Idg	5500
356	172°	TDZE	1952
		Apt Elev	1952

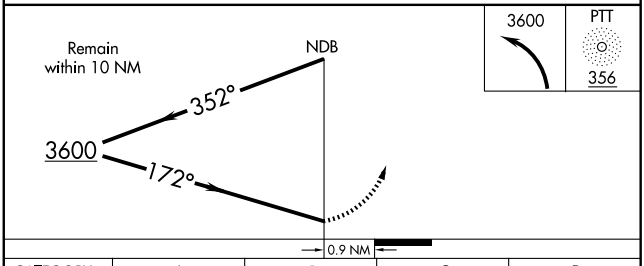
NDB RWY 17
PRATT INDUSTRIAL (PTT)

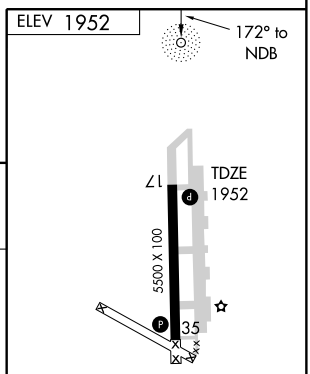
MISSED APPROACH: Climbing left turn to 3600 in PTT NDB holding pattern.

AWOS-3	WICHITA RADIO	UNICOM
118.725	122.65	122.8 (CTAF) L









REIL Rwys 17 and 35
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	2440-1¼ 488 (500-1¼)			NA
CIRCLING	2440-1¼ 488 (500-1¼)		2440-1½ 488 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

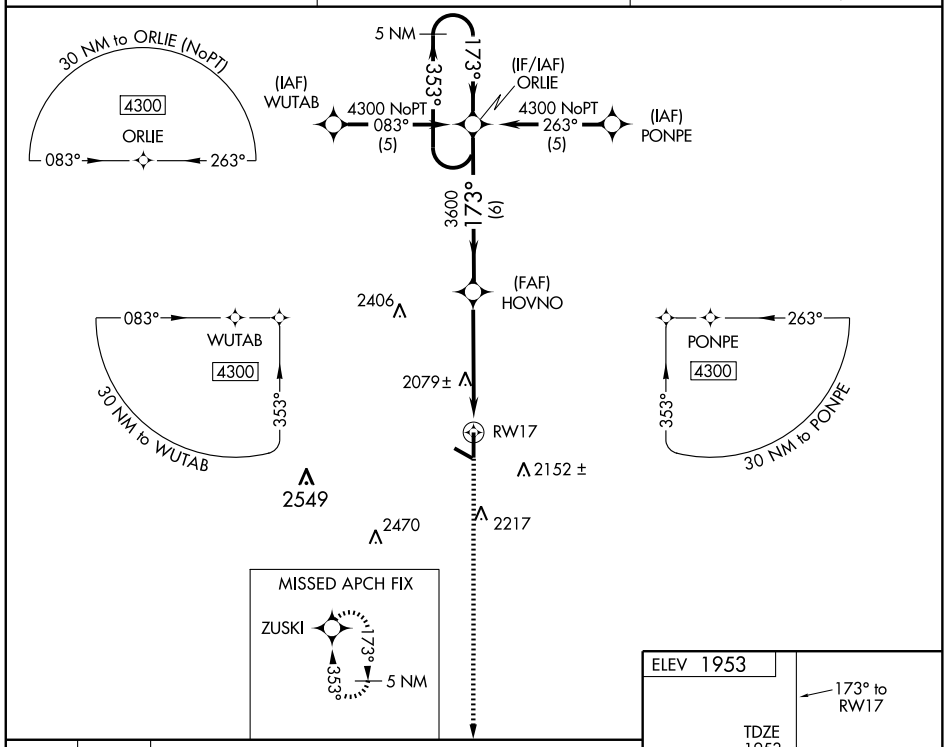
WAAS	APP CRS	Rwy Idg	5500
CH 99607	173°	TDZE	1953
W17A		Apt Elev	1953

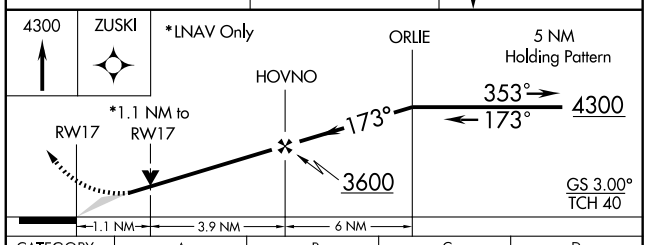
RNAV (GPS) RWY 17
PRATT INDUSTRIAL (PTT)

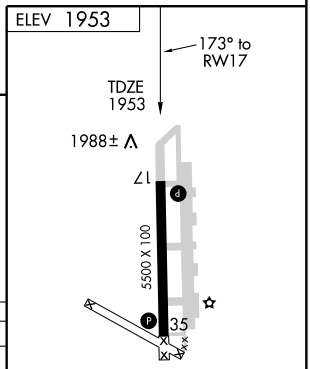
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300 direct ZUSKI and hold.

AWOS-3	WICHITA RADIO	UNICOM
118.725	122.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2203-1 250 (300-1)			NA
LNAV/VNAV DA	2258-1 305 (400-1)			NA
LNAV MDA	2340-1 387 (400-1)			NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

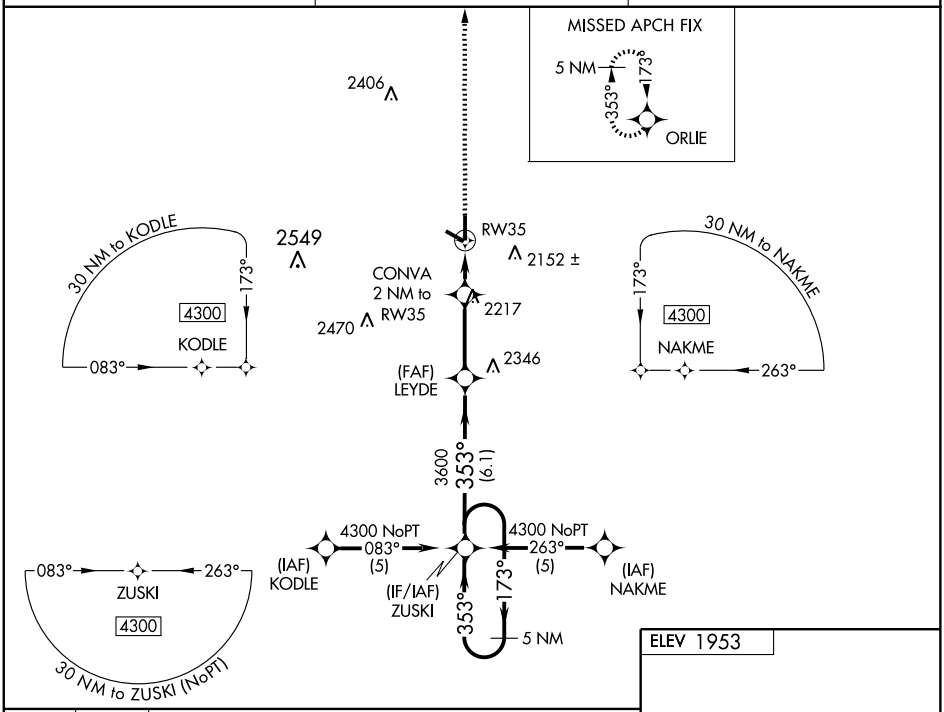
WAAS	APP CRS		
CH **86607**	**353°**	Rwy Idg	**5500**
W35A		TDZE	**1953**
		Apt Elev	**1953**

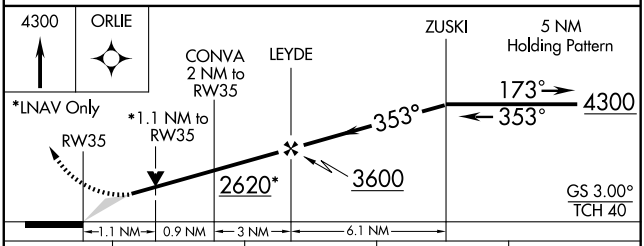
RNAV (GPS) RWY 35
PRATT INDUSTRIAL (PTT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300 direct ORLIE and hold.

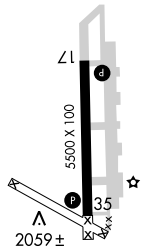
AWOS-3	WICHITA RADIO	UNICOM
118.725	**122.65**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2203-1 250 (300-1)			NA
LNAV/VNAV DA	2329-1¼ 376 (400-1¼)			NA
LNAV MDA	2320-1 367 (400-1)			NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA

ELEV 1953



REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 93904	167°	TDZE	1864
W17A		Apt Elev	1864

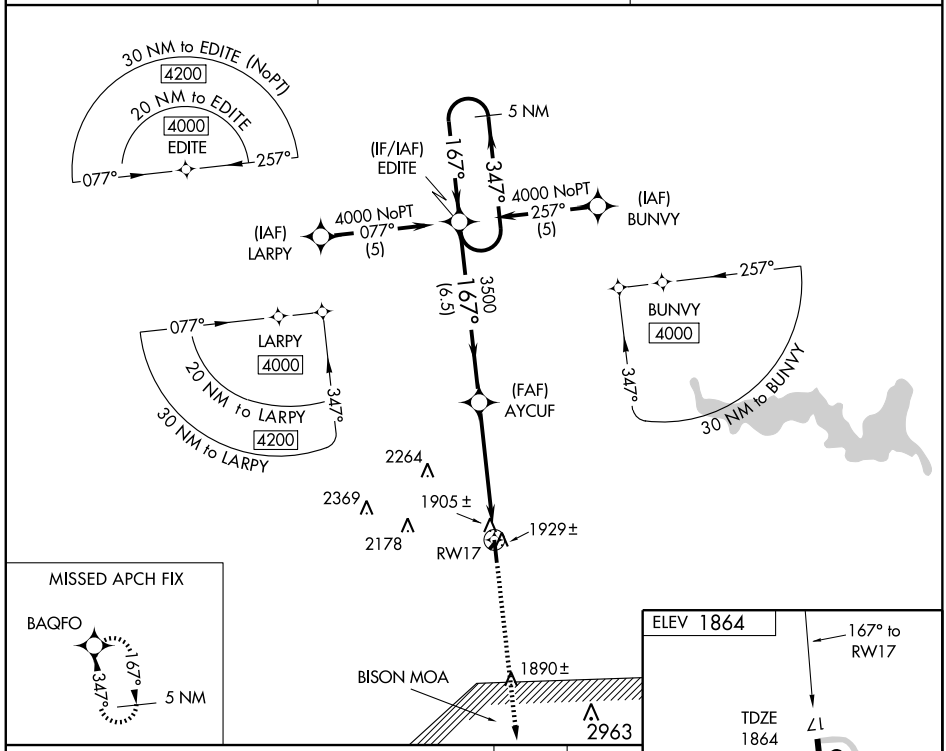
RNAV (GPS) RWY 17

RUSSELL MUNI (RSL)

BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct BAQFO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2117-1 253 (300-1)			NA
LNAV/VNAV DA	2175-1¼ 311 (400-1¼)			NA
LNAV MDA	2220-1 356 (400-1)			NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 99704	347°	TDZE	1861
W35A		Apt Elev	1864

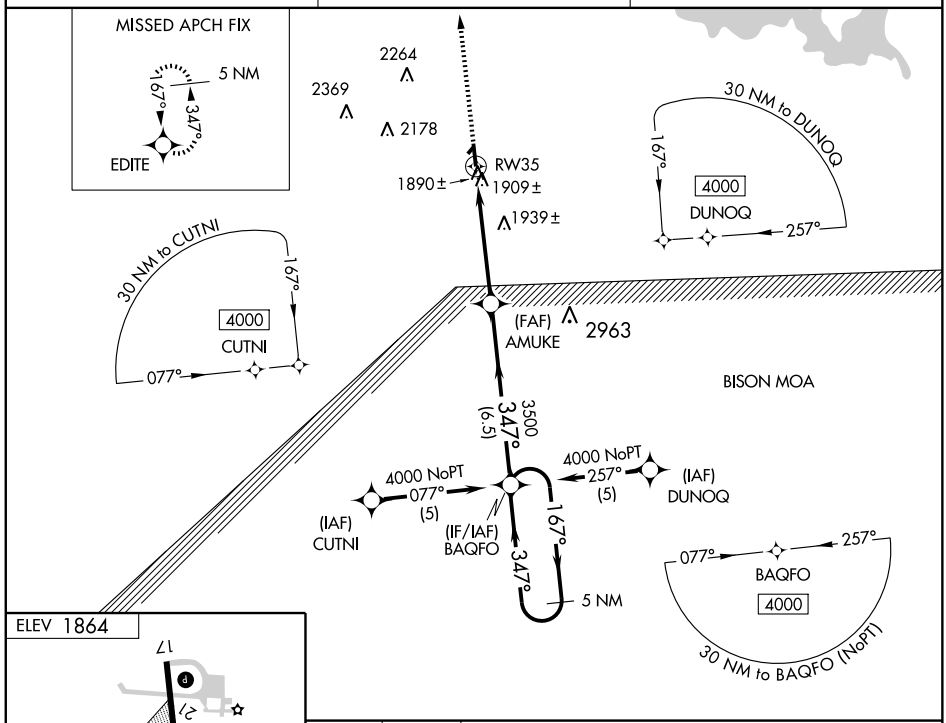
RNAV (GPS) RWY 35

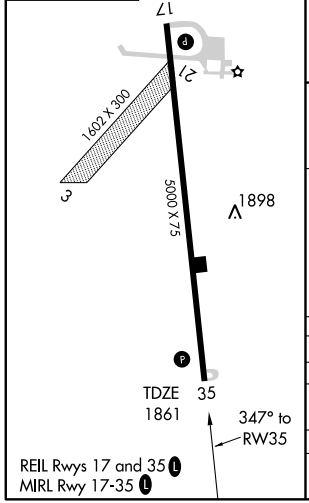
RUSSELL MUNI (RSL)

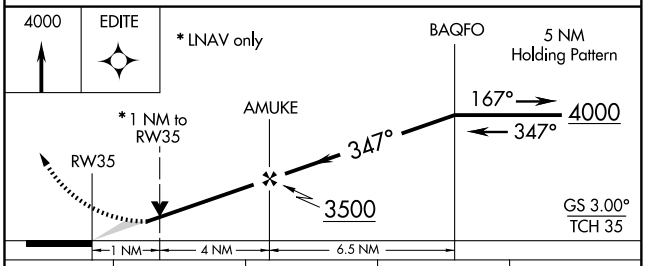
BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct EDITE and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2115-1 254 (300-1)			NA
LNAV/VNAV DA	2195-1¼ 334 (400-1¼)			NA
LNAV MDA	2200-1 339 (400-1)			NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA

VORTAC HYS 110.4 Chan 41	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 1864

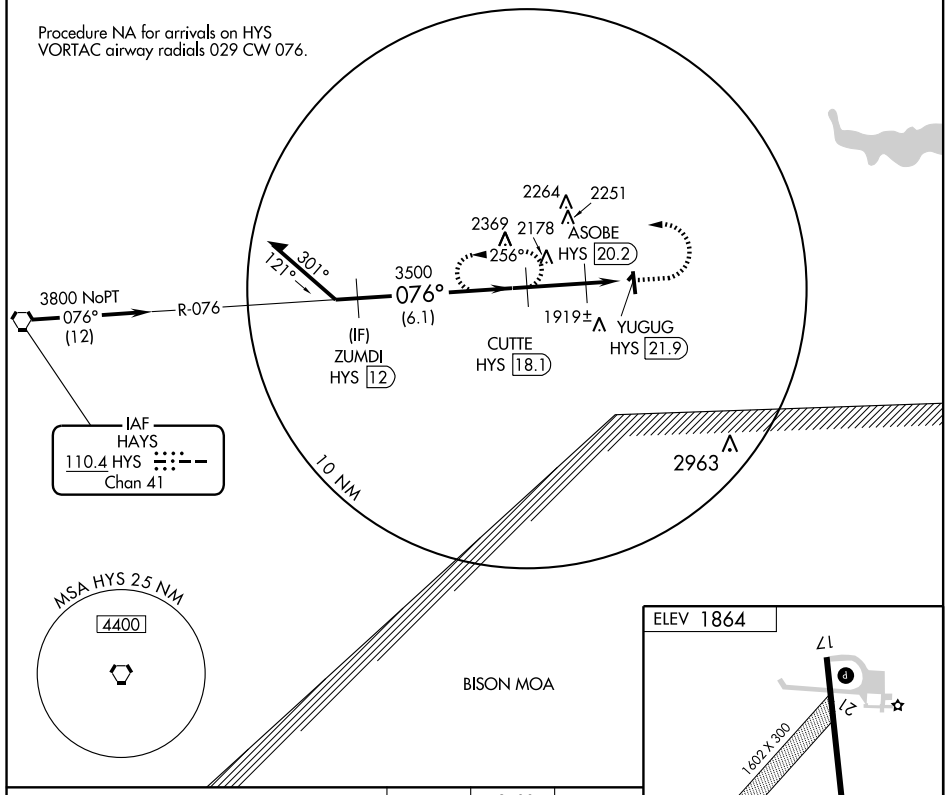
VOR/DME-A
RUSSELL MUNI (RSL)

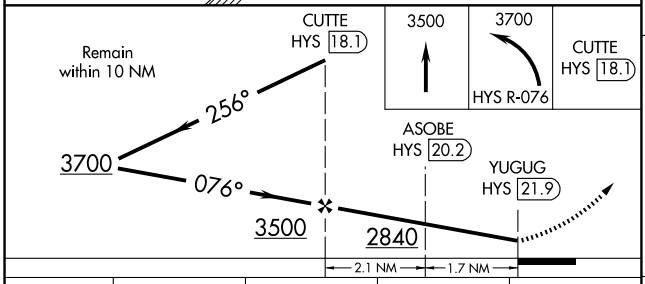
If local altimeter setting not received, use Hays altimeter setting and increase all MDAs 80 feet.

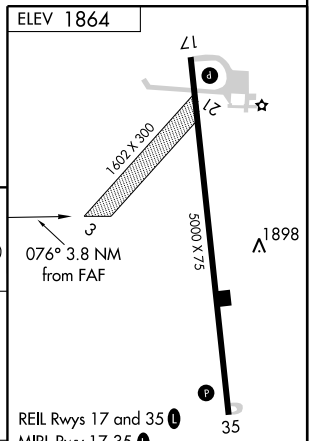
MISSED APPROACH: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE 18.1 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L

Procedure NA for arrivals on HYS VORTAC airway radials 029 CW 076.







CATEGORY	A	B	C	D
CIRCLING	2240-1 376 (400-1)	2320-1¼ 456 (500-1¼)	2320-1½ 456 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

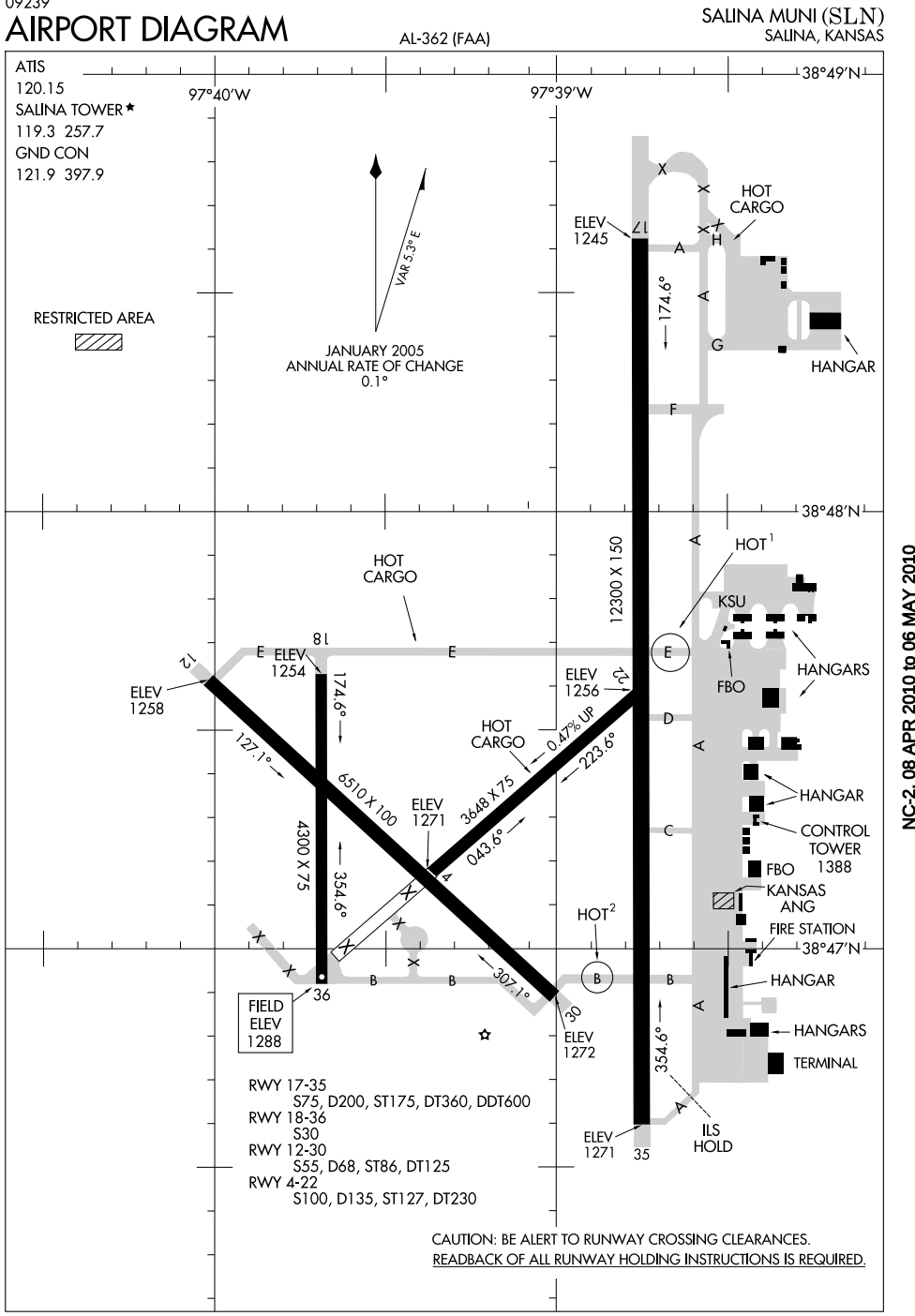
NC-2. 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

AL-362 (FAA)

SALINA MUNI (SLN)
SALINA, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-SLN	APP CRS	Rwy Idg	12300
108.9	353°	TDZE	1271
		Apt Elev	1288

ILS or LOC RWY 35

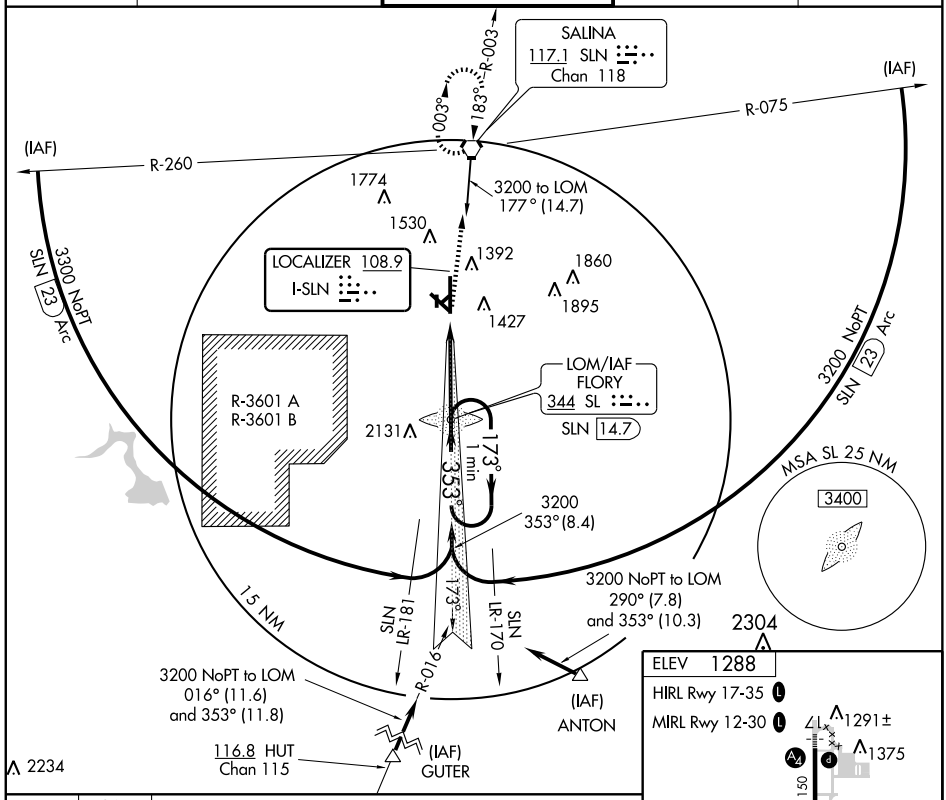
SALINA MUNI (SLN)

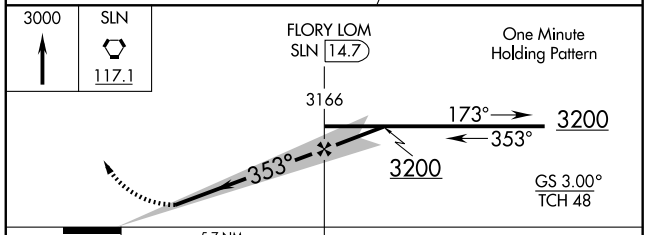
Cat D and E circling NA southwest or Rwy 12-30. For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1¼ miles and Cat E to 1½ mile.

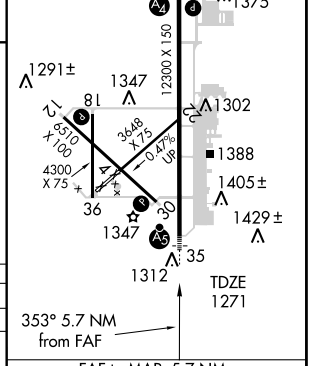
MALSR

MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	1471-½ 200 (200-½)				
S-LOC 35	1680-½ 409 (500-½)		1680-¾ 409 (500-¾)	1680-1 409 (500-1)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2. 08 APR 2010 to 06 MAY 2010

LOM SL	APP CRS	Rwy Idg	12300
344	353°	TDZE	1271
		Apt Elev	1288

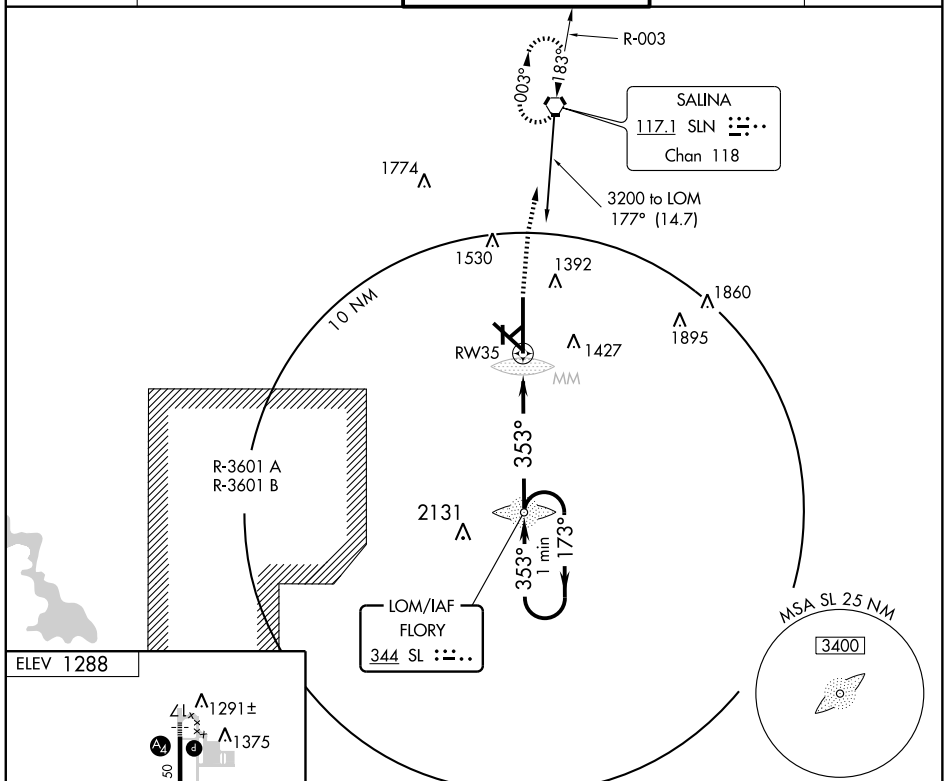
NDB RWY 35
SALINA MUNI (SLN)

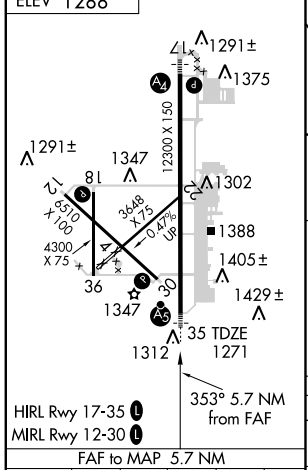
Cat D circling NA southwest of runway 12-30.

MALSR

MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95

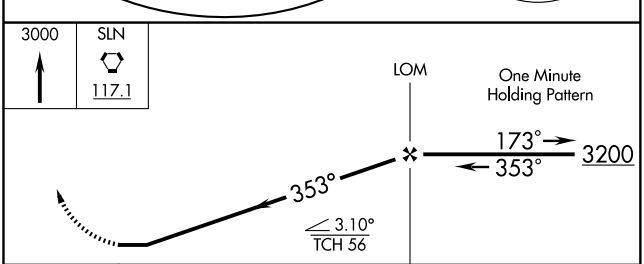




HIRL Rwy 17-35 L
MIRL Rwy 12-30 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-35	1740-¾ 469 (500-¾)			1740-1¼ 469 (500-1¼)
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6510
125°	TDZE	1265
	Apt Elev	1288

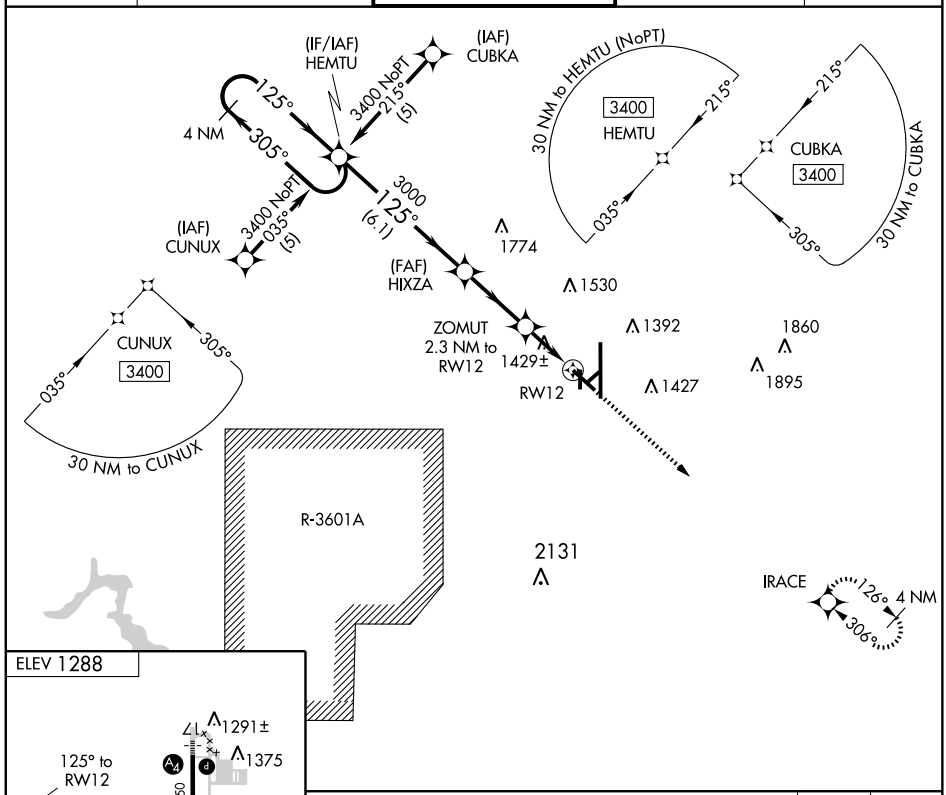
RNAV (GPS) RWY 12

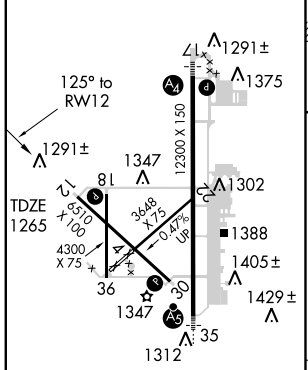
SALINA MUNI (SLN)

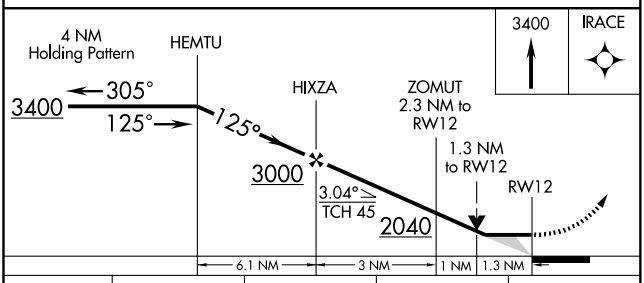
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct IRACE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1700-1 435 (500-1)		1700-1¼ 435 (500-1¼)	1700-1½ 435 (500-1½)
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

HIRL Rwy 17-35 L

MIRL Rwy 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 70322 W17A	APP CRS 173°	Rwy Idg 12300 TDZE 1246 Apt Elev 1288

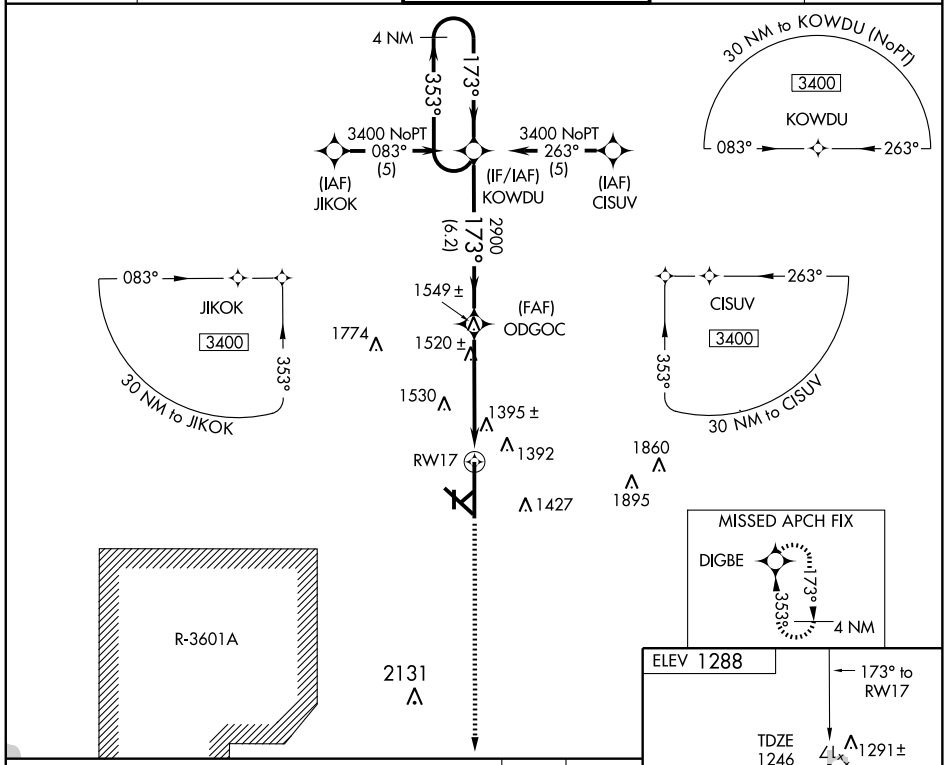
RNAV (GPS) RWY 17
SALINA MUNI (SLN)

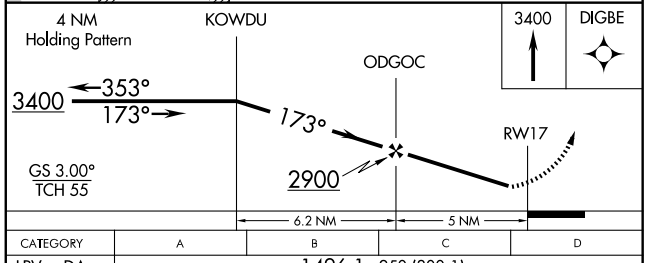
DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. Inoperative table does not apply.

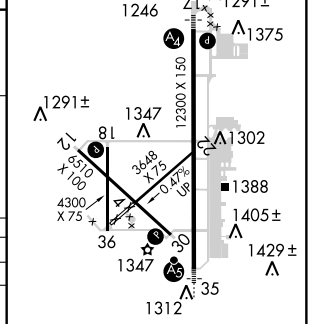
MALS

MISSED APPROACH: Climb to 3400 direct DIGBE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LPV DA	1496-1 250 (300-1)			
LNAV/VNAV DA	1741-1¾ 495 (500-1¾)			
LNAV MDA	1780-1 534 (500-1)		1780-1½ 534 (500-1½)	1780-1¾ 534 (500-1¾)
CIRCLING	1820-1¾ 532 (600-1¾)		1840-1¾ 552 (600-1¾)	1840-2 552 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6510
305°	TDZE	1273
	Apt Elev	1288

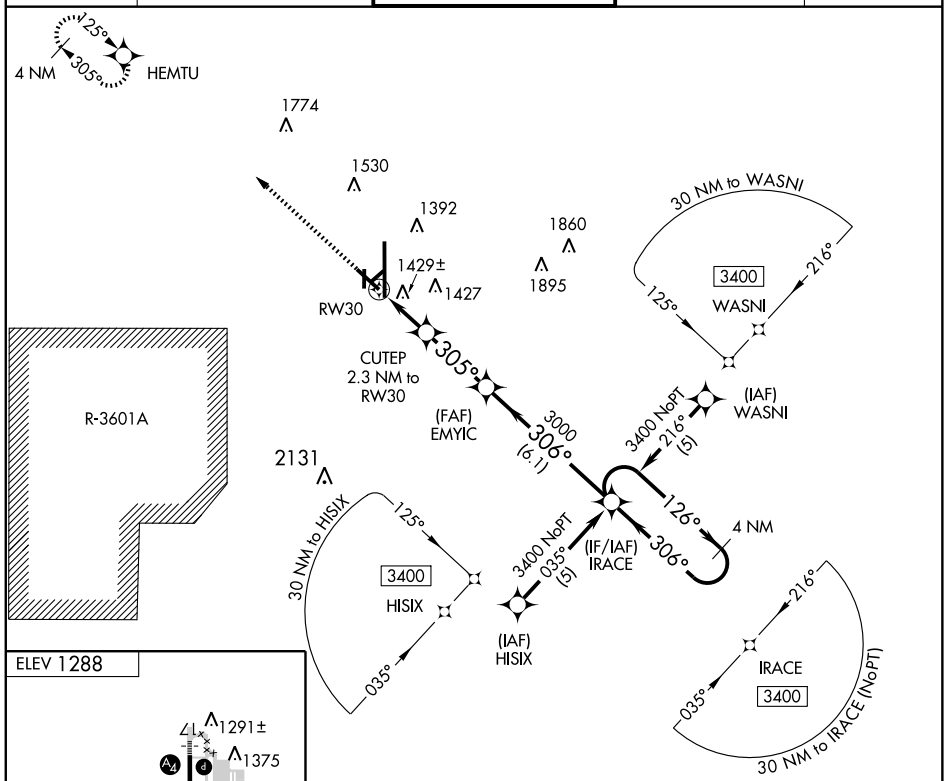
RNAV (GPS) RWY 30

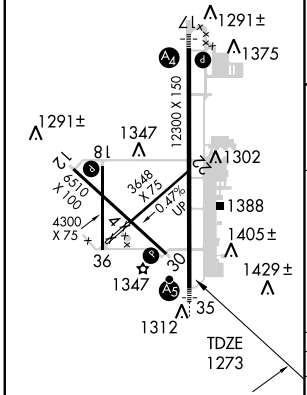
SALINA MUNI (SLN)

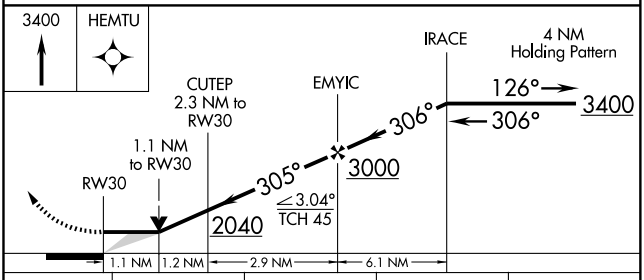
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct HEMTU and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1680-1 407 (400-1)		1680-1¼ 407 (400-1¼)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	12300
CH 77522	353°	TDZE	1271
W35A		Apt Elev	1288

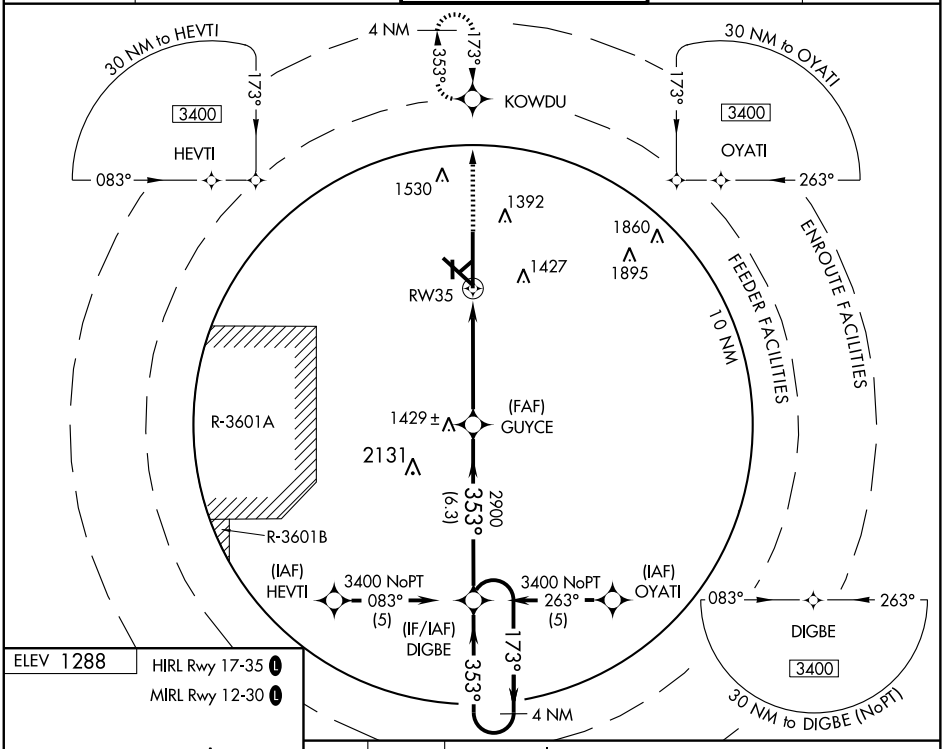
RNAV (GPS) RWY 35
SALINA MUNI (SLN)

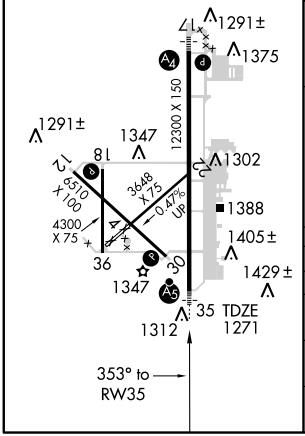
DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ and LPV visibility all CATs to ¾.

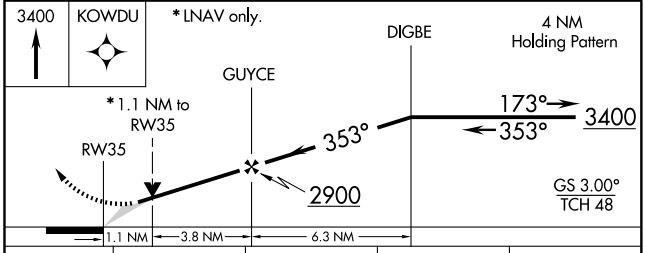
MALSR

MISSED APPROACH: Climb to 3400 direct KOWDU and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LPV DA	1521-½ 250 (300-½)			
LNAV/VNAV DA	1623-¾ 352 (400-¾)			
LNAV MDA	1680-½ 409 (400-½)		1680-¾ 409 (400-¾)	1680-1 409 (400-1)
CIRCLING	1820-1¼ 532 (600-1¼)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC SLN	APP CRS	Rwy Idg	12300
117.1	183°	TDZE	1246
Chan 118		Apt Elev	1288

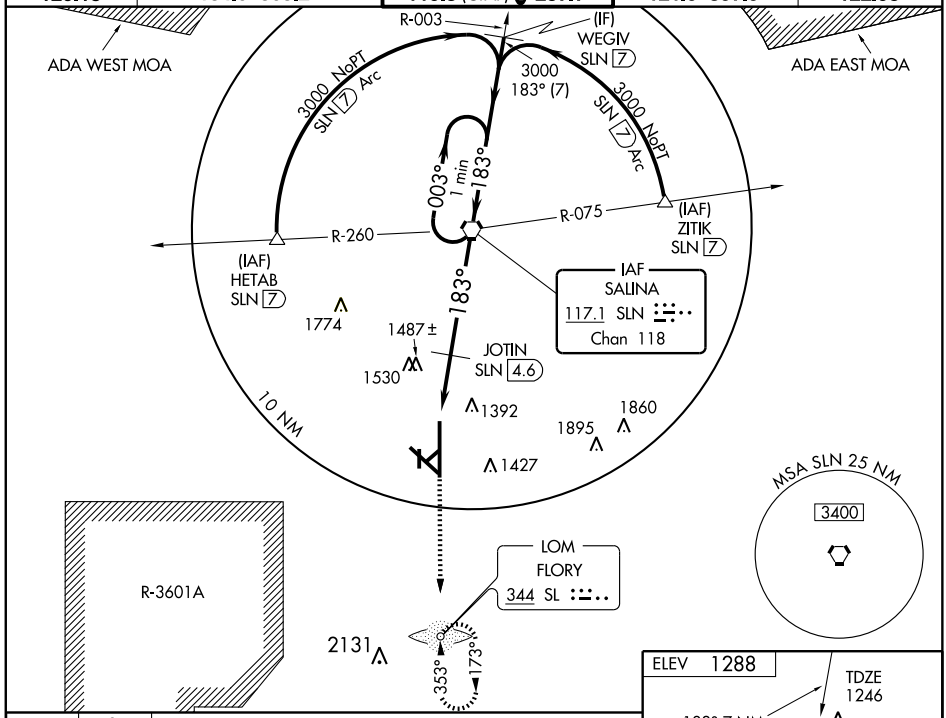
VOR RWY 17
SALINA MUNI (SLN)

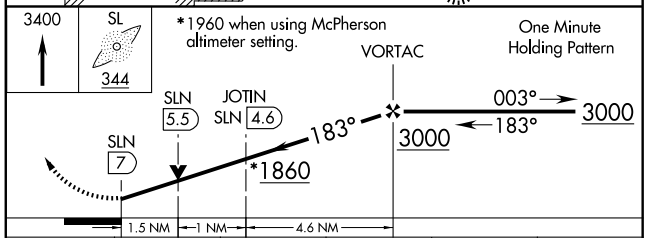
Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and Cat C/D/E visibility ¼ mile and increase JOTIN fix minimums S-17 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, circling Cat C/E visibility ¼ mile. VDP NA when using McPherson altimeter setting.

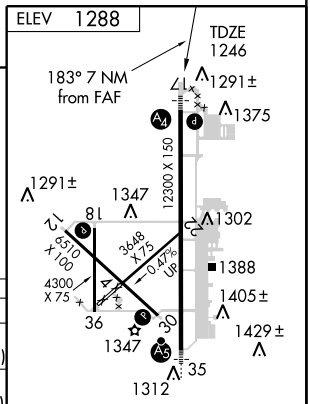
MALS

MISSED APPROACH: Climb to 3400 direct SL LOM and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D	E
S-17	1860-¾ 614 (600-¾)		1860-1¾ 614 (600-1¾)	1860-2 614 (600-2)	1860-2¼ 614 (600-2¼)
CIRCLING	1860-1 572 (600-1)		1860-1¾ 572 (600-1¾)	1860-2 572 (600-2)	1920-2¼ 632 (700-2¼)
JOTIN FIX MINIMUMS					
S-17	1760-¾ 514 (500-¾)		1760-1½ 514 (500-1½)	1760-1¾ 514 (500-1¾)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)	1920-2¼ 632 (700-2¼)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-2, 08 APR 2010 to 06 MAY 2010

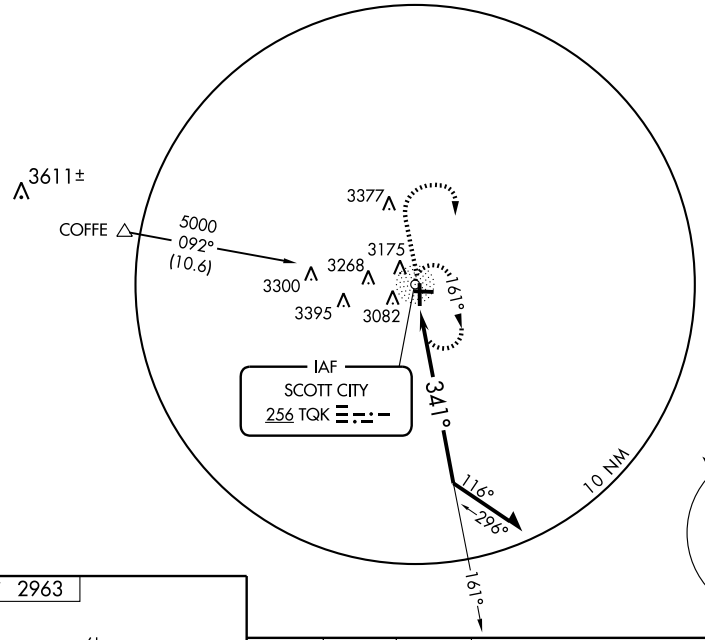
NDB TQK	APP CRS	Rwy Idg	4999
256	341°	TDZE	2963
		Apt Elev	2963

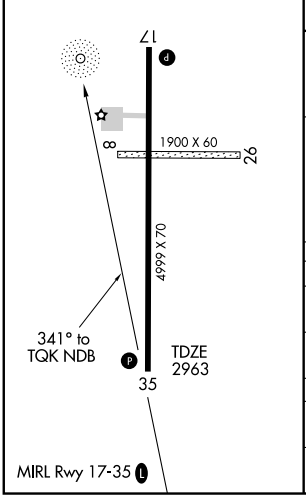
NDB RWY 35
SCOTT CITY MUNI (TQK)

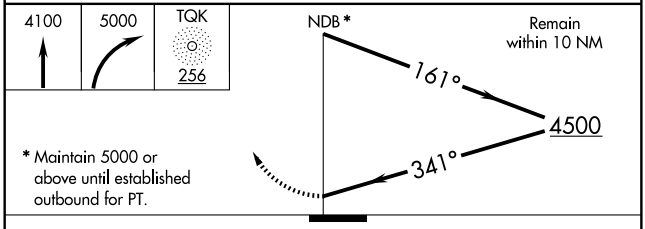
NA If local altimeter setting not received, use Garden City altimeter setting.

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 direct TQK NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3480-1 517 (600-1)		3480-1½ 517 (600-1½)	3480-1¾ 517 (600-1¾)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)
GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS				
S-35	3580-1 617 (700-1)		3580-1¾ 617 (700-1¾)	3580-2 617 (700-2)
CIRCLING	3580-1 617 (700-1)	3600-1 637 (700-1)	3600-1¾ 637 (700-1¾)	3720-2½ 757 (800-2½)

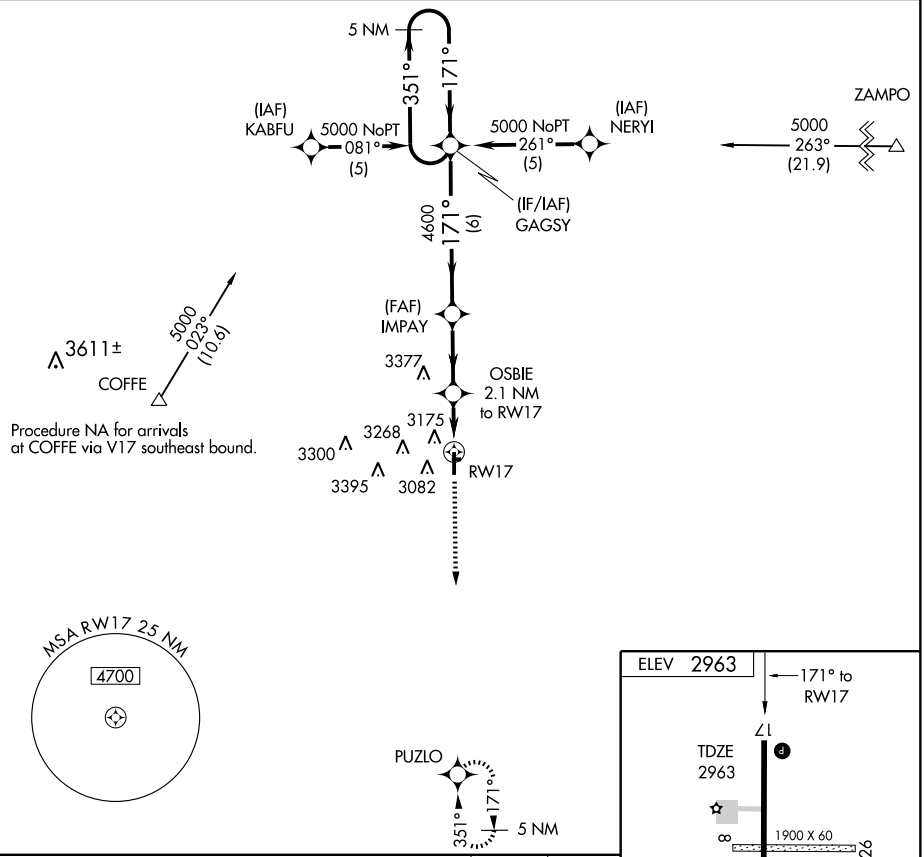
NC-2. 08 APR 2010 to 06 MAY 2010

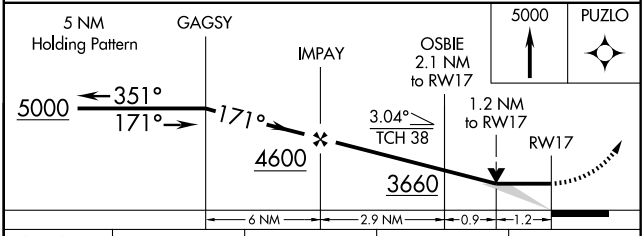
APP CRS	Rwy Idg	TDZE	Apt Elev
171°	4999	2963	2963

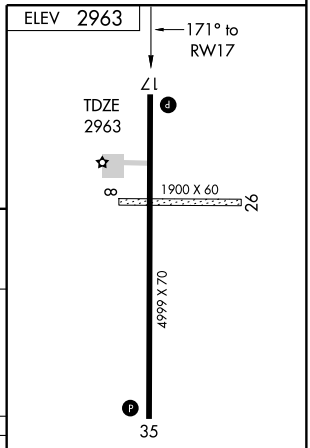
RNAV (GPS) RWY 17
SCOTT CITY MUNI (TQK)

⚠ NA	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 100 feet. VDP NA when using Garden City altimeter setting.	MISSED APPROACH: Climb to 5000 direct PUZLO and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3380-1	417 (500-1)	3380-1¼	417 (500-1¼)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)

MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

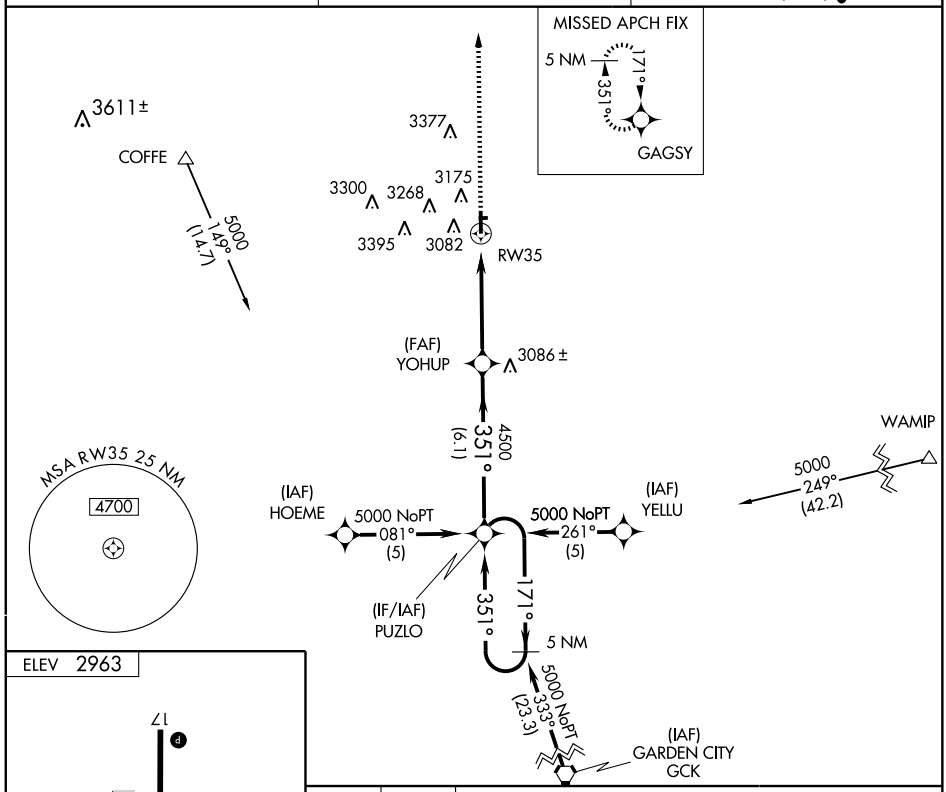
WAAS CH 99301 W35A	APP CRS 351°	Rwy ldg 4999 TDZE 2963 Apt Elev 2963

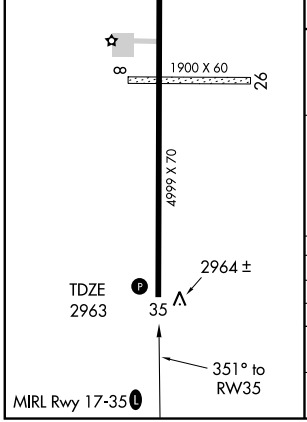
RNAV (GPS) RWY 35
SCOTT CITY MUNI (TQK)

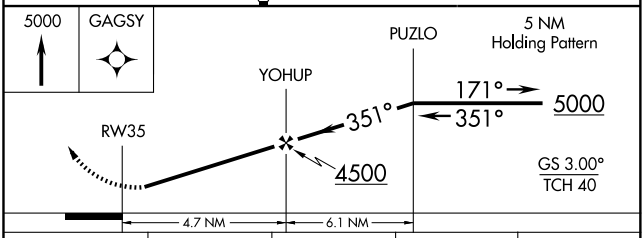
⚠NA DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (109°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV NA when using Garden City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct GAGSY and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L

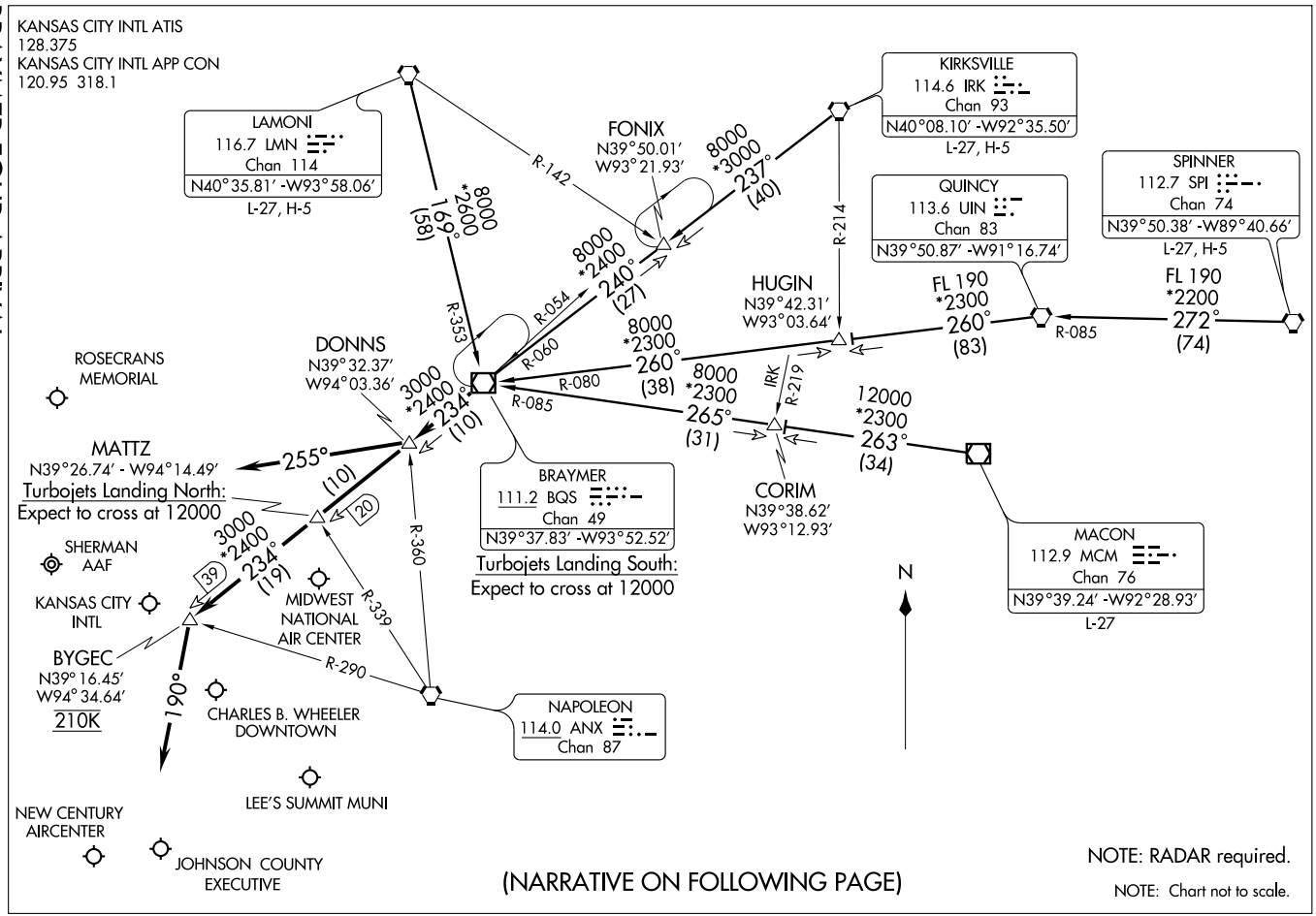






CATEGORY	A	B	C	D
LPV DA	3213-1 250 (300-1)			
LNAV/VNAV DA	3361-1½ 398 (400-1½)			
LNAV MDA	3400-1 437 (500-1)		3400-1¼ 437 (500-1¼)	3400-1½ 437 (500-1½)
CIRCLING	3480-1½ 517 (600-1½)	3520-1½ 557 (600-1½)		3620-2 657 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

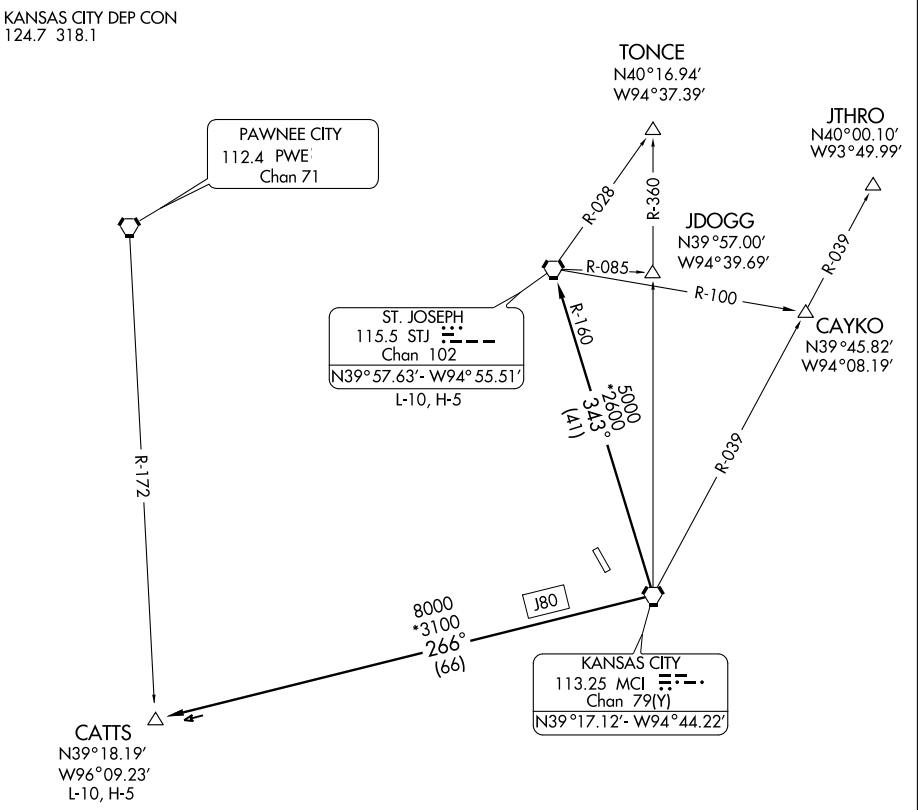
. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

CHIEF THREE DEPARTURE

SL-152 (FAA)

FORT LEAVENWORTH, KANSAS



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

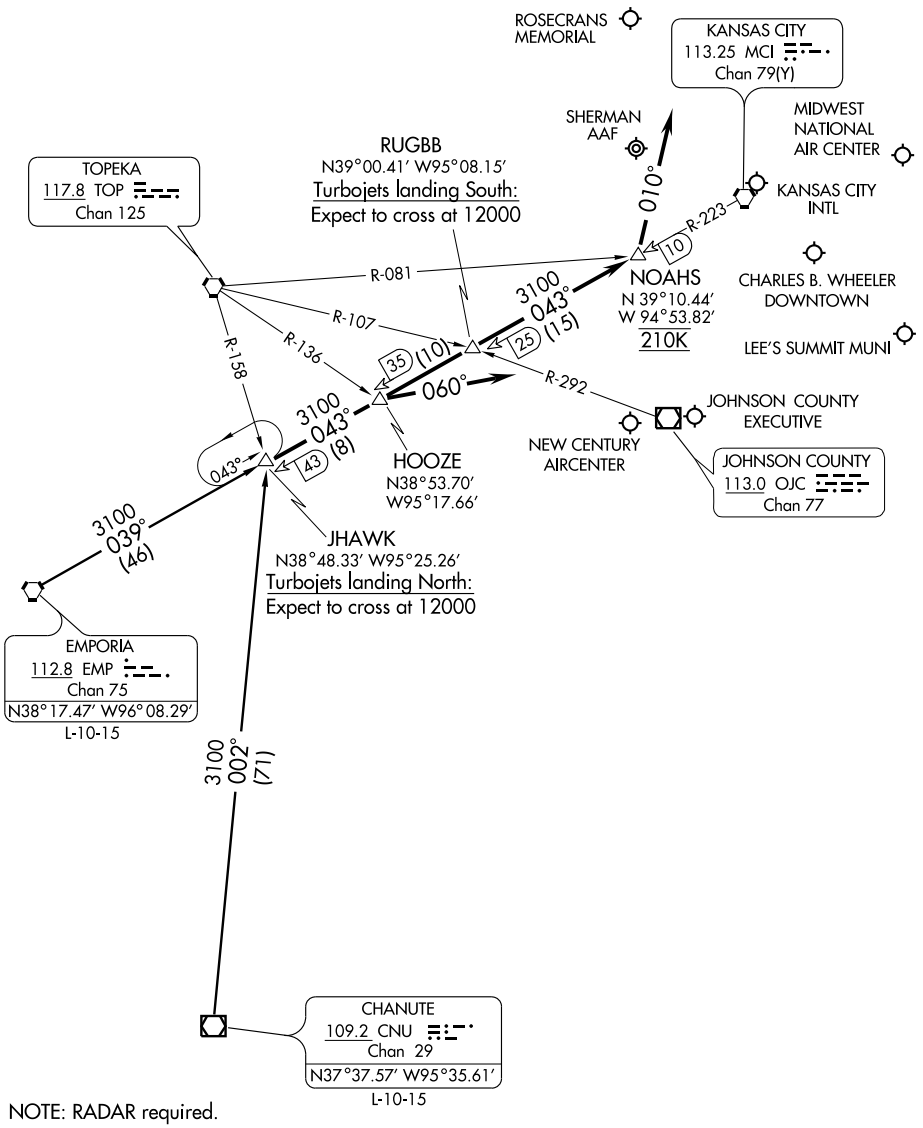
ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-2, 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

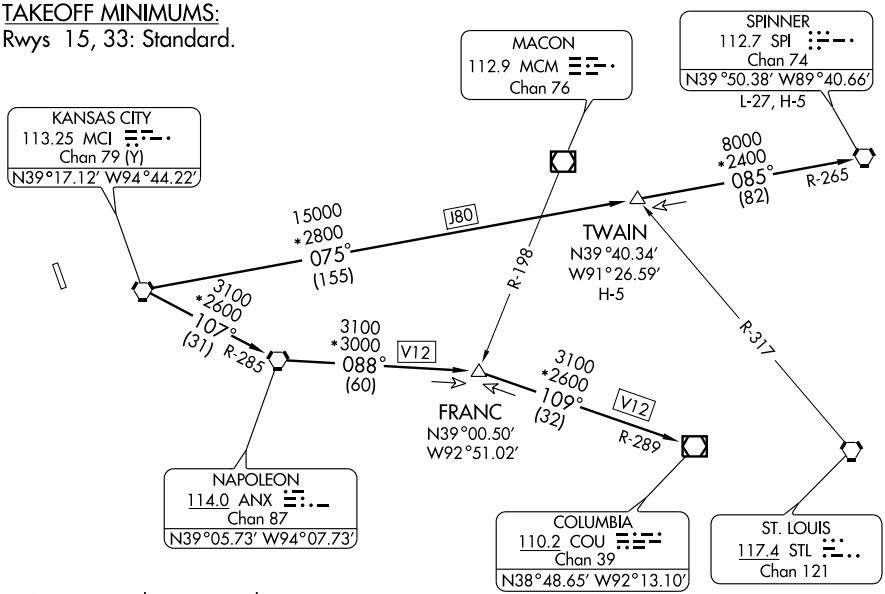
NC-3, 08 APR 2010 to 06 MAY 2010

LAKES FIVE DEPARTURE

KANSAS CITY DEP CON
124.7 318.1

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.



NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL.
Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/879' MSL. Levee187 feet from DER, on centerline, 35' AGL/782' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-2, 08 APR 2010 to 06 MAY 2010

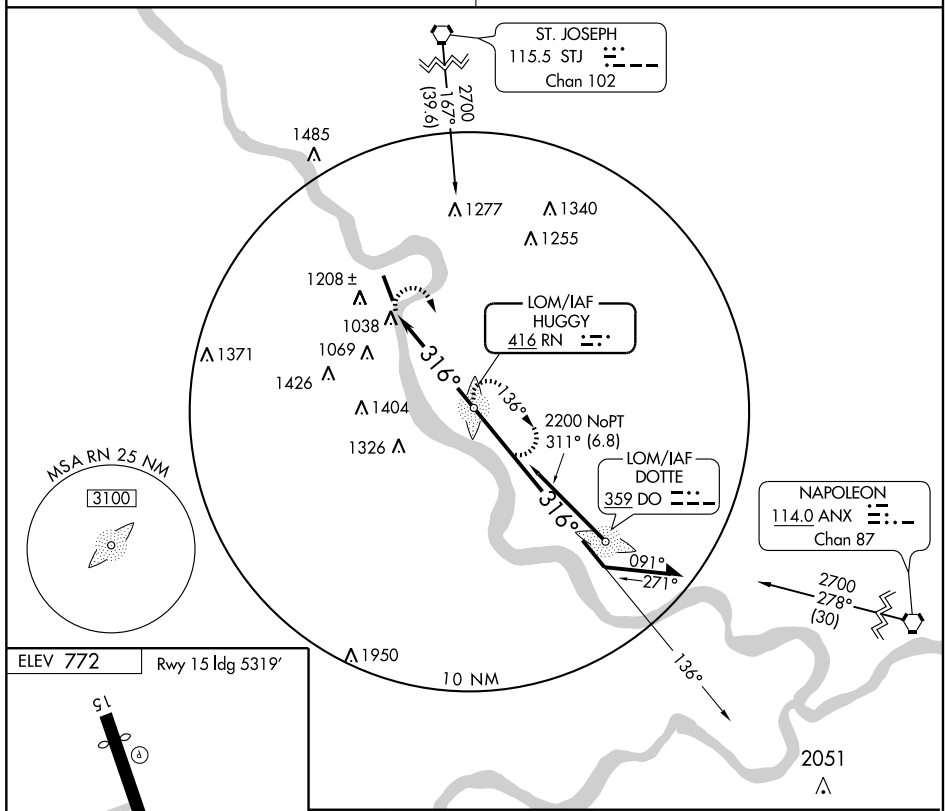
LOM RN	APP CRS		
416	316°	Rwy Idg	5905
		TDZE	769
		Apt Elev	772

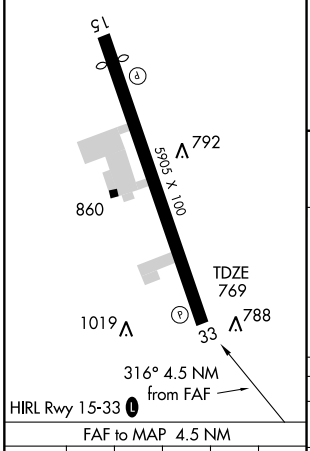
NDB RWY 33
SHERMAN AAF (FLV)

Use Kansas City Intl altimeter setting.
Circling not authorized west of Rwy 15-33.

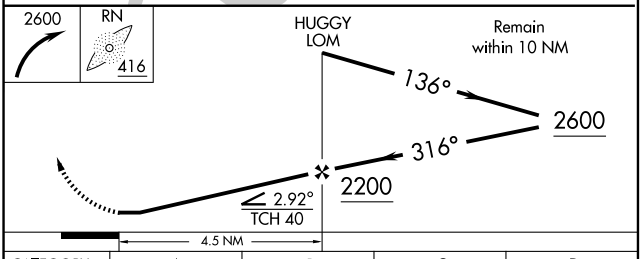
MISSED APPROACH: Climbing right turn to 2600 direct to RN LOM and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 L ★





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

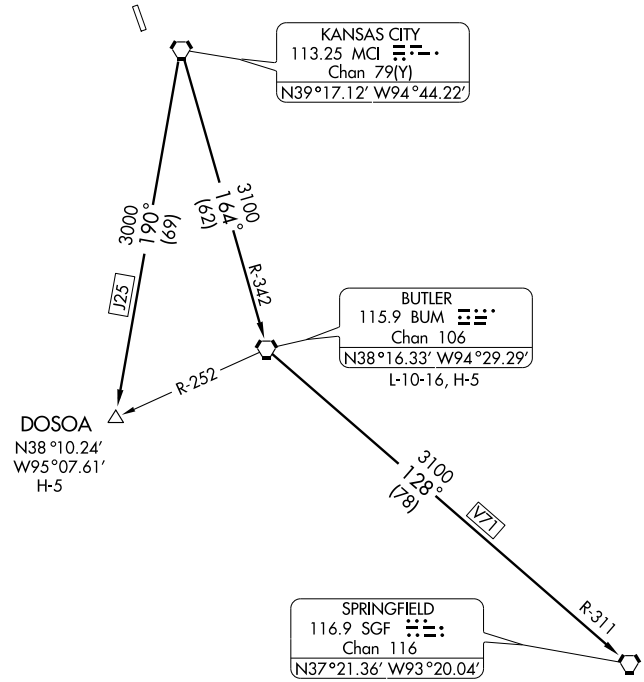


CATEGORY	A	B	C	D
S-33	1520-1 751 (800-1)	1520-1¼ 751 (800-1¼)	1520-2¼ 751 (800-2¼)	NA
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

RACER THREE DEPARTURE

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5319
155°	TDZE	772
	Apt Elev	772

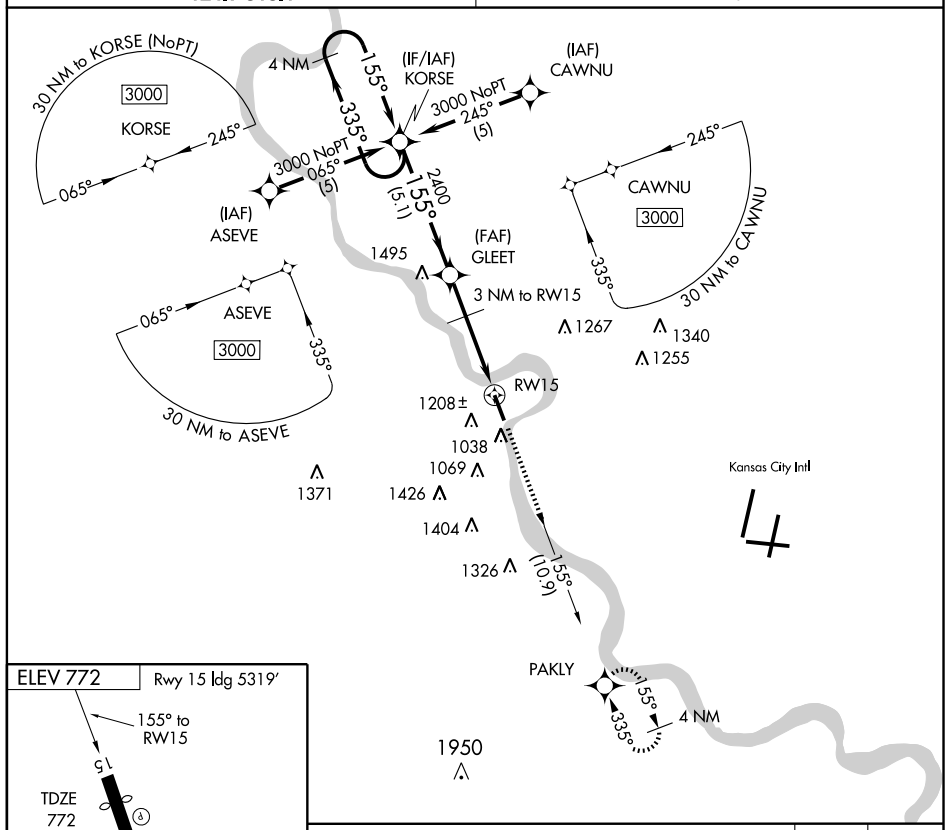
RNAV (GPS) RWY 15
SHERMAN AAF (FLV)

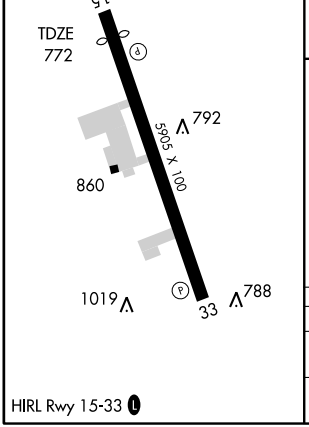
DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

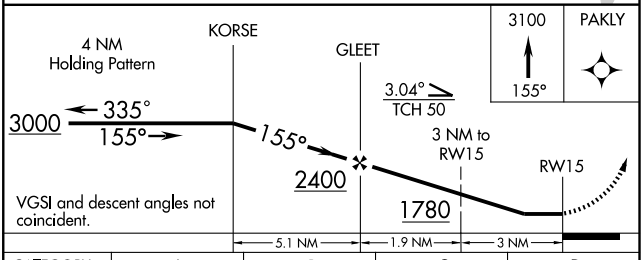
NA

MISSED APPROACH: Climb to 3100 via 155° course to PAKLY WP and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 L ★







CATEGORY	A	B	C	D
LNAV MDA	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA

HIRL Rwy 15-33 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5905
335°	TDZE	769
	Apt Elev	772

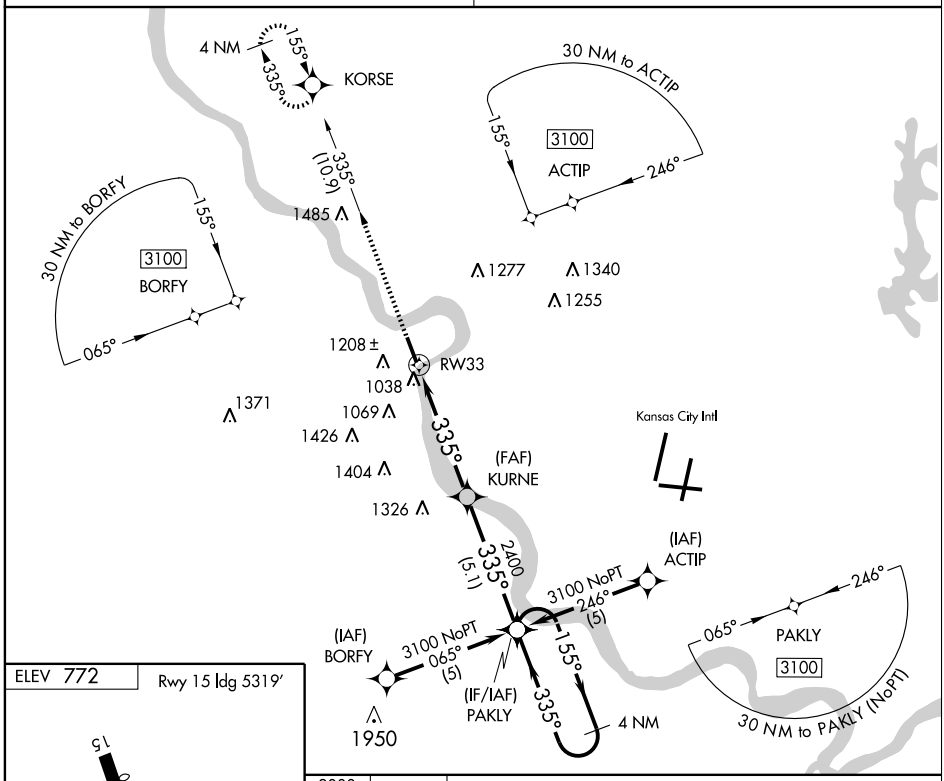
RNAV (GPS) RWY 33

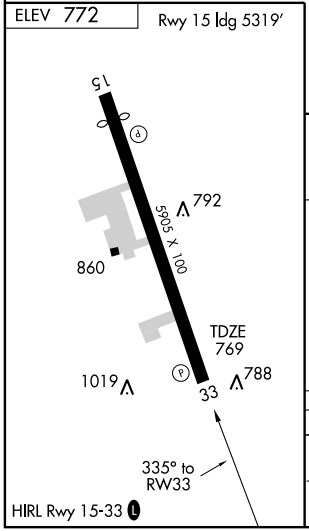
SHERMAN AAF (FLV)

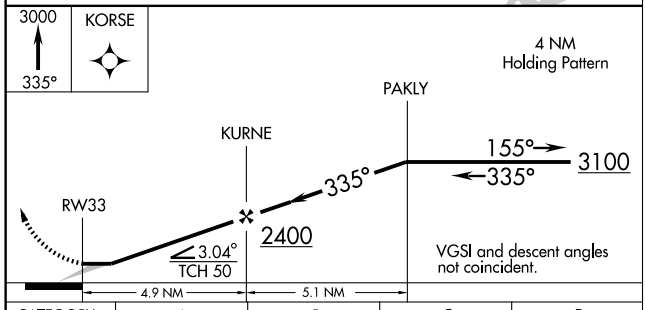
DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3000 via 335° course to KORSE WP and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 (L) ★







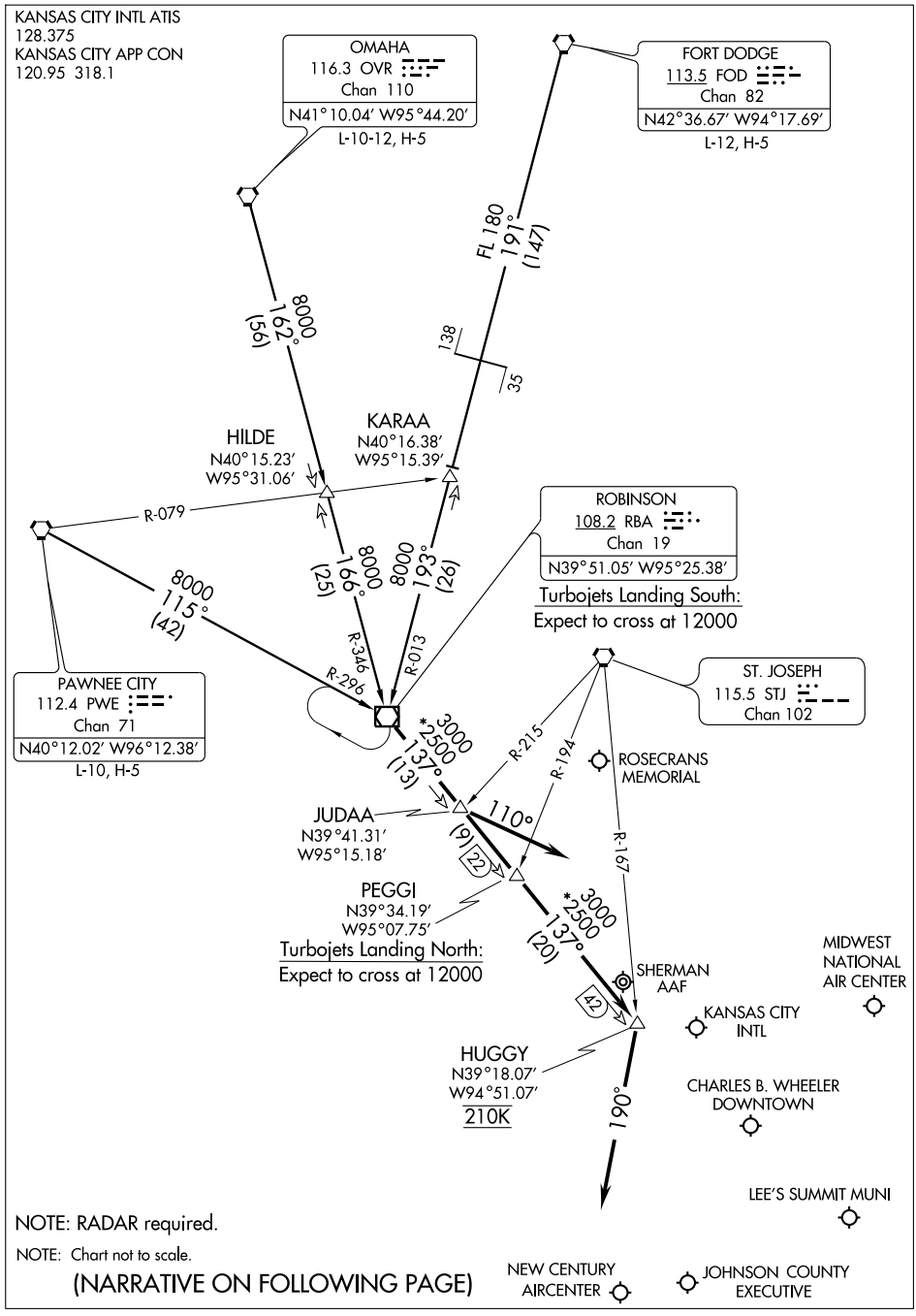
CATEGORY	A	B	C	D
LNAV MDA	1560-1 791 (800-1)	1560-1¼ 791 (800-1¼)	1560-2¼ 791 (800-2¼)	NA
CIRCLING	1560-1 788 (800-1)	1560-1¼ 788 (800-1¼)	1560-2¼ 788 (800-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

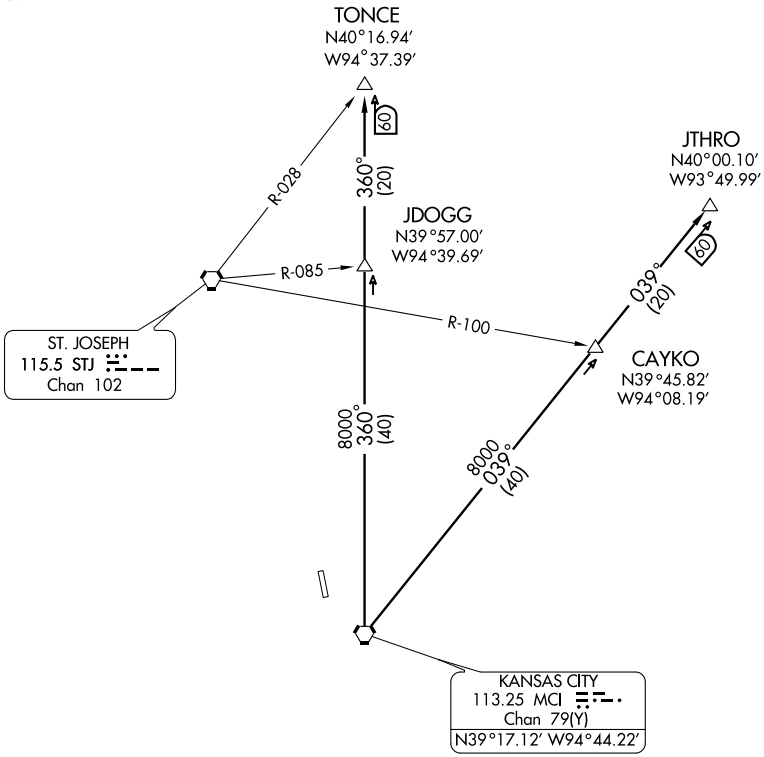
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

ROYAL THREE DEPARTURE



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

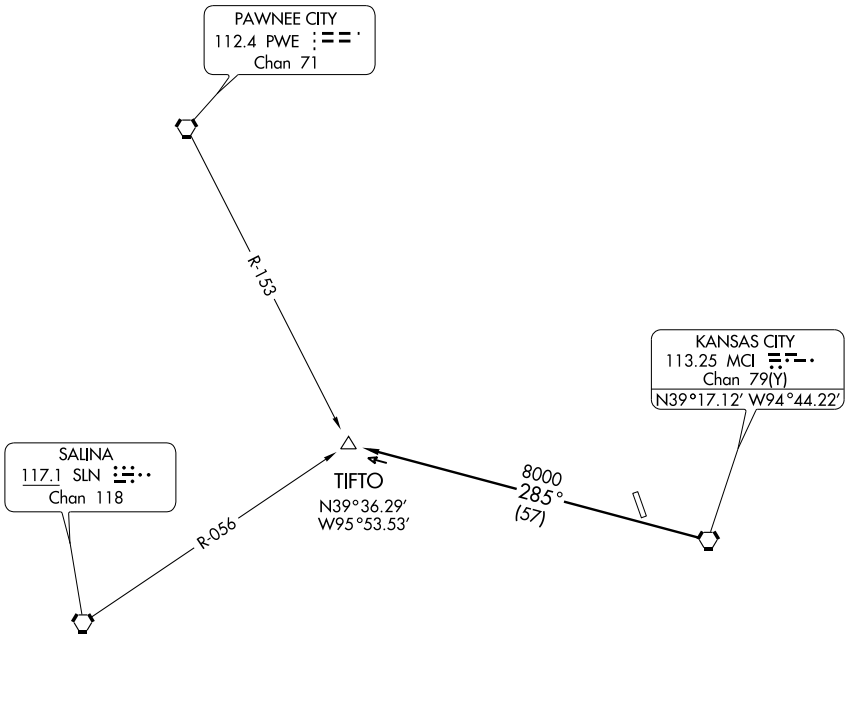
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-2, 08 APR 2010 to 06 MAY 2010

TIFTO TWO DEPARTURE

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

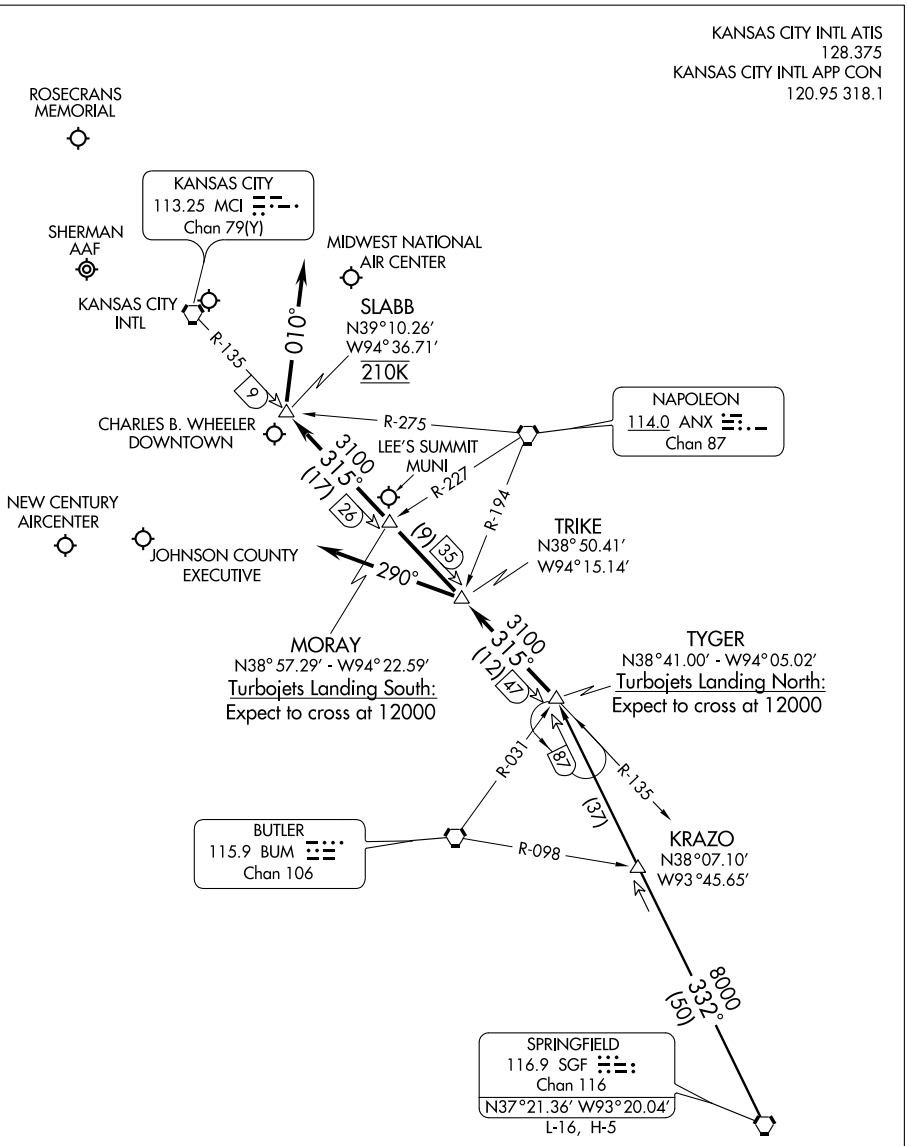
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-2, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

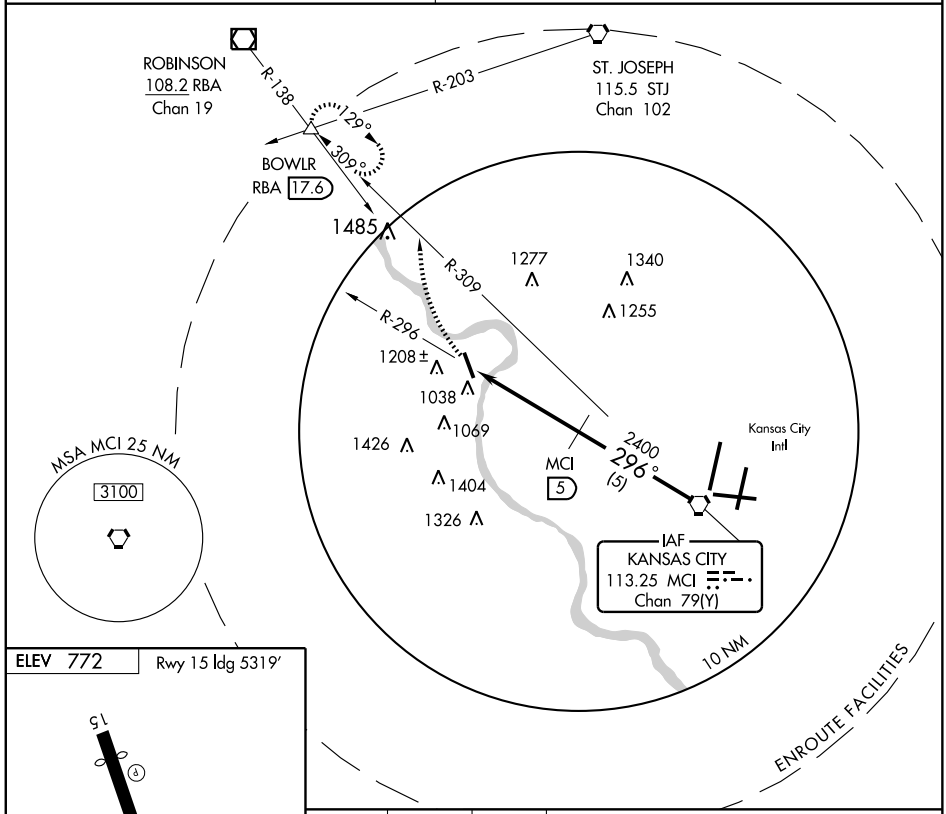
....Expect radar vectors to final approach course.

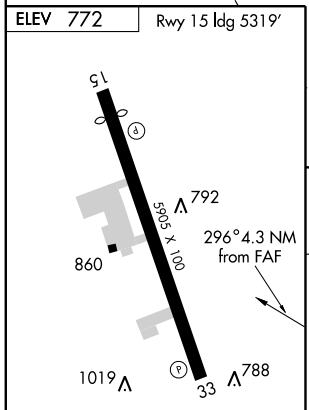
NC-3, 08 APR 2010 to 06 MAY 2010

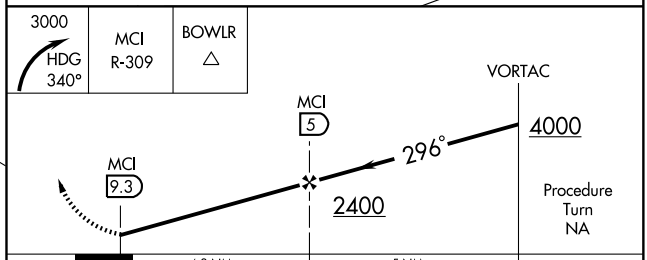
VORTAC MCI 113.25 Chan 79(Y)	APP CRS 296°	Rwy Idg N/A TDZE N/A Apt Elev 772

VOR/DME-A
SHERMAN AAF (FLV)

▼ NA Use Kansas City Intl altimeter setting. Circling NA West of Rwy 15-33	MISSED APPROACH: Climbing right turn to 3000 via heading 340° and MCI R-309 to BOWLR Int and hold.
KANSAS CITY APP CON **124.7 318.1**	CTAF **126.2** L ★







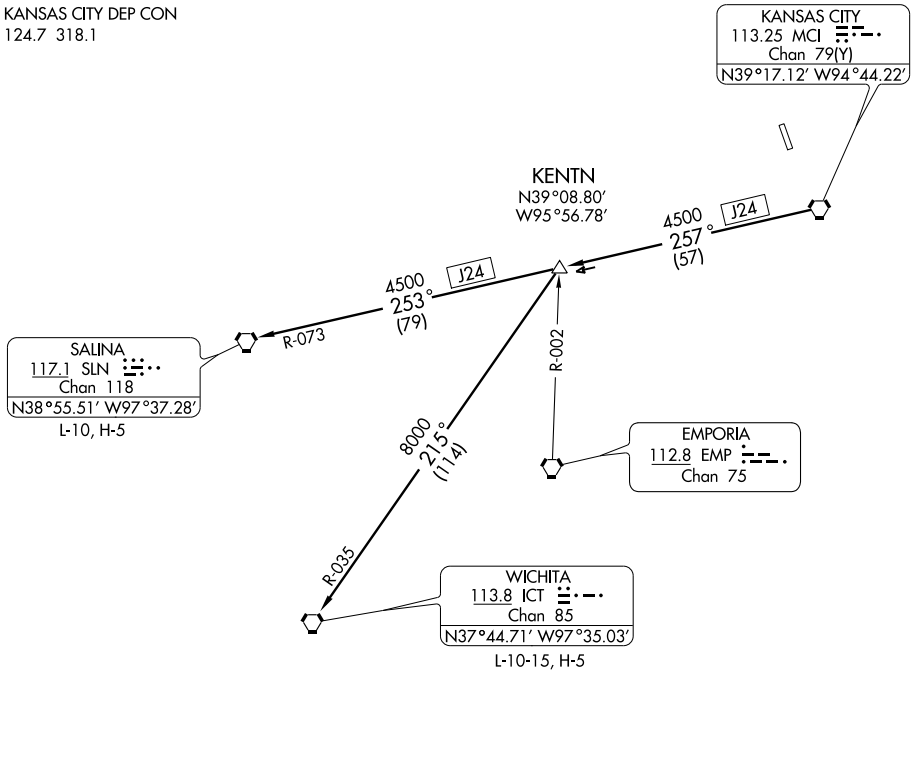
HIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
KANSAS CITY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1440-1 668 (700-1)		1440-1¾ 668 (700-1¾)	1500-2¼ 728 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

WILDCAT TWO DEPARTURE



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

APP CRS	Rwy Idg	3601
158°	TDZE	1796
	Apt Elev	1799

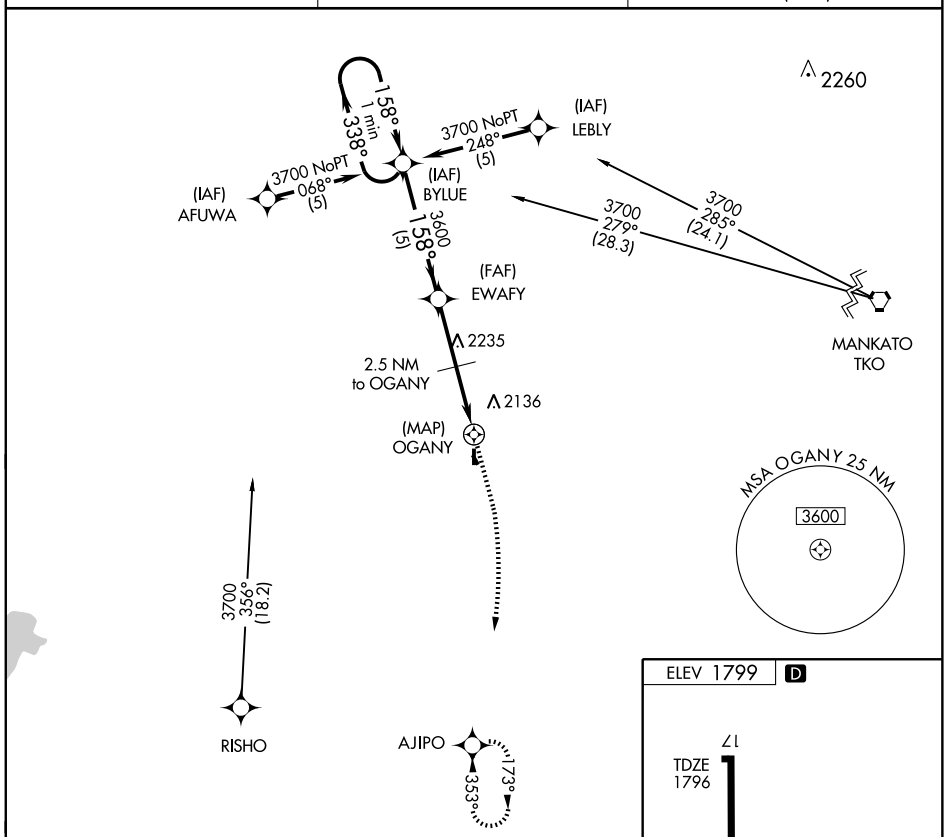
GPS RWY 17

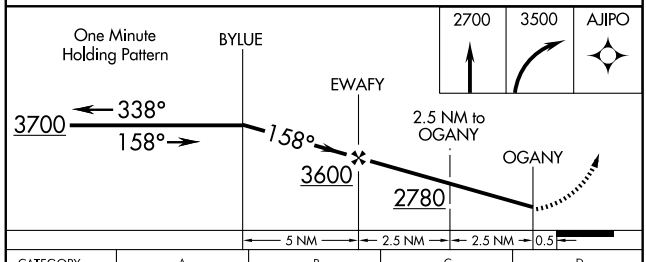
SMITH CENTER MUNI (K82)

NA Use Concordia altimeter setting.

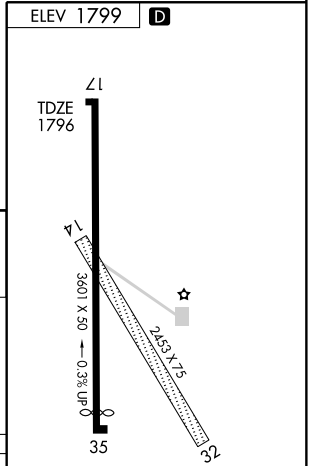
MISSED APPROACH: Climb to 2700, then climbing right turn to 3500 direct AJIPO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2480-1	684 (700-1)	NA	
CIRCLING	2480-1	681 (700-1)	NA	



LIRL Rwy 17-35

NC-2. 08 APR 2010 to 06 MAY 2010

SMITH CENTER, KANSAS AL-6696 (FAA)

APP CRS	Rwy Idg	3500
353°	TDZE	1792
	Apt Elev	1799

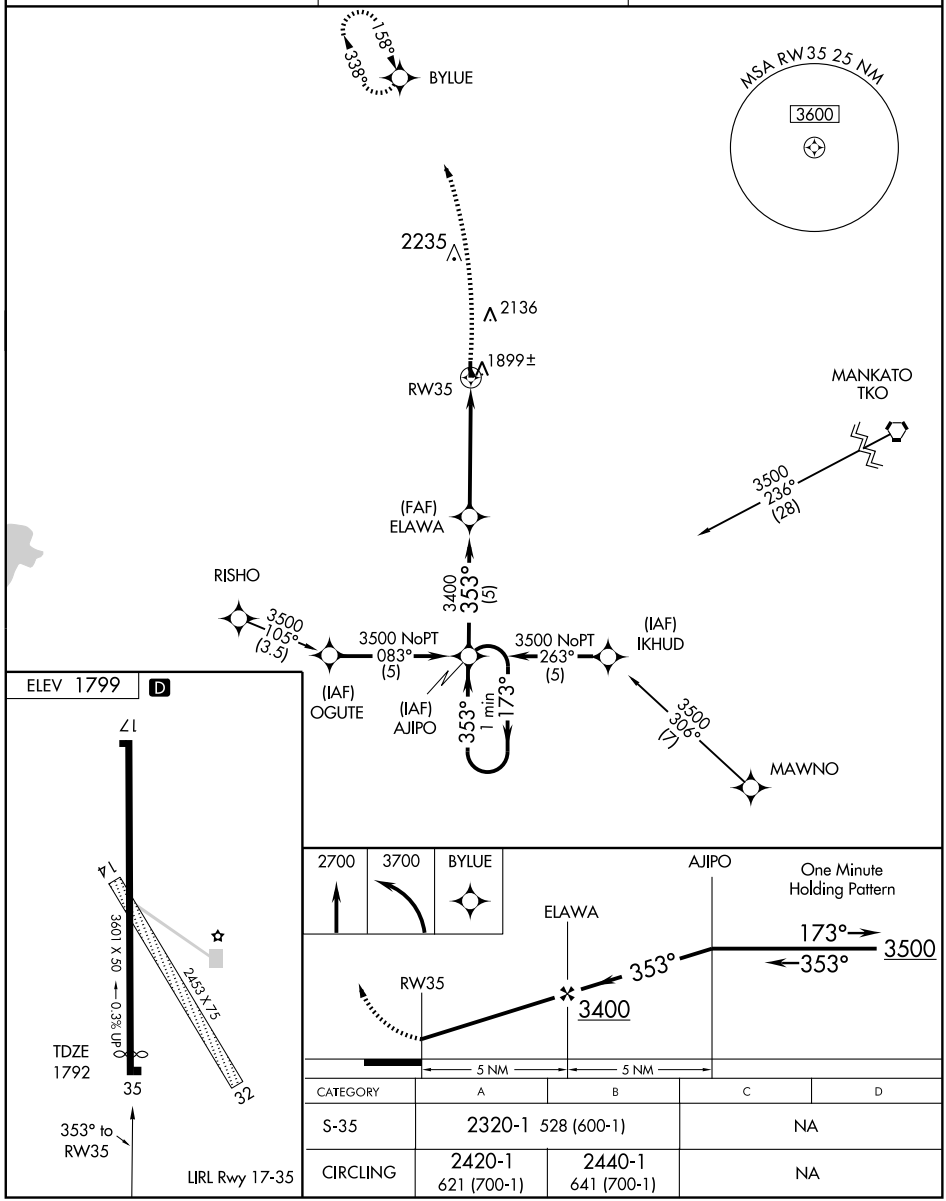
GPS RWY 35

SMITH CENTER MUNI (K82)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 3700 direct BYLUE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2320-1 528 (600-1)		NA	
CIRCLING	2420-1 621 (700-1)	2440-1 641 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC TKO 109.8 Chan 35	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 1799

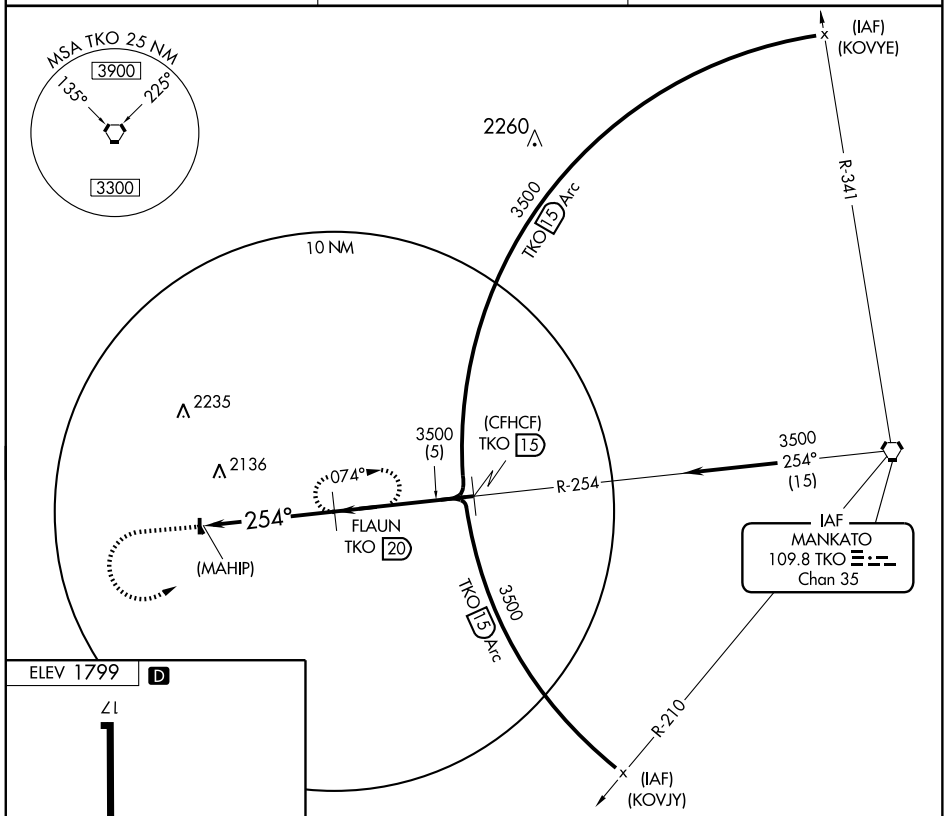
VOR/DME or GPS-A

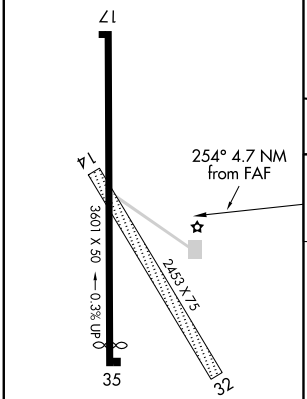
SMITH CENTER MUNI (K82)

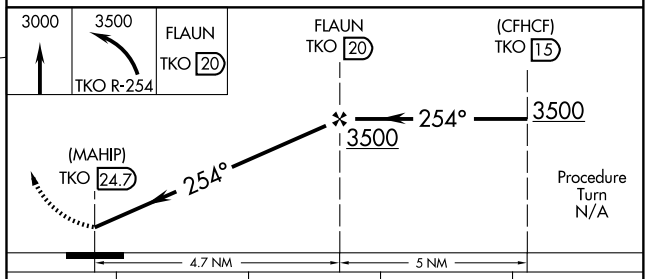
⚠ NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 via TKO R-254 to FLAUN/20 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2620-1 821 (900-1)	2620-1¼ 821 (900-1¼)	NA	NA

LIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

NDB SYF 386	APP CRS 314°	Rwy Idg 3138 TDZE 3411 Apt Elev 3411

NDB or GPS RWY 32L

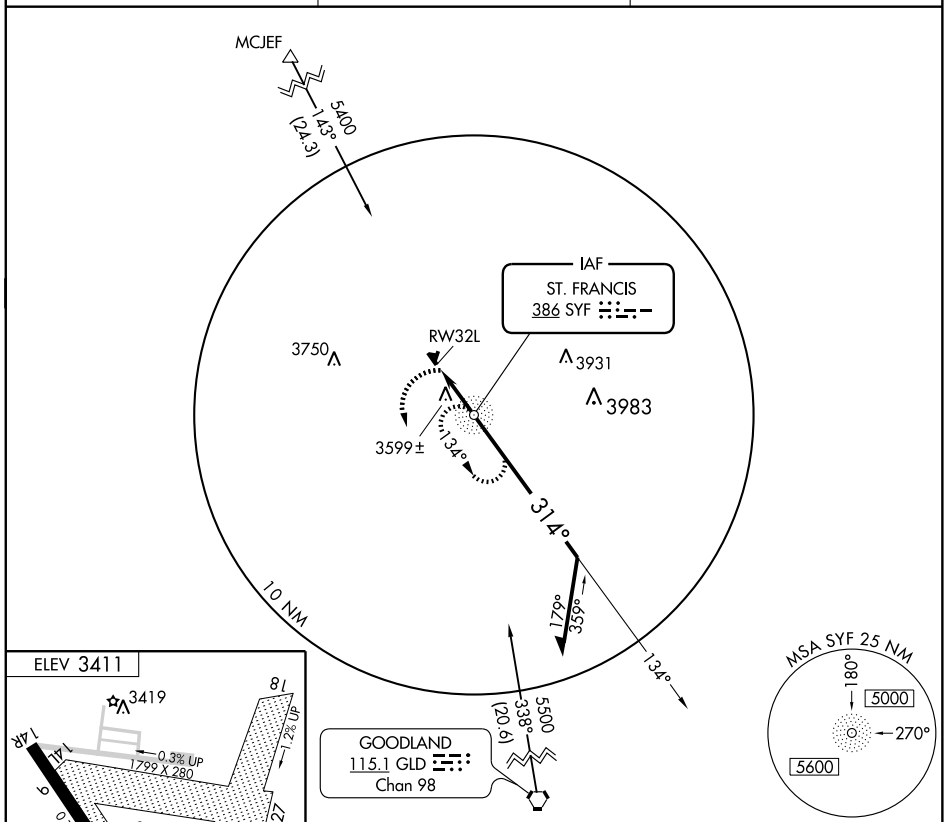
ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)

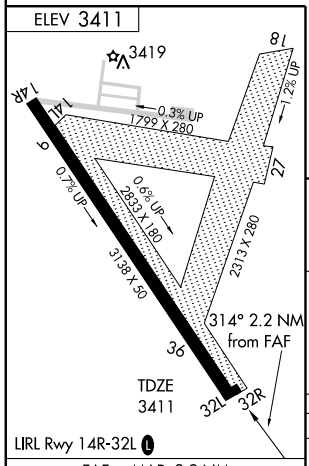
NA

Use Goodland, KS altimeter setting.

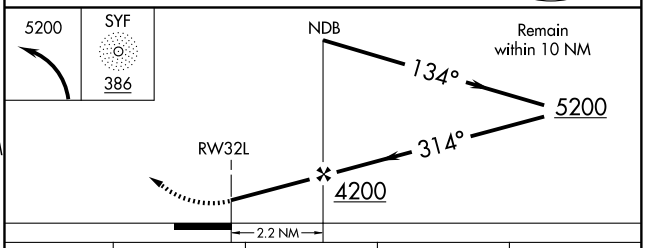
MISSED APPROACH: Climbing left turn to 5200 direct SYF NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.925	132.5 379.15	122.8 (CTAF) L





FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44



CATEGORY	A	B	C	D
S-32L	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA
CIRCLING	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

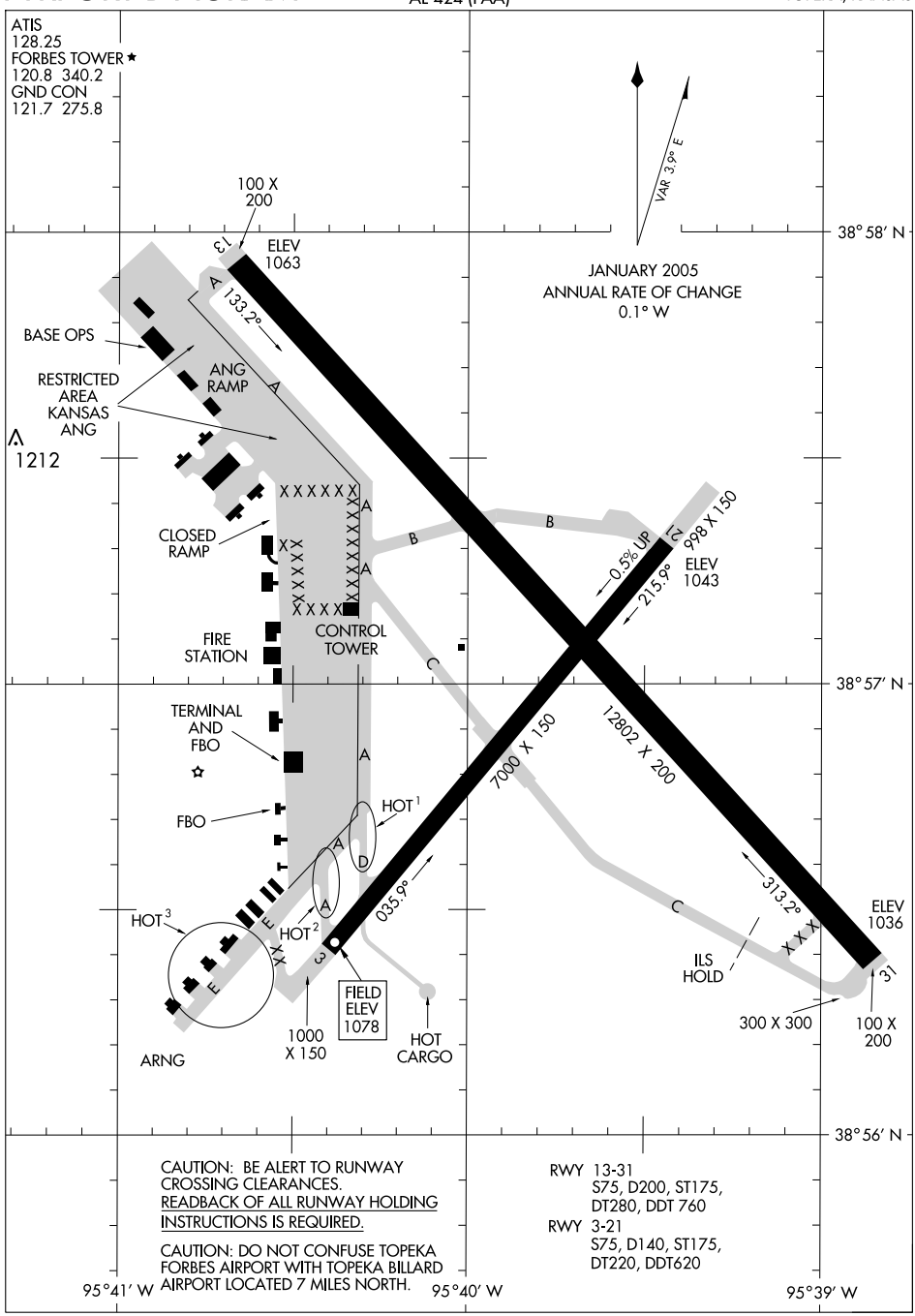
09351

AIRPORT DIAGRAM

AL-424 (FAA)

TOPEKA/ FORBES FIELD (FOE)

TOPEKA, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 13

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FOE Chan 53	138°	12,802	1065	1078

JAL-424 [USAF]

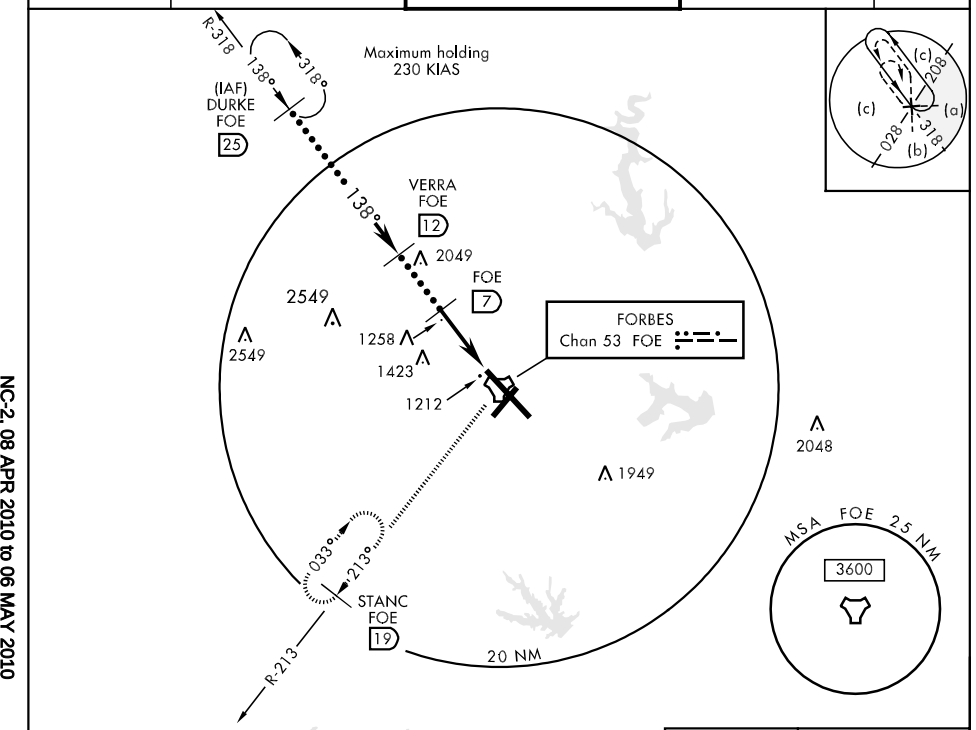
TOPEKA/FORBES FLD (KFOE)

* Inoperative table does not apply to CAT C.

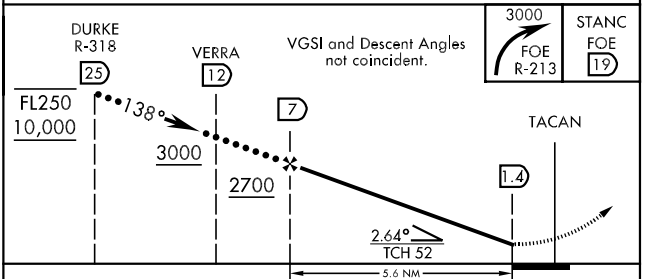
SALS A2

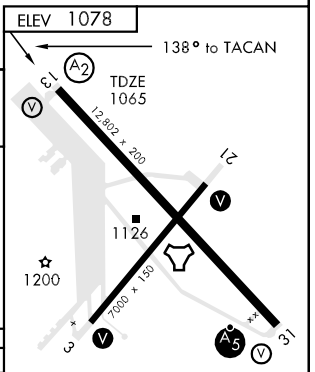
MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC/19 DME and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 Ⓛ 340.2	121.7 275.8	



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-13 ★	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	
CIRCLING	1580-1½ 501 (600-1½)	1640-2 561 (600-2)	1720-2¼ 641 (700-2¼)

MIRL Rwy 3-21 Ⓛ
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 Ⓛ

HI-TACAN RWY 31

TACAN	FOE
Chan	53

APCH CRS
304°

Rwy ldg	12,802
TDZE	1037
Arpt Elev	1078

JAL-424 [USAF]

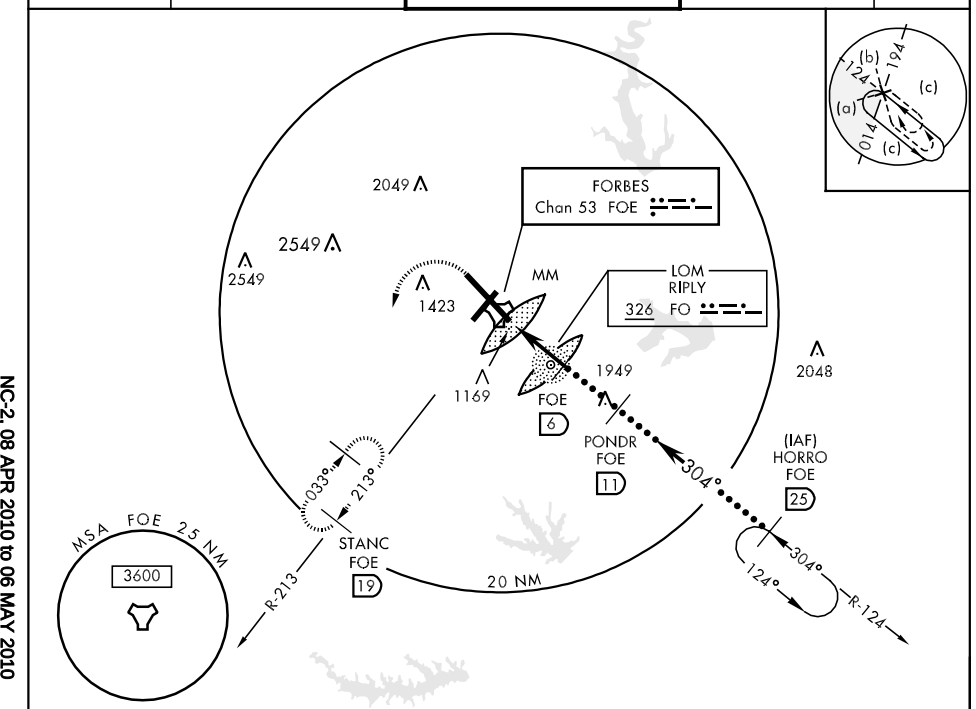
TOPEKA/FORBES FLD (KFOE)

* For inop MALSR, increase CAT D vis to 1¼ miles and CAT E vis to 1½ miles.

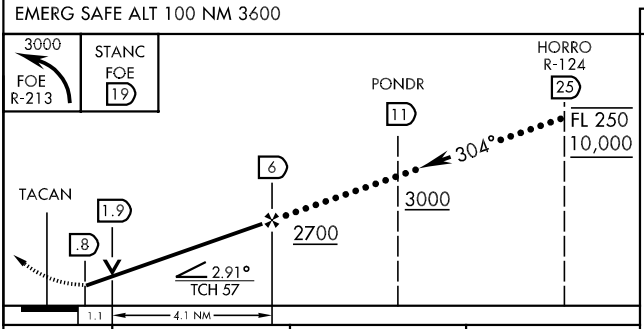
MALSR

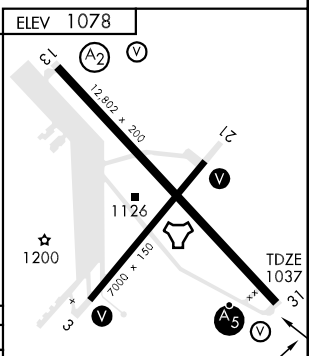
MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC/19 DME and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 340.2	121.7 275.8	



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-31*	1460/40 423 (400-¾)	1460/50 423 (400-1)	
CIRCLING	1580-1½ 501 (600-1½)	1640-2 561 (600-2)	1720-2¼ 641 (700-2¼)

MIRL Rwy 3-21 L
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 L

LOC I-FOE	APP CRS	Rwy Idg	12802
110.1	312°	TDZE	1037
Chan 38		Apt Elev	1078

ILS or LOC RWY 31

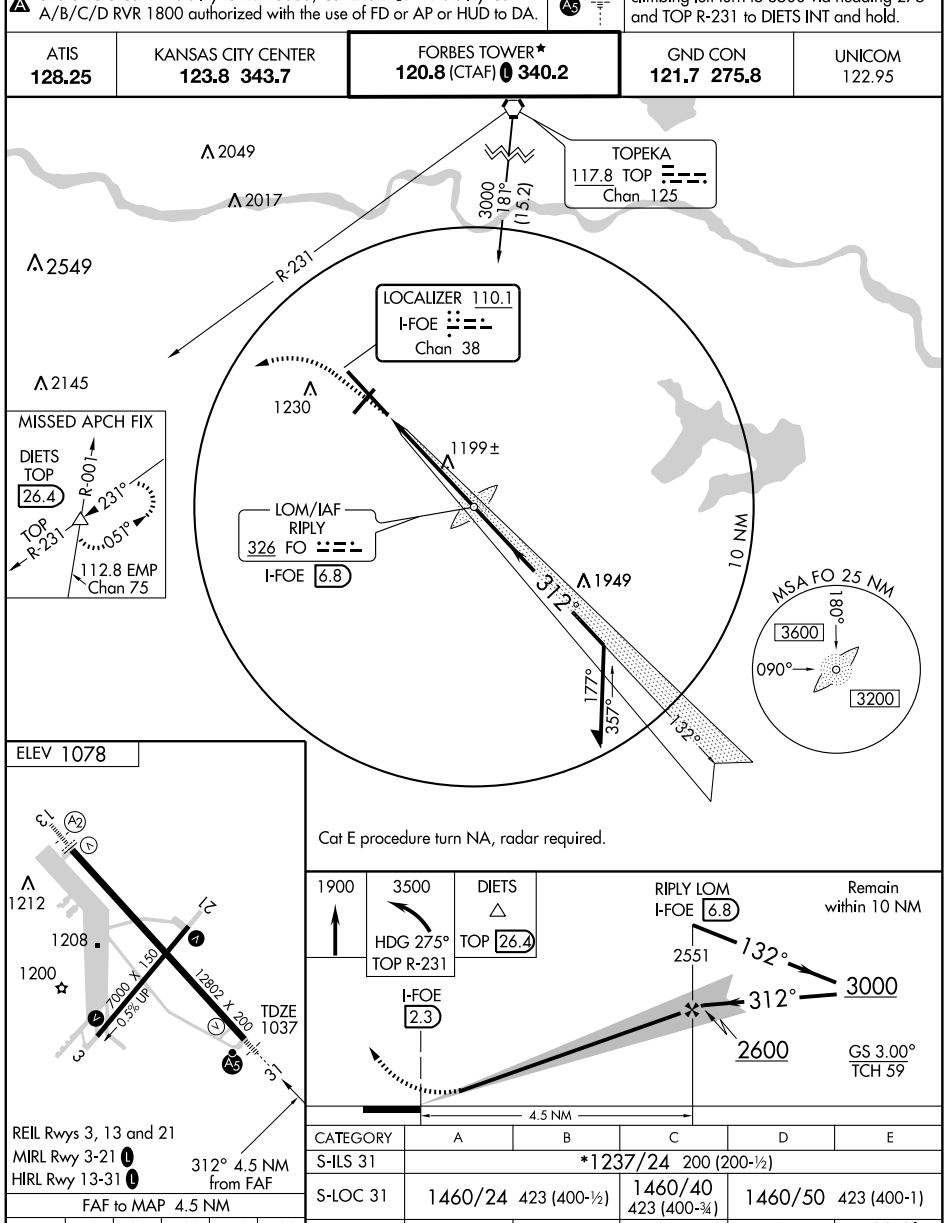
TOPEKA/ FORBES FIELD (FOE)

For inoperative MALSR, increase S-ILS 31 Cat E visibility to RVR 4000; and S-LOC Cat D visibility to RVR 6000, Cat E to 1½. * Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 via heading 275° and TOP R-231 to DIETS INT and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-ILS 31	*1237/24 200 (200-½)				
S-LOC 31	1460/24 423 (400-½)		1460/40 423 (400-¾)	1460/50 423 (400-1)	
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOM FO	APP CRS	Rwy Idg	12802
326	130°	TDZE	1065
		Apt Elev	1079

NDB RWY 13

TOPEKA/ FORBES FIELD (FOE)

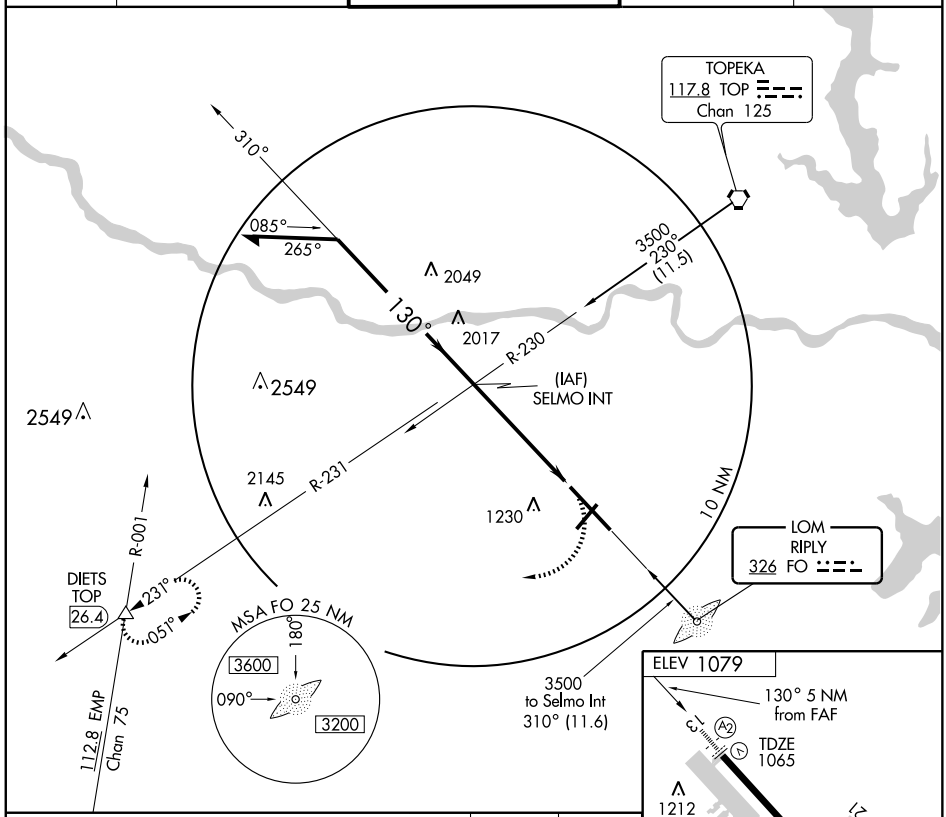
▼ Inoperative table does not apply to Cat. C.

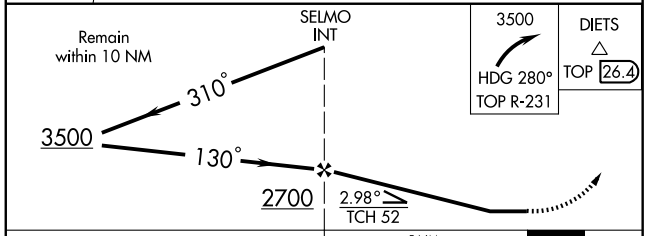
▲ NA

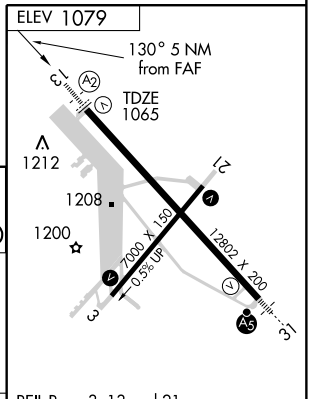
SALS (A2)

MISSED APPROACH: Climbing right turn to 3500 via heading 280° and TOP R-231 to DIETS Int and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) (L) 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
S-13	1580-¾ 515 (600-¾)		1580-1½ 515 (600-1½)	1580-1¾ 515 (600-1¾)
CIRCLING	1580-1 501 (600-1)		1580-1½ 501 (600-1½)	1640-2 561 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 (L)
HIRL Rwy 13-31 (L)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
035°	TDZE	1078
	Apt Elev	1078

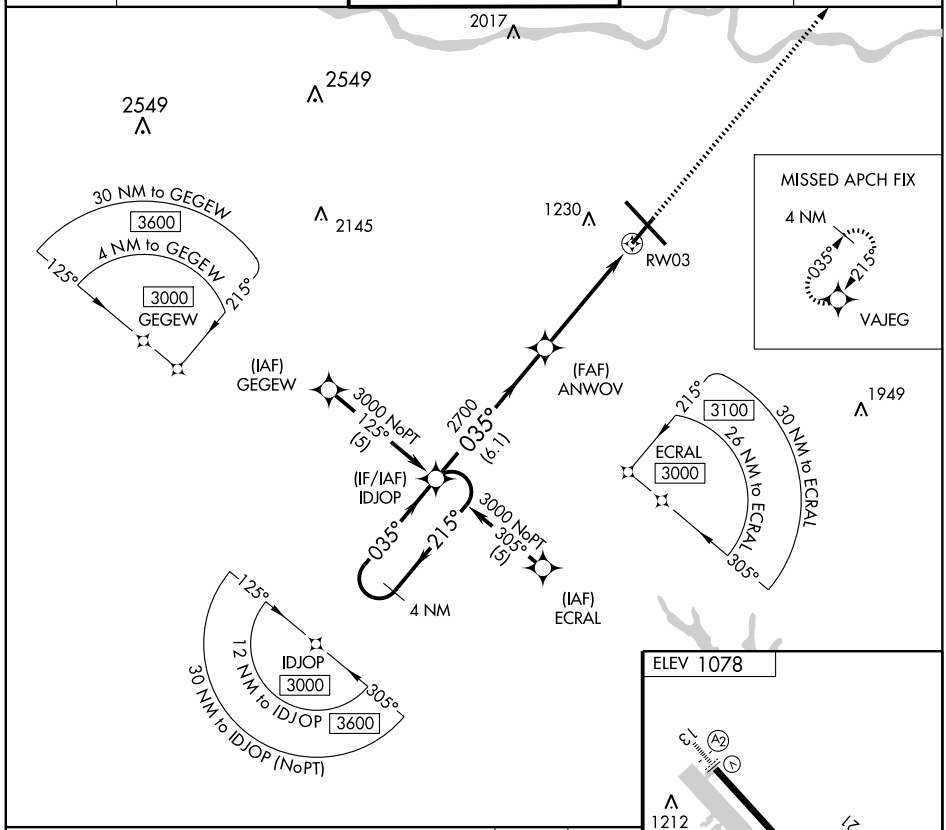
RNAV (GPS) RWY 3

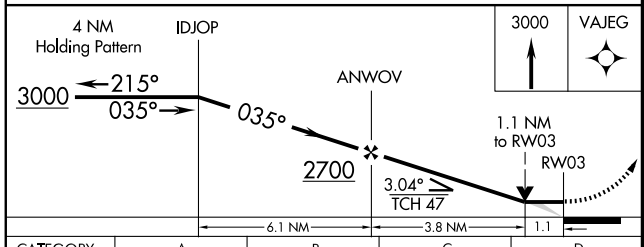
TOPEKA/ FORBES FIELD (FOE)

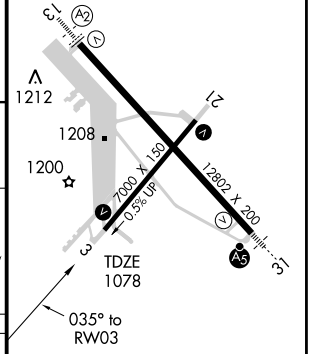
DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VAJEG and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1460-1 382 (400-1)			1460-1¼ 382 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 66100 W13A	APP CRS 132°	Rwy Idg 12802 TDZE 1065 Apt Elev 1078

RNAV (GPS) RWY 13

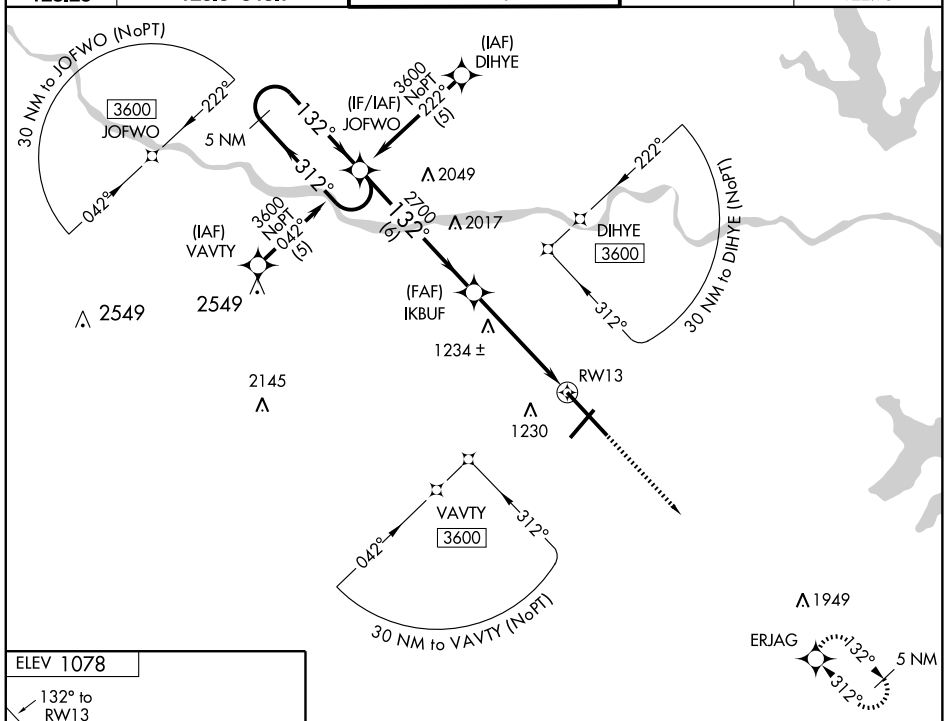
TOPEKA/FORBES FIELD (FOE)

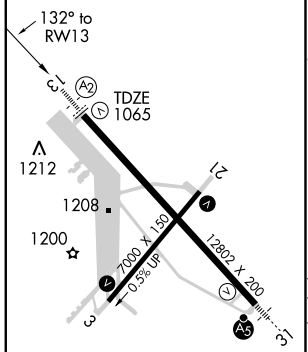
If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

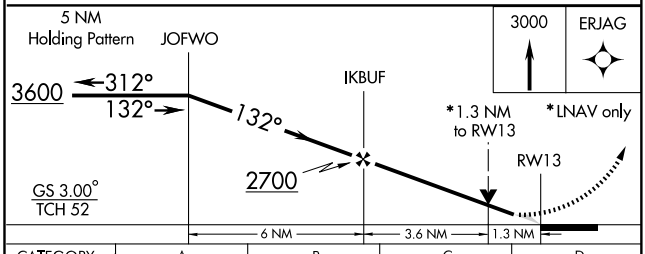
SALS (A2)

MISSED APPROACH: Climb to 3000 direct ERJAG and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) (L) 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	1315-¾ 250 (300-¾)			
LNAV/VNAV DA	1505-1½ 440 (500-1½)			
LNAV MDA	1540-¾ 475 (500-¾)		1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)
CIRCLING	1540-1½ 462 (500-1½)	1580-1½ 502 (600-1½)		1640-2 562 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 (L)
HIRL Rwy 13-31 (L)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7000
215°	TDZE	1047
	Apt Elev	1078

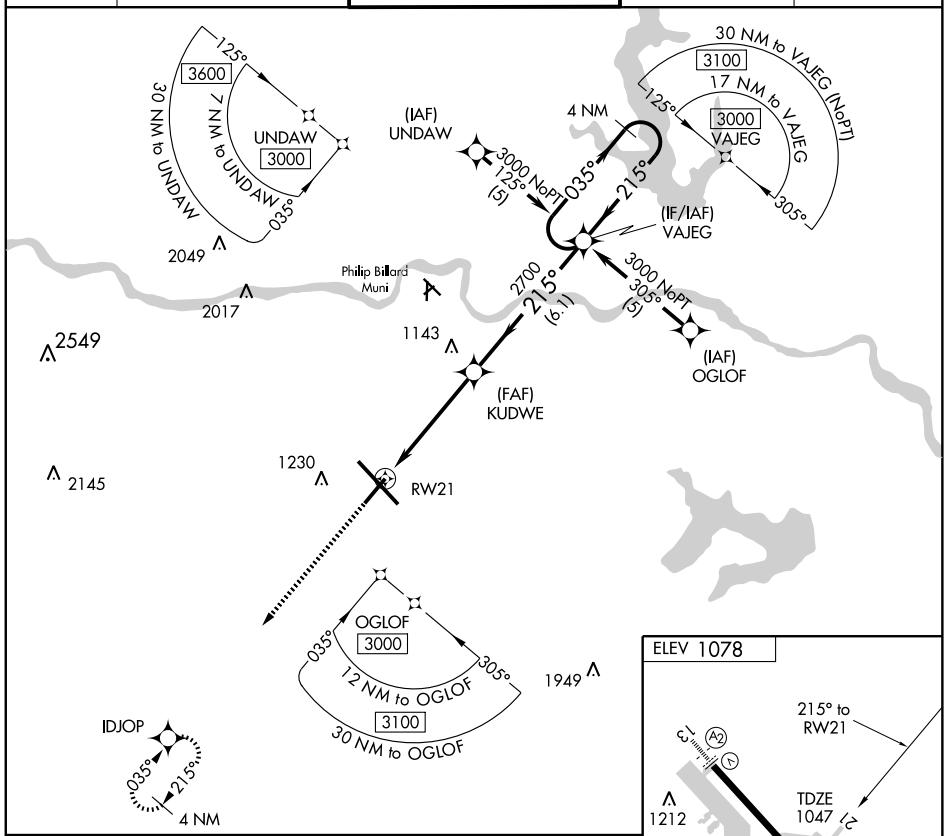
RNAV (GPS) RWY 21

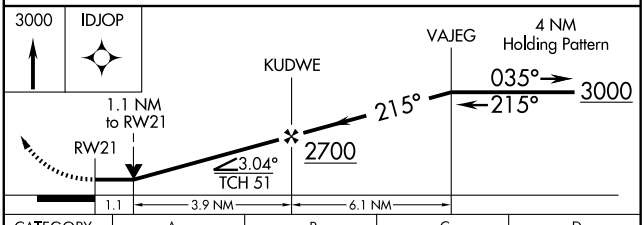
TOPEKA/ FORBES FIELD (FOE)

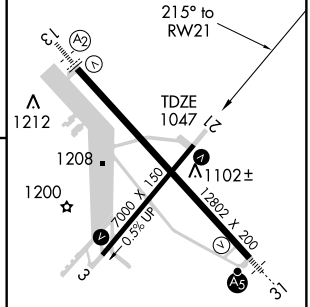
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	12802
CH 78399	312°	TDZE	1037
W31A		Apt Elev	1078

RNAV (GPS) RWY 31

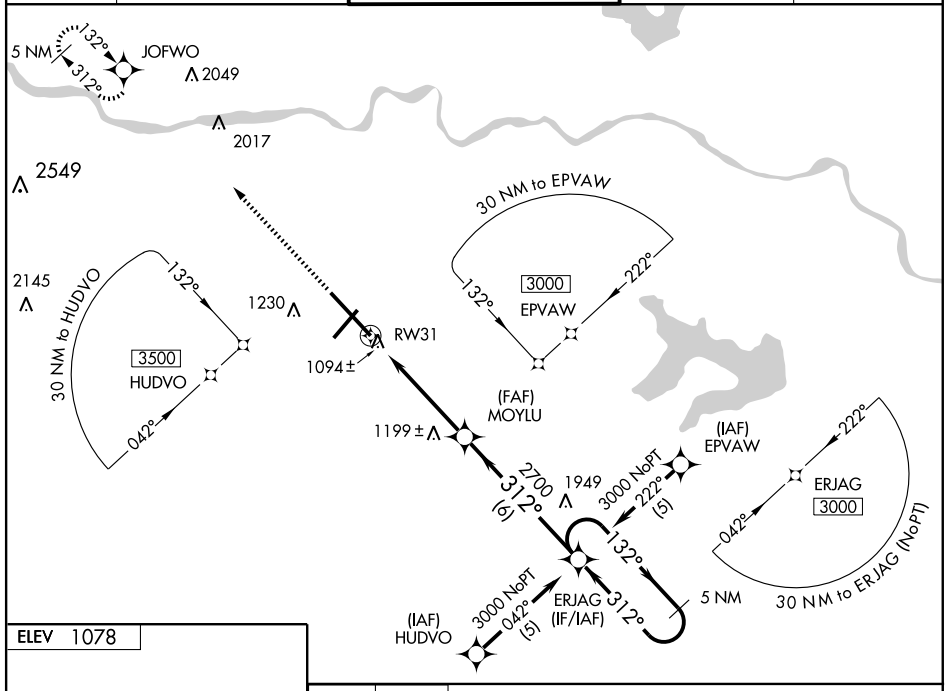
TOPEKA/ FORBES FIELD (FOE)

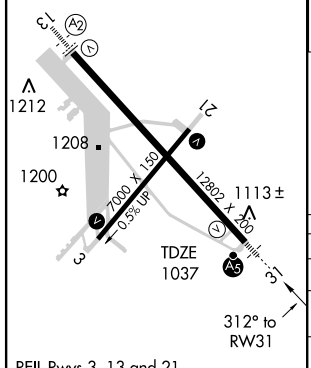
For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting. If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.

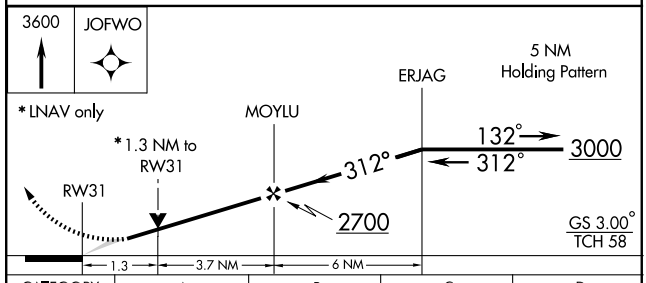
MALSR

MISSED APPROACH: Climb to 3600 direct JOFWO and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	1298/24 261 (300-½)			
LNAV/ VNAV DA	1357/24 320 (300-½)			1357/40 320 (300-¾)
LNAV MDA	1500/24 463 (500-½)		1500/40 463 (500-¾)	1500/50 463 (500-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 13

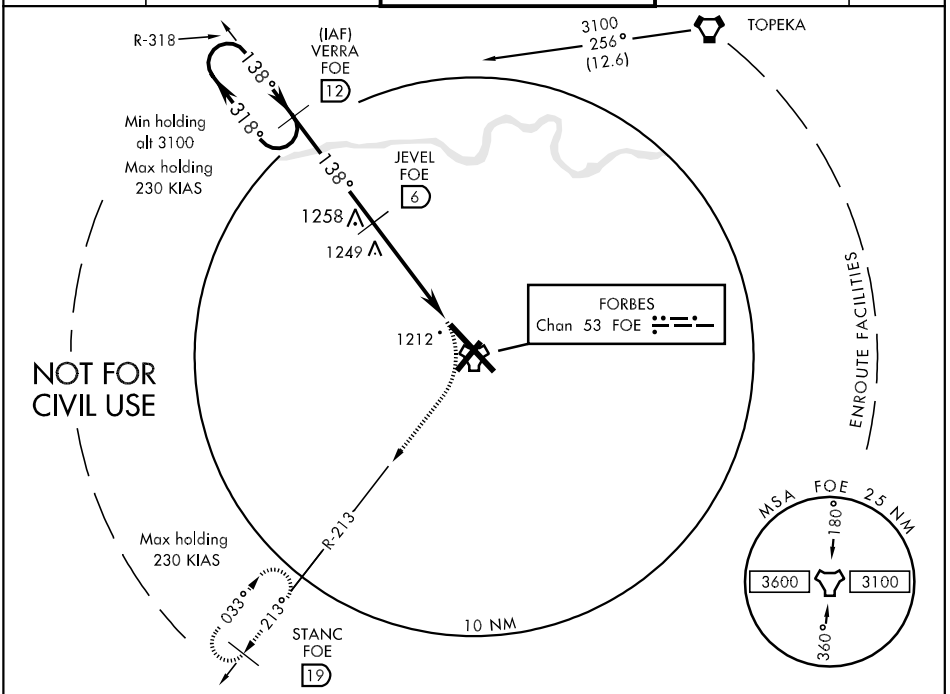
TACAN FOE Chan 53	APCH CRS 138°	Rwy ldg 12,802 TDZE 1065 Arpt Elev 1078	AL-424 [USAF]	TOPEKA/FORBES FLD (KFOE)

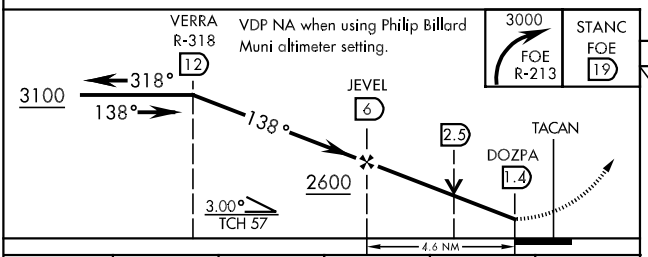
▼ * When ALS inop, increase vis CAT ABCDE ¼ mile.
When local altimeter not received use Philip Billard Muni altimeter setting.

SALSF (A2)

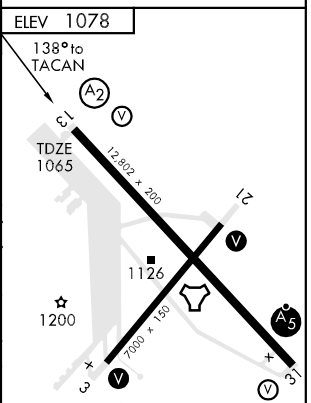
MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC (19 DME) and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 (L) 340.2	121.7 275.8	





EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-13 *	1500-¾ 435 (500-¾)		1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-13 *	1560-¾ 495 (500-¾)		1560-1 495 (500-1)	1560-1¼ 495 (500-1¼)	1560-1½ 495 (500-1½)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

TACAN RWY 31

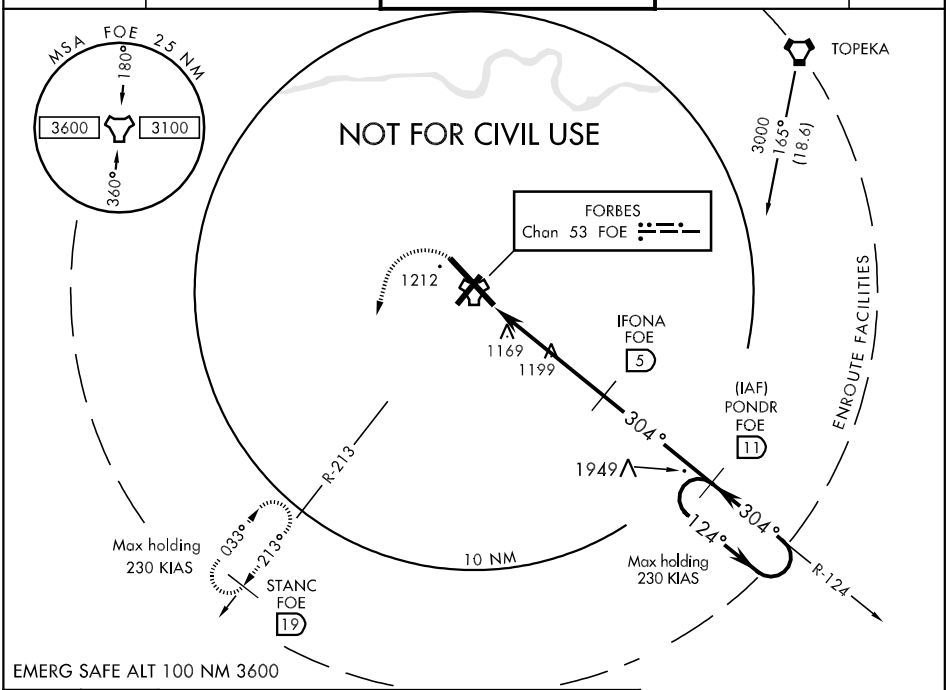
TACAN FOE Chan 53	APCH CRS 304°	Rwy ldg 12,802 TDZE 1037 Arpt Elev 1078	AL-424 [USAF]	TOPEKA/FORBES FLD (KFOE)

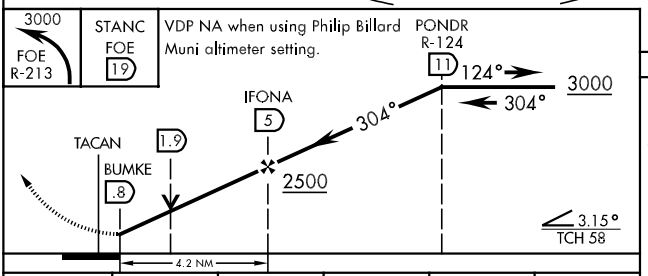
* When ALS inop, increase vis CAT ABCDE ½ mile. When local altimeter not received use Philip Billard Muni altimeter setting.

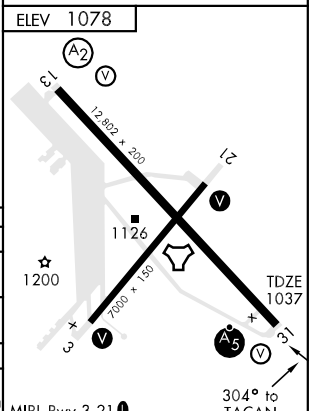
MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC (19 DME) and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 L 340.2	121.7 275.8	







CATEGORY	A	B	C	D	E
S-31 *	1460/24 423 (400-½)		1460/40 423 (400-¾)		1460/50 423 (400-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-31 *	1520/24 483 (500-½)		1520/40 483 (500-¾)	1520/50 483 (500-1)	1520/60 483 (500-1¼)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

MIRL Rwy 3-21 L
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 L

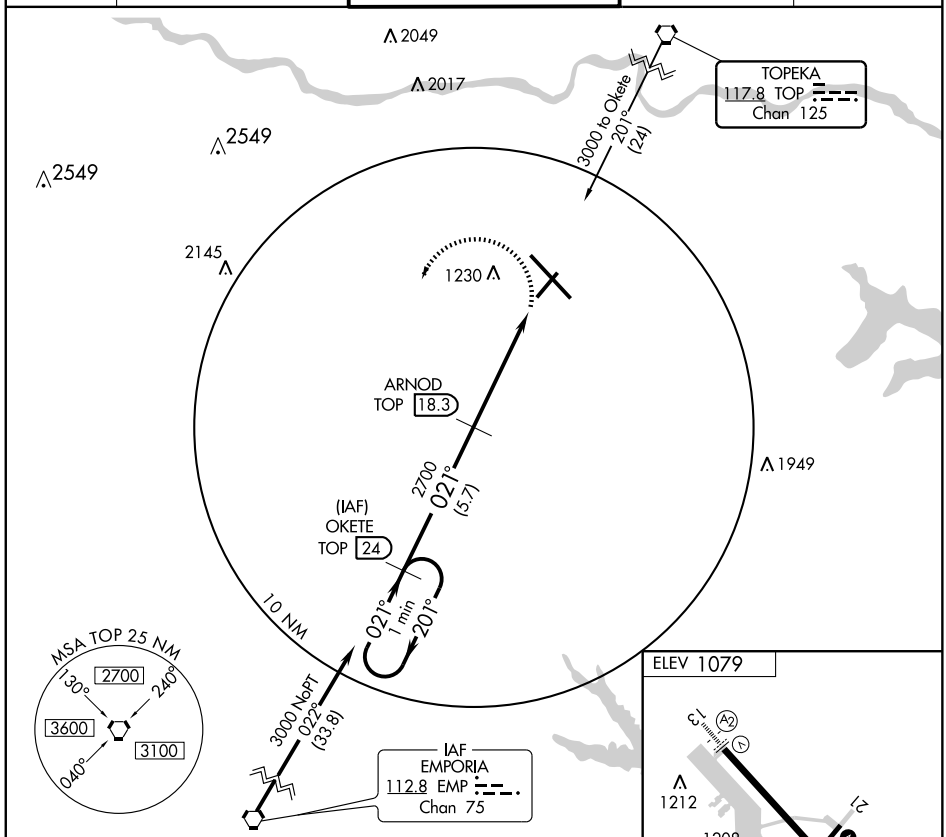
VORTAC TOP	APP CRS	Rwy Idg	7000
117.8	021°	TDZE	1077
Chan 125		Apt Elev	1079

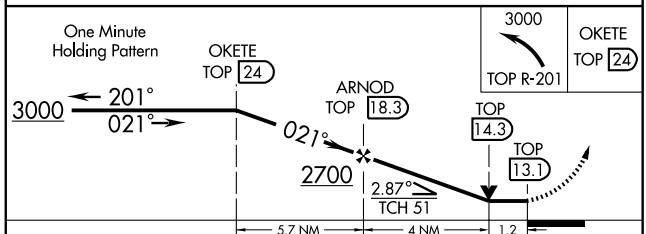
VOR/DME or TACAN RWY 3

TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95





CATEGORY	A	B	C	D
S-3	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

021° 5.2 NM
from FAF

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

TOPEKA, KANSAS

AL-424 (FAA)

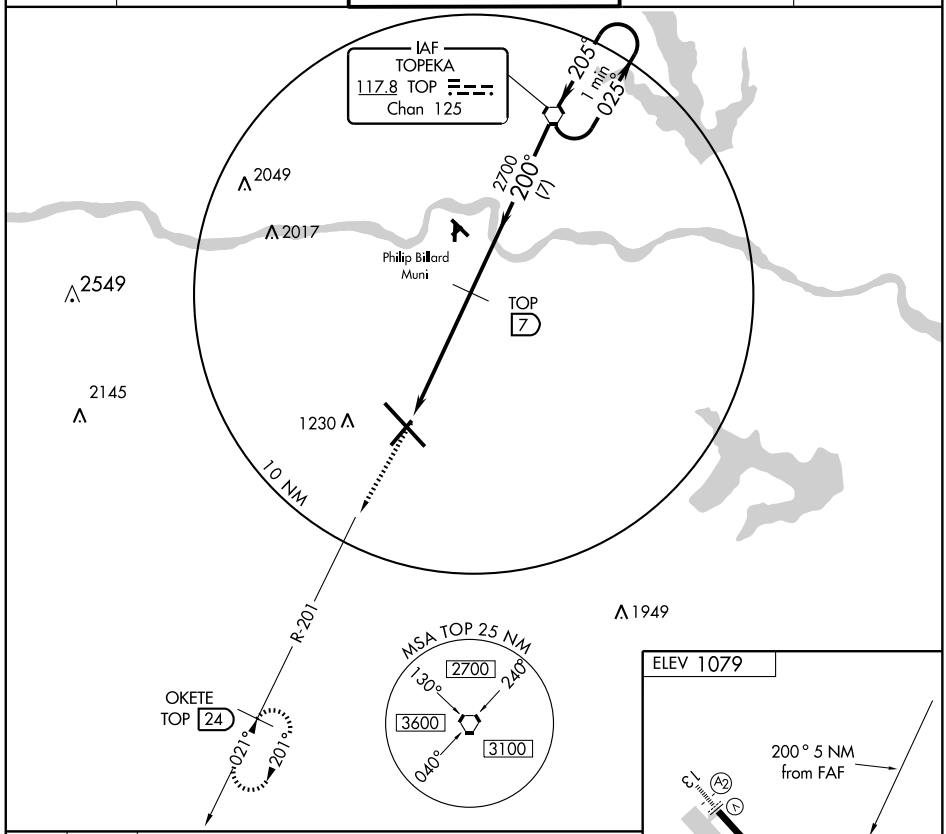
VORTAC TOP	APP CRS	Rwy Idg	7000
117.8	200°	TDZE	1047
Chan 125		Apt Elev	1079

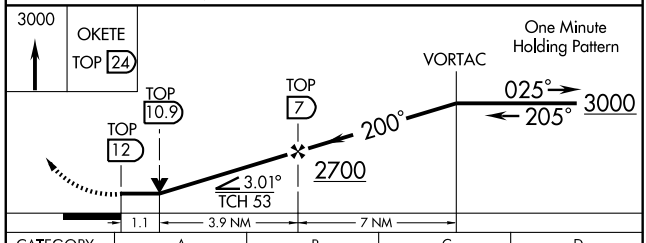
VOR/DME or TACAN RWY 21

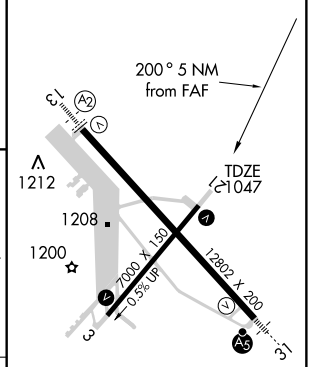
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
S-21	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

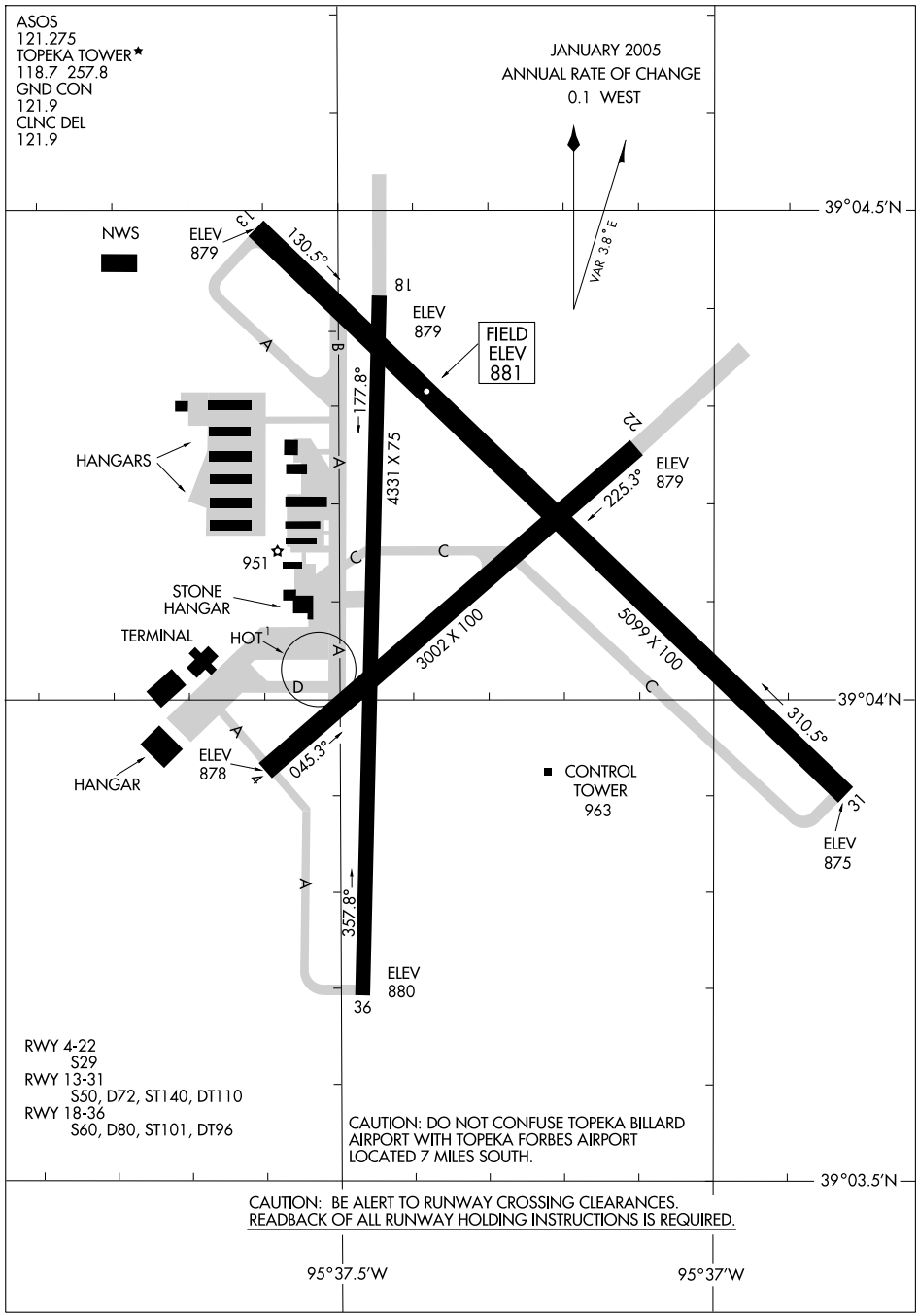
REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-620 (FAA)

TOPEKA/ PHILIP BILLARD MUNI (TOP)
TOPEKA, KANSAS



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-TOP	APP CRS	Rwy Idg	5099
110.7	129°	TDZE	881
		Apt Elev	881

ILS or LOC RWY 13

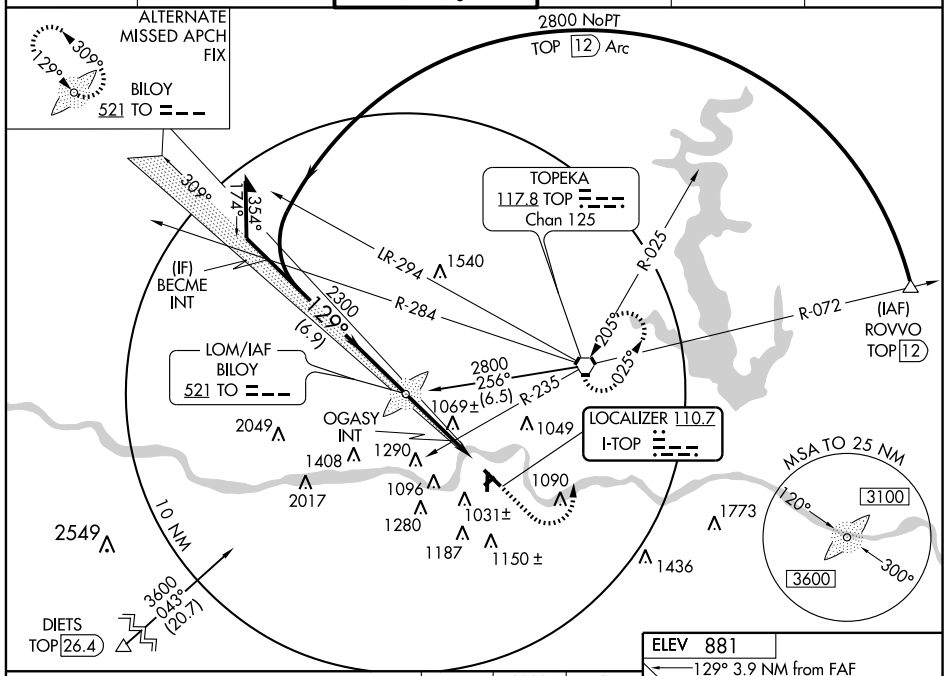
TOPEKA/PHILIP BILLARD MUNI (TOP)

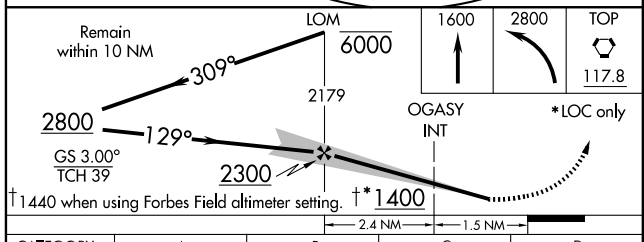
For inoperative MALSR when using Forbes Field altimeter setting, increase S-ILS 13 visibility to 1 mile. When local altimeter setting not received, use Forbes Field altimeter setting and increase all DA 45 feet and all MDA 60 feet, increase Circling Cat C and OGASY Fix minimums S-LOC 13 and Circling Cat C visibility ¼ mile.

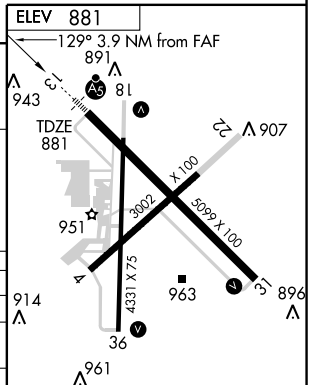
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 13	1081-½ 200 (200-½)			NA
S-LOC 13	1400-½ 519 (600-½)		1400-1 519 (600-1)	NA
CIRCLING	1400-1 519 (600-1)		1460-1½ 579 (600-1½)	NA
OGASY FIX MINIMUMS				
S-LOC 13	1340-½ 459 (500-½)		1340-¾ 459 (500-¾)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-TOP	APP CRS	Rwy Idg	5099
110.7	309°	TDZE	879
		Apt Elev	881

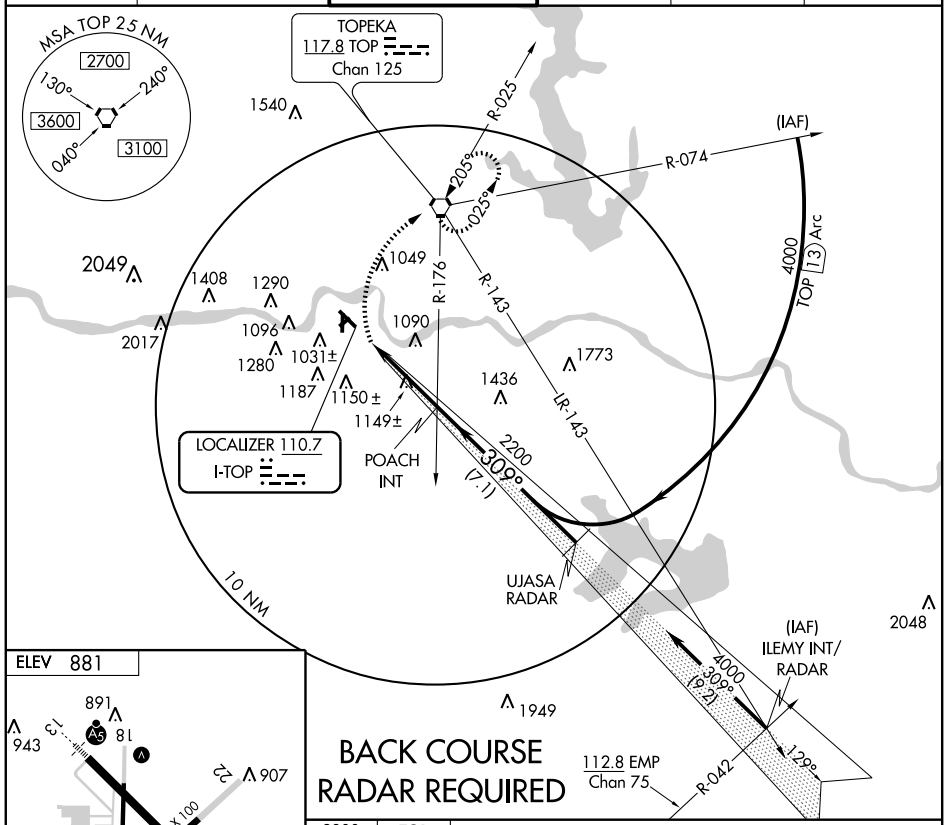
LOC BC RWY 31

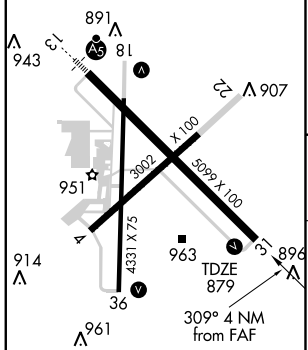
TOPEKA/PHILIP BILLARD MUNI (TOP)

Disregard Glide Slope indications.

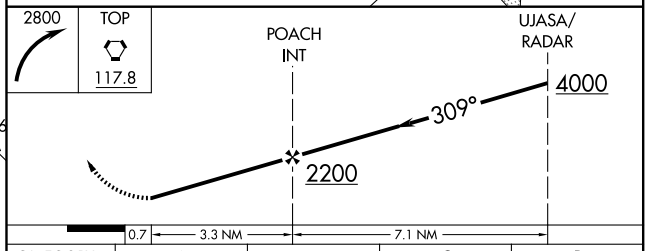
MISSED APPROACH: Climbing right turn to 2800 direct TOP VORTAC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





REIL Rwys 18 and 31 L
HIRL Rwy 13-31
MIRL Rwys 4-22 and 18-36 L



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-31	1400-1 521 (600-1)		1400-1½ 521 (600-1½)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3002
044°	TDZE	879
	Apt Elev	881

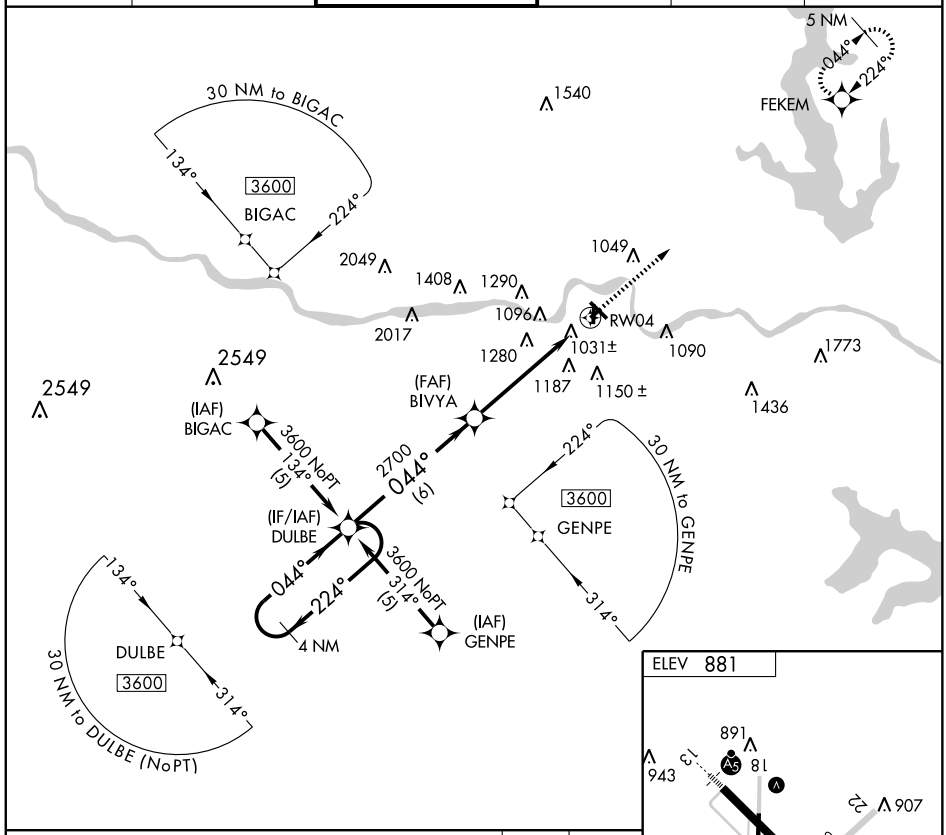
RNAV (GPS) RWY 4

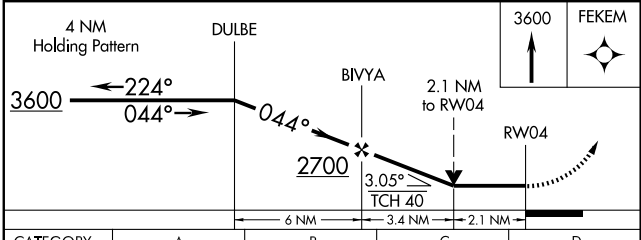
TOPEKA/PHILIP BILLARD MUNI (TOP)

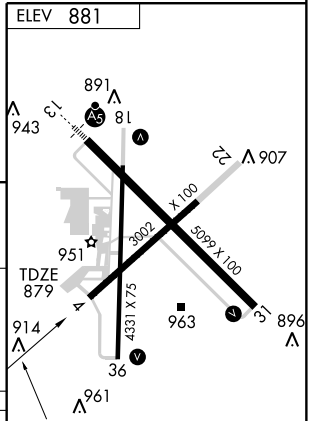
RNP or GPS-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums and circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct FEKEM WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1580-1	701 (700-1)	1580-2 701 (700-2)	NA
CIRCLING	1580-1	699 (700-1)	1580-2 699 (700-2)	NA

HIRL Rwys 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5099
129°	TDZE	881
	Apt Elev	881

RNAV (GPS) RWY 13

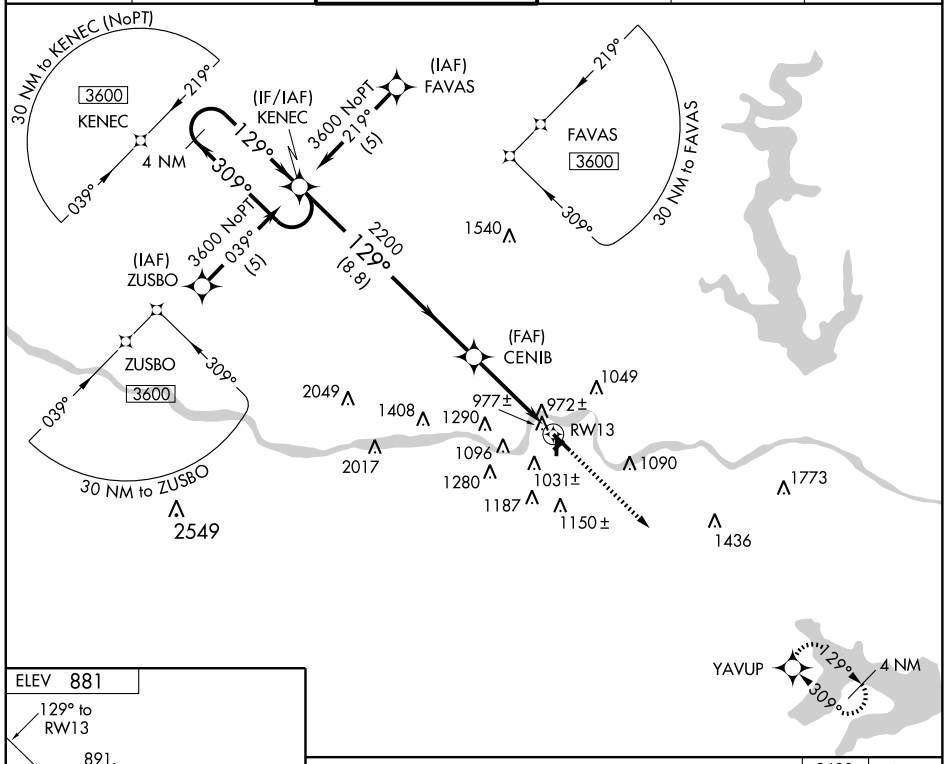
TOPEKA/ PHILIP BILLARD MUNI (TOP)

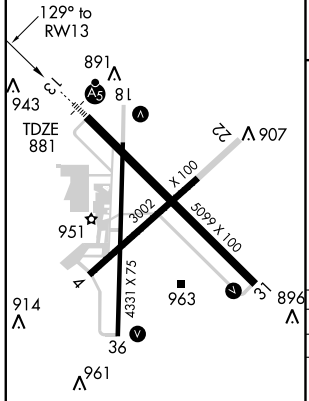
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA BARO-VNAV NA below -16°C (3°F).

MALSR

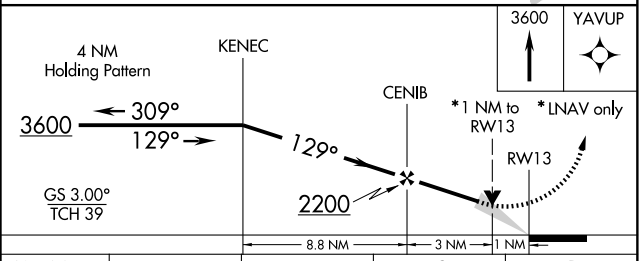
MISSED APPROACH: Climb to 3600 direct YAVUP WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) Ⓛ 257.8	121.9	121.9	122.95





HIRL Rwys 13-31
REIL Rwys 18 and 31 Ⓛ
MIRL Rwys 4-22 and 18-36 Ⓛ



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1360-1¼ 479 (500-1¼)			NA
LNAV MDA	1240-½ 359 (400-½)			NA
CIRCLING	1360-1¾ 479 (500-1¾)		1460-1¾ 579 (600-1¾)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4331
177°	TDZE	880
	Apt Elev	881

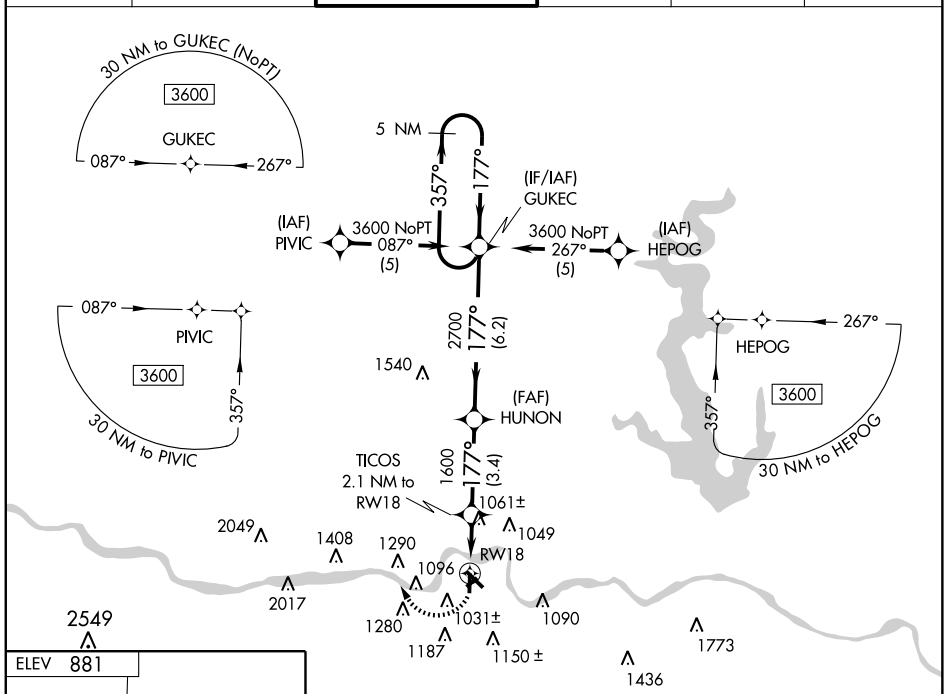
RNAV (GPS) RWY 18

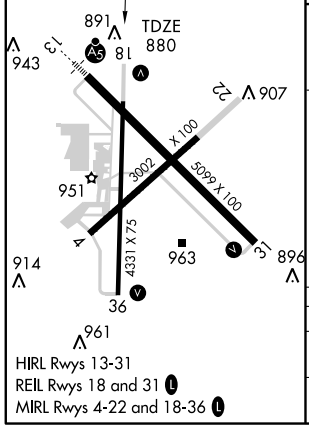
TOPEKA/ PHILIP BILLARD MUNI (TOP)

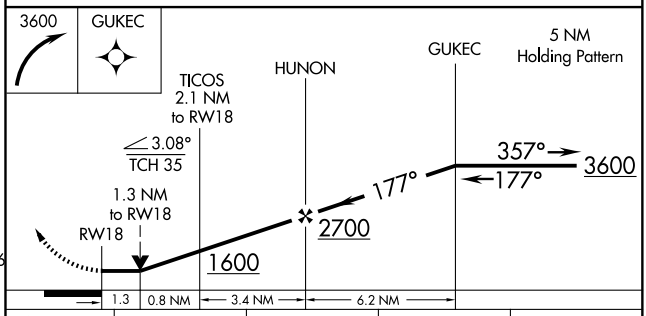
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct GUKEC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1 440 (500-1)		1320-1¼ 440 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3002
224°	TDZE	879
	Apt Elev	881

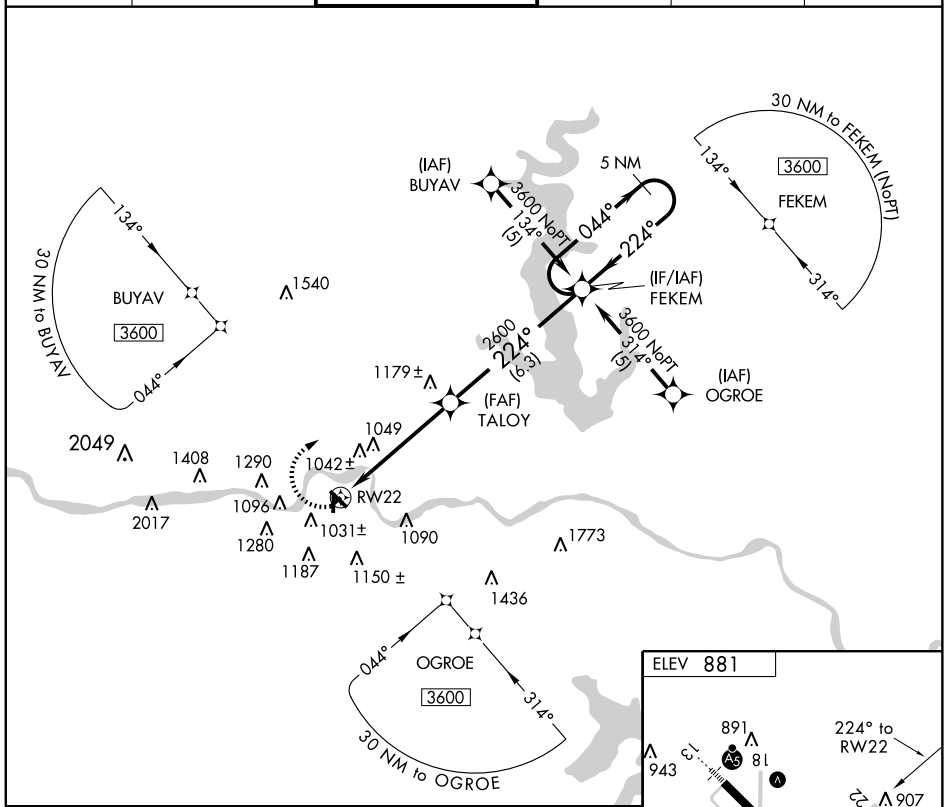
RNAV (GPS) RWY 22

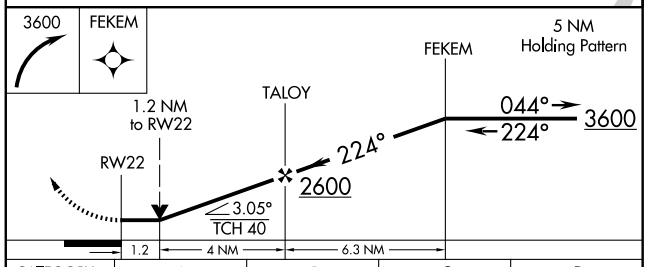
TOPEKA/ PHILIP BILLARD MUNI (TOP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

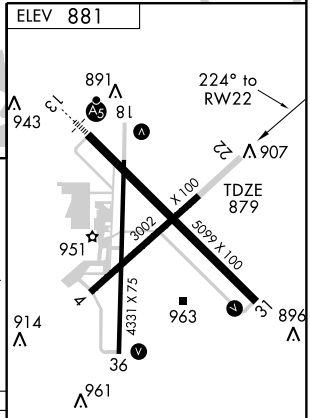
MISSED APPROACH: Climbing right turn to 3600 direct FEKEM and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1300-1 421 (500-1)		1300-1¼ 421 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



HIRL Rwys 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5099
309°	TDZE	879
	Apt Elev	881

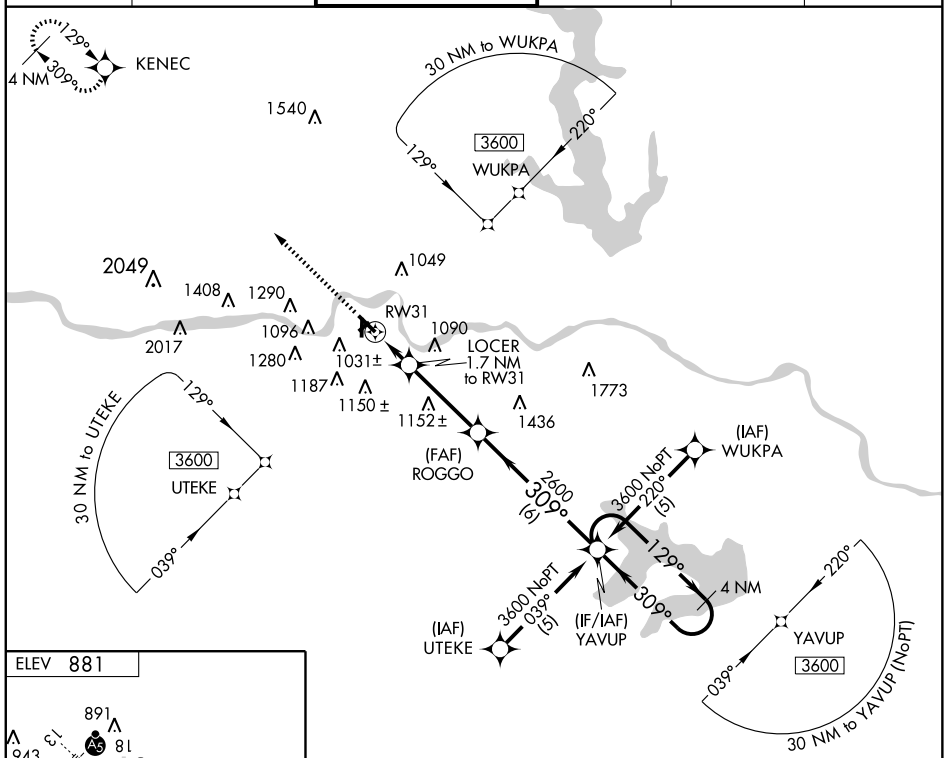
RNAV (GPS) RWY 31

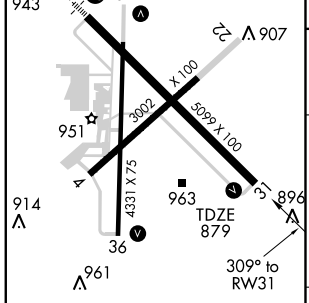
TOPEKA/ PHILIP BILLARD MUNI (TOP)

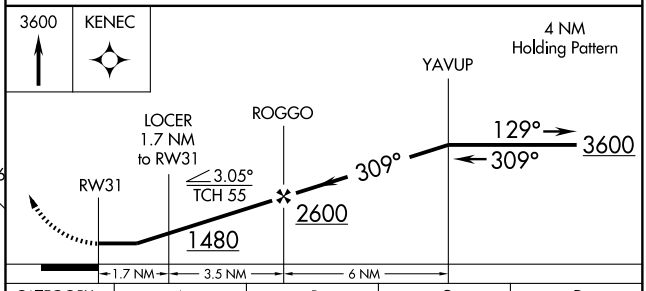
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct KENEC WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1260-1 381 (400-1)			NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

REIL Rwys 18 and 31 L
HIRL Rwys 13-31
MIRL Rwys 4-22 and 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4331
357°	TDZE	880
	Apt Elev	881

RNAV (GPS) RWY 36

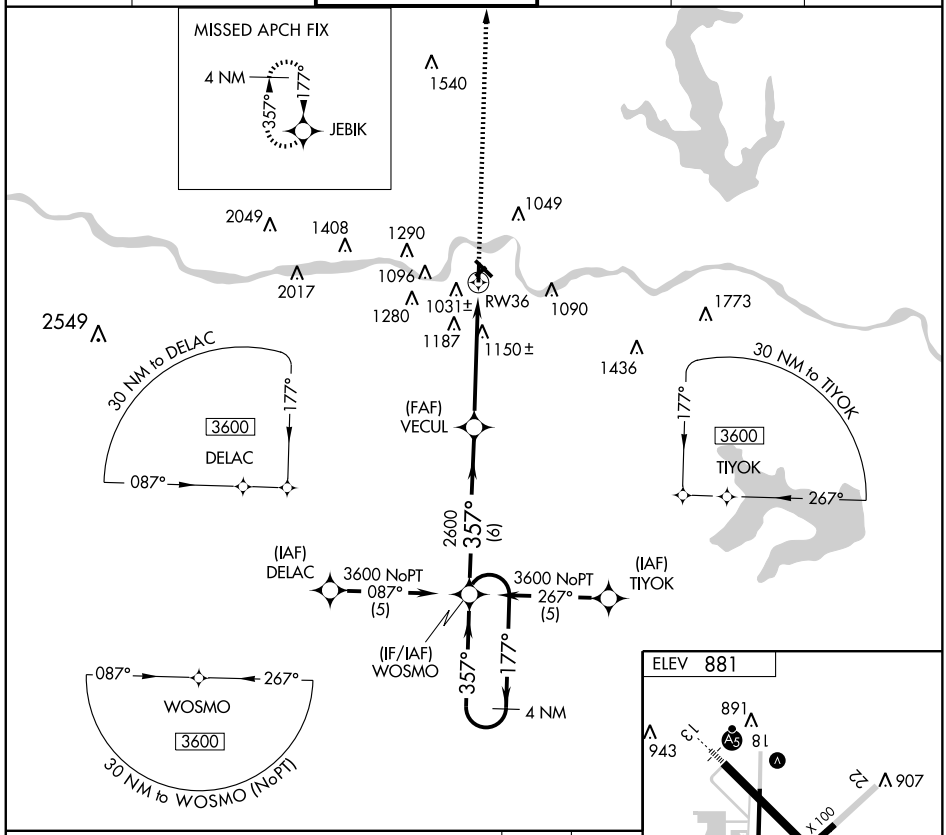
TOPEKA/PHILIP BILLARD MUNI (TOP)

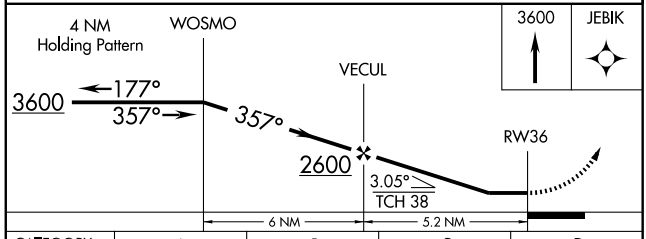
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling NA at night to Rwy 4.

NA

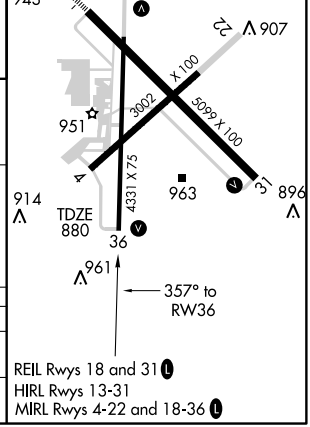
MISSED APPROACH: Climb to 3600 direct JEBIK WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1400-1	520 (600-1)	1400-1½ 520 (600-1½)	NA
CIRCLING	1400-1	519 (600-1)	1460-1½ 579 (600-1½)	NA



REIL Rwys 18 and 31 L
HIRL Rwys 13-31
MIRL Rwys 4-22 and 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

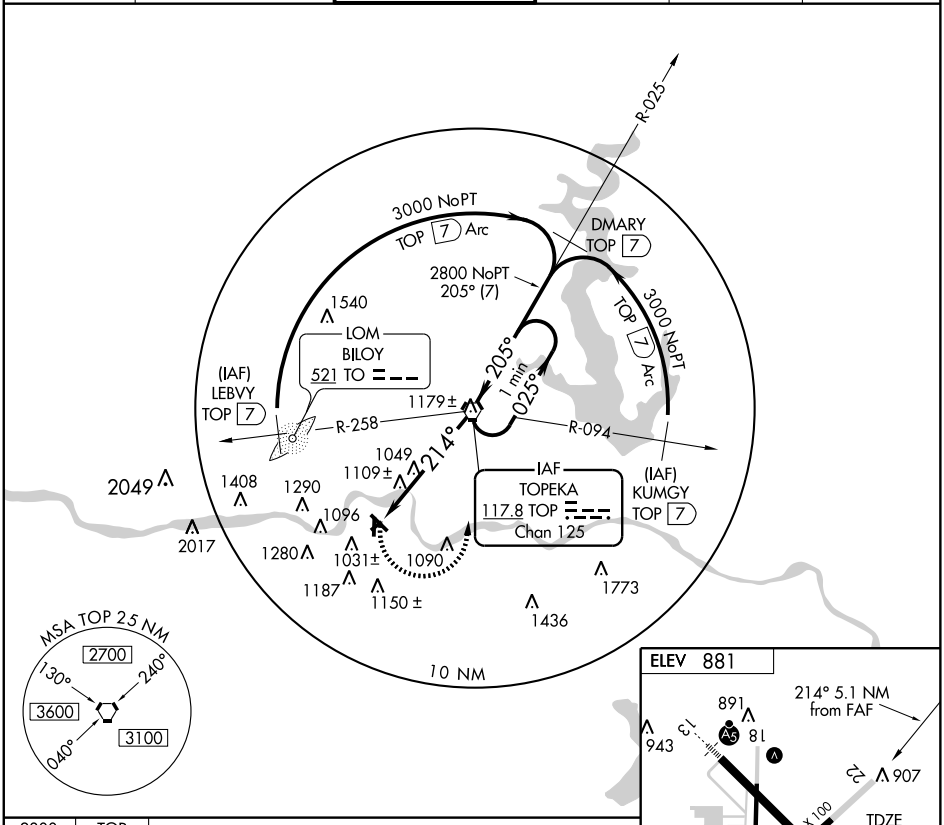
VORTAC TOP	APP CRS	Rwy Idg	3002
117.8	214°	TDZE	879
Chan 125		Apt Elev	881

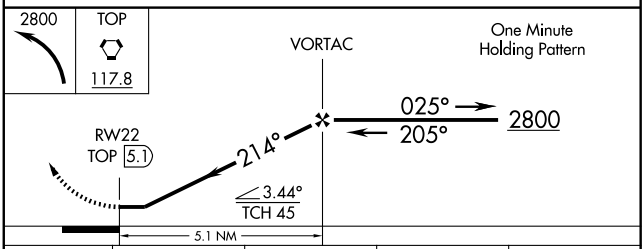
VOR RWY 22

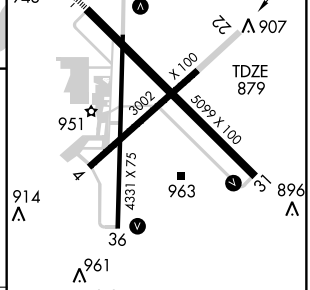
TOPEKA/PHILIP BILLARD MUNI (TOP)

MISSED APPROACH: Climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







HIRL Rwy 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L

CATEGORY	A	B	C	D
S-22	1320-1 441 (500-1)		1320-1¼ 441 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2. 08 APR 2010 to 06 MAY 2010

NDB ULS 395	APP CRS 117°	Rwy Idg 4600 TDZE 3067 Apt Elev 3067

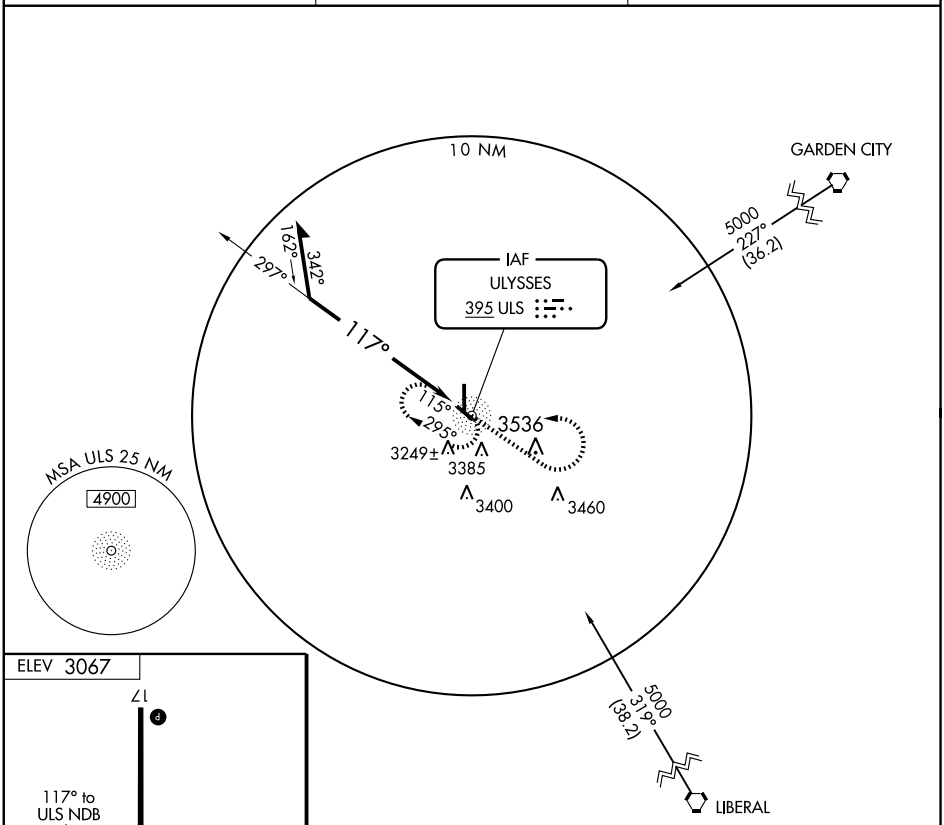
NDB RWY 12

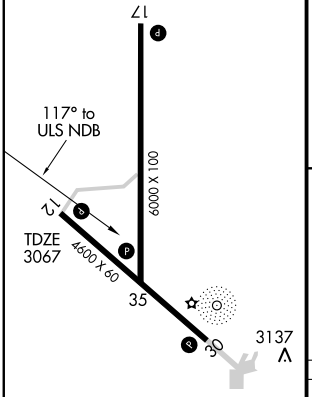
ULYSSES (ULS)

NA

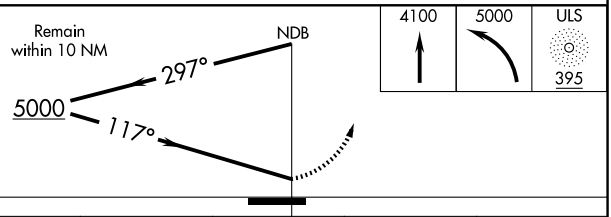
MISSED APPROACH: Climb to 4100, then climbing left turn to 5000 direct ULS NDB and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L





MIRL Rwys 12-30 and 17-35 L



CATEGORY	A	B	C	D
S-12	3580-1	513 (600-1)	3580-1½ 513 (600-1½)	NA
CIRCLING	3740-1	673 (700-1)	3740-2 673 (700-2)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

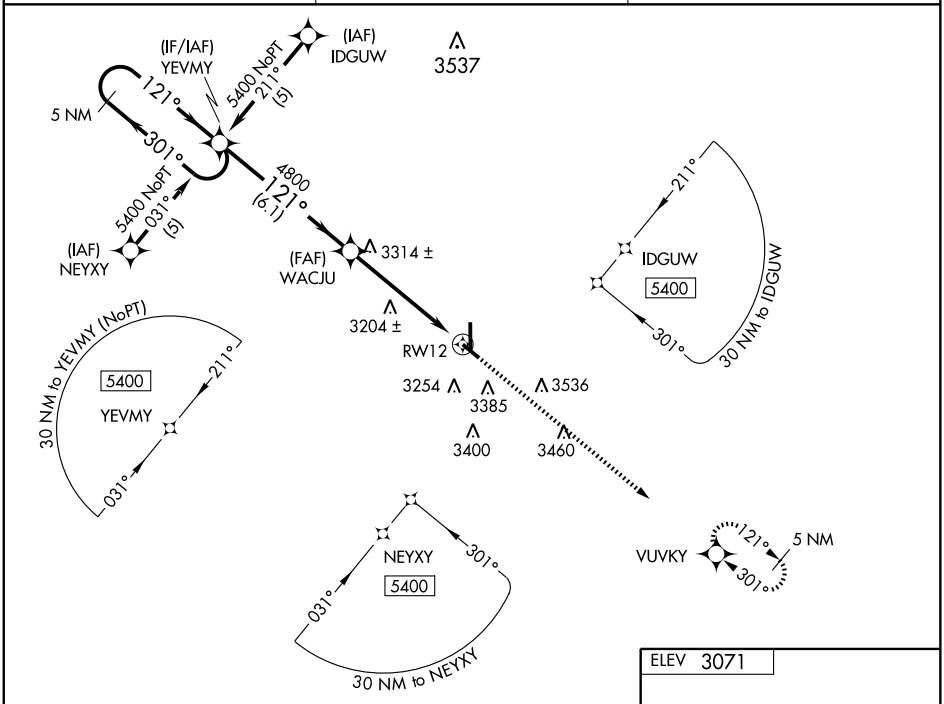
APP CRS	Rwy Idg	4600
121°	TDZE	3071
	Apt Elev	3071

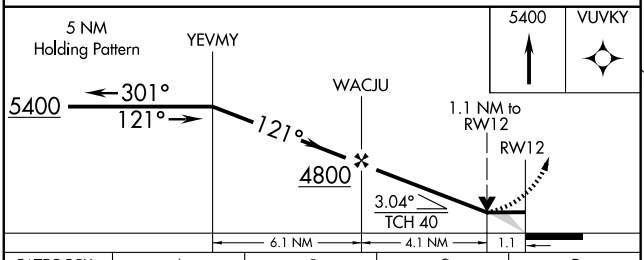
RNAV (GPS) RWY 12
ULYSSES (ULS)

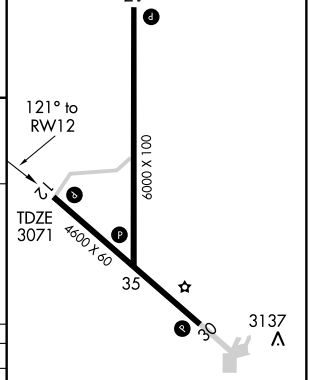
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. VDP NA when using Garden City altimeter setting.

MISSED APPROACH: Climb to 5400 direct VUVKY and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3460-1 389 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA

MIRL Rwys 12-30 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6000
171°	TDZE	3065
	Apt Elev	3071

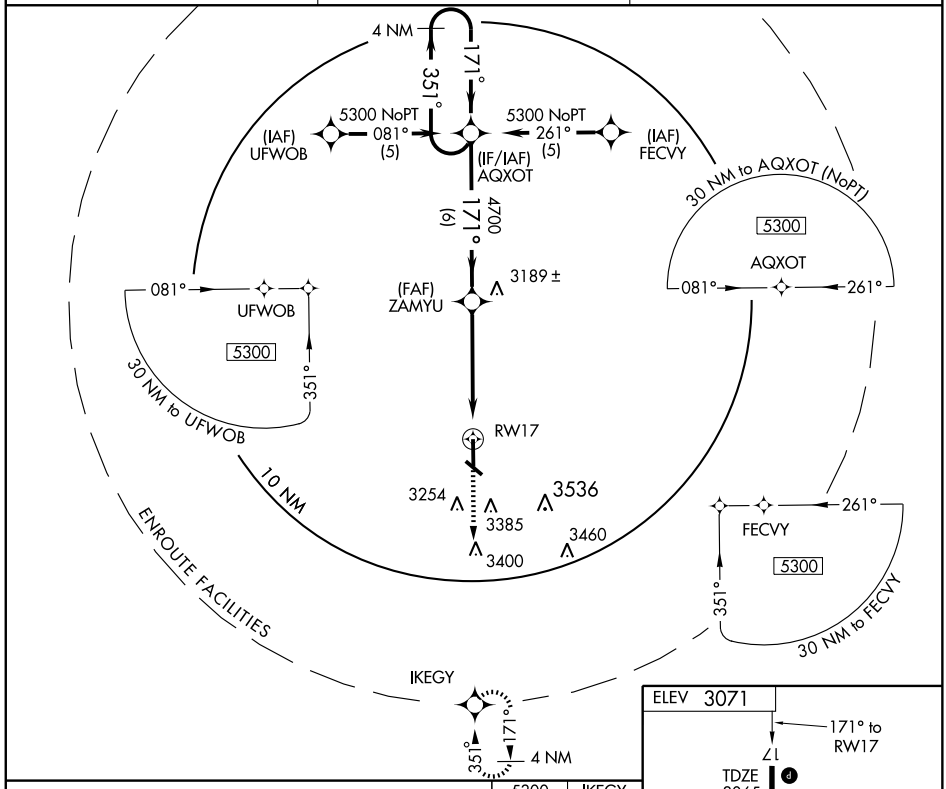
RNAV (GPS) RWY 17

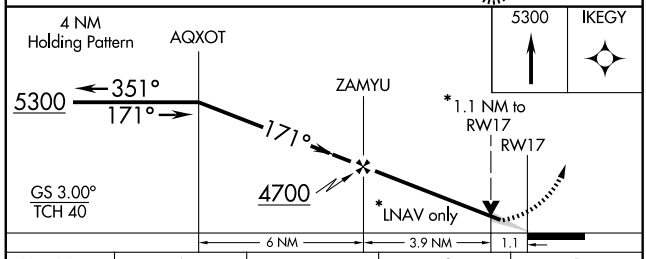
ULYSSES (ULS)

DME/DME RNP-0.3 NA.
BARO-VNAV NA below -31°C (-23°F).

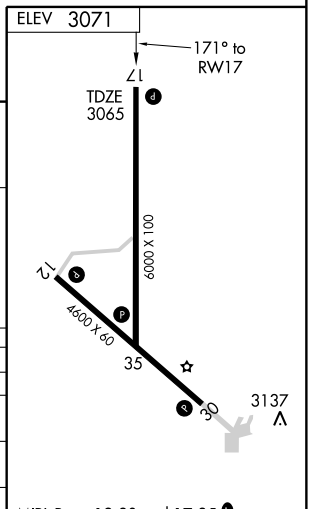
MISSED APPROACH: Climb to 5300 direct IKEGY and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	3332-1 267 (300-1)			NA
LNAV MDA	3440-1 375 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



MIRL Rwys 12-30 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4600
301°	TDZE	3062
	Apt Elev	3071

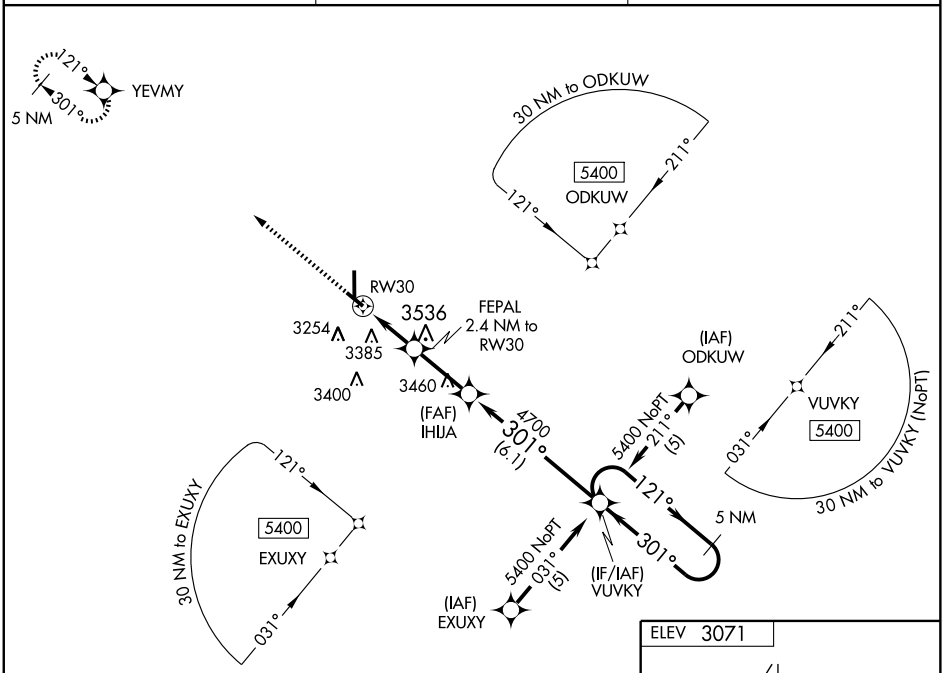
RNAV (GPS) RWY 30
ULYSSES (ULS)

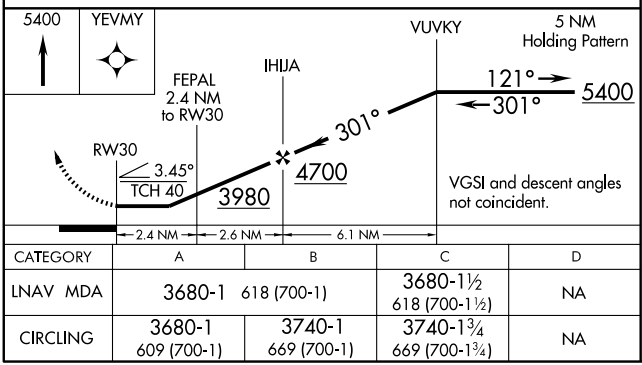
T
A NA

When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet, and LNAV Cat C visibility ¼ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

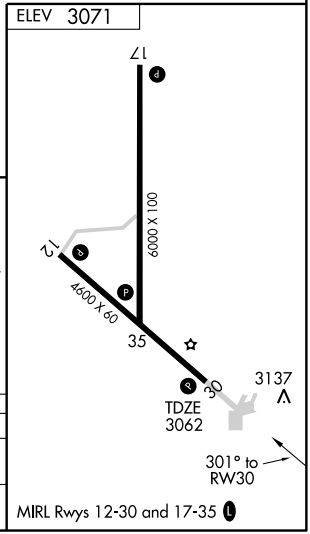
MISSED APPROACH: Climb to 5400 direct YEVMY and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3680-1 618 (700-1)		3680-1½ 618 (700-1½)	NA
CIRCLING	3680-1 609 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch 65616 W35A	APP CRS 351°	Rwy Idg 6000 TDZE 3065 Apt Elev 3071

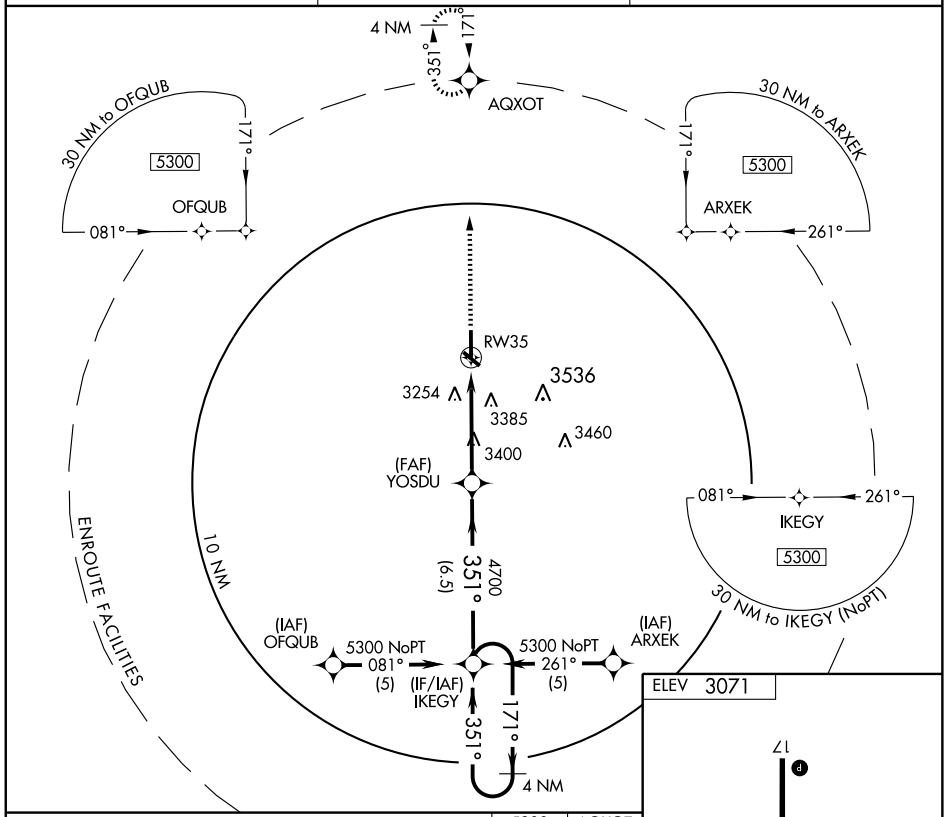
RNAV (GPS) RWY 35

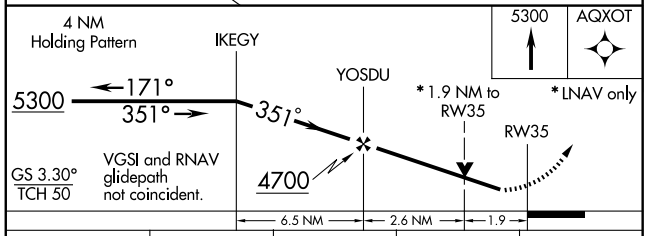
ULYSSES (ULS)

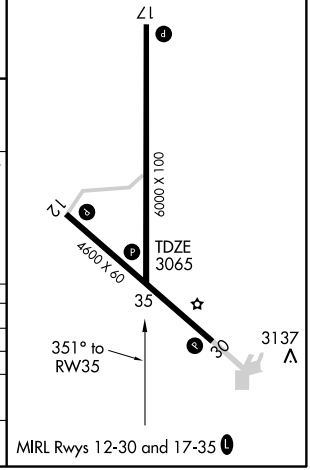
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5300 direct AQXOT and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3376-1 311 (400-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	3700-1 635 (700-1)		3700-1¾ 635 (700-1¾)	NA
CIRCLING	3700-1 629 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB DBX	APP CRS	Rwy Idg	N/A
212	185°	TDZE	N/A
		Apt Elev	1435

NDB or GPS-A

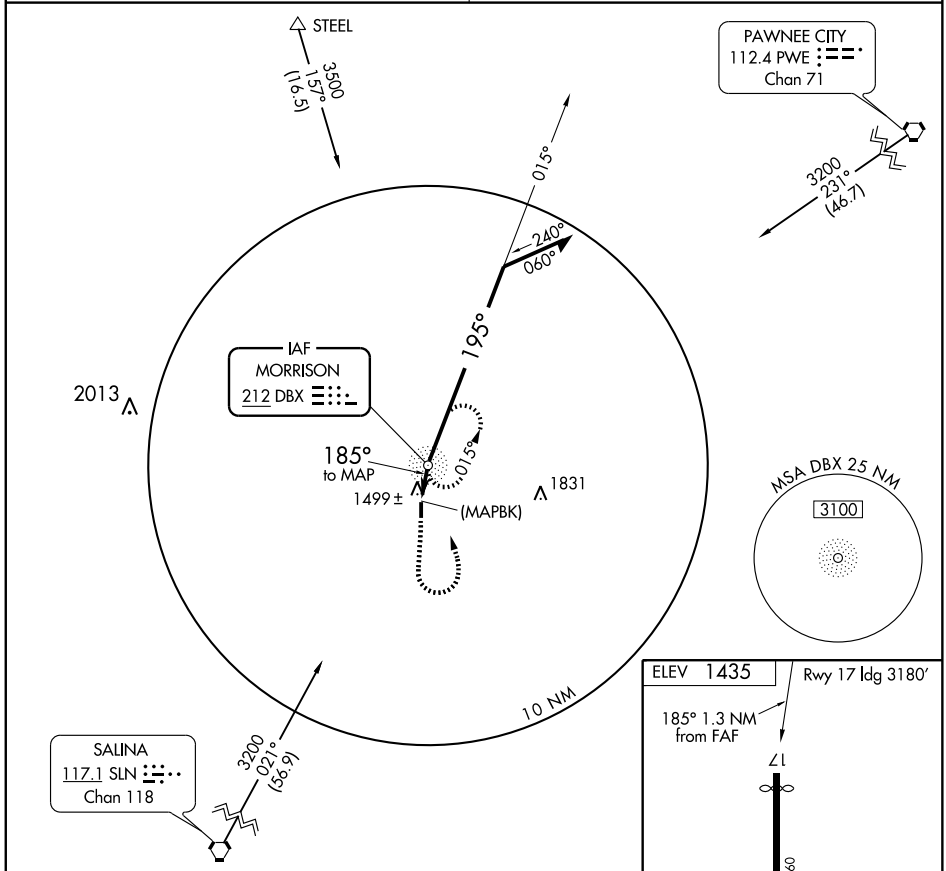
WASHINGTON COUNTY MEMORIAL (K38)

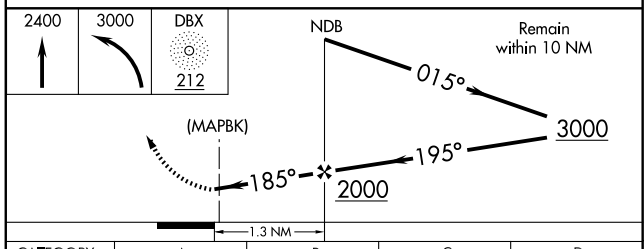
⚠ NA — Use Concordia Blosser Muni altimeter setting; if not received, procedure not authorized.

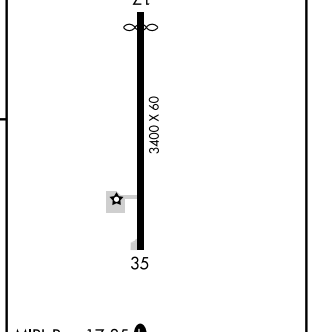
MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct DBX NDB and hold.

KANSAS CITY CENTER
127.35 257.975

(CTAF) **122.9** L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	1940-1 505 (600-1)		1940-1½ 505 (600-1½)	NA

FAF to MAP 1.3 NM

Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

NC-2. 08 APR 2010 to 06 MAY 2010

NDB EGT	APP CRS	Rwy Idg	4201
414	349°	TDZE	1277
		Apt Elev	1277

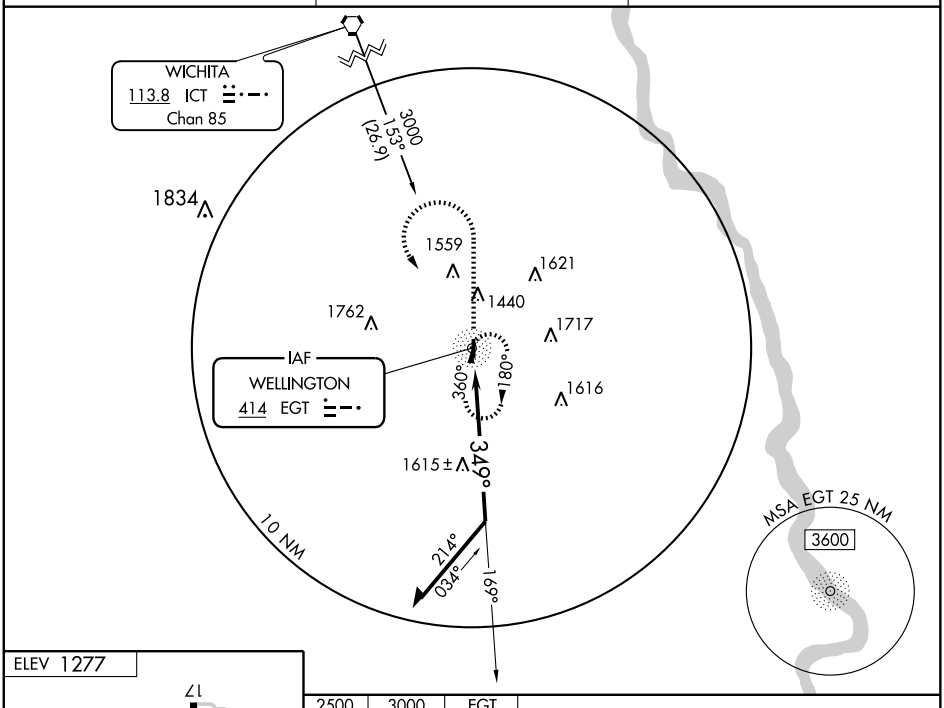
NDB RWY 35
WELLINGTON MUNI (EGT)

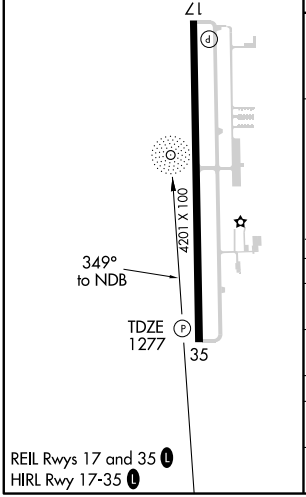
Obtain local altimeter on CTAF; when not received, use Wichita Mid-Continent altimeter setting. Procedure NA at night.

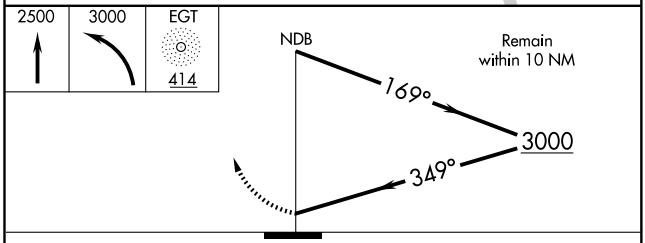
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGT NDB and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)
CIRCLING	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)
CIRCLING	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 93804 W17A	APP CRS 172°	Rwy Idg 4201 TDZE 1277 Apt Elev 1277

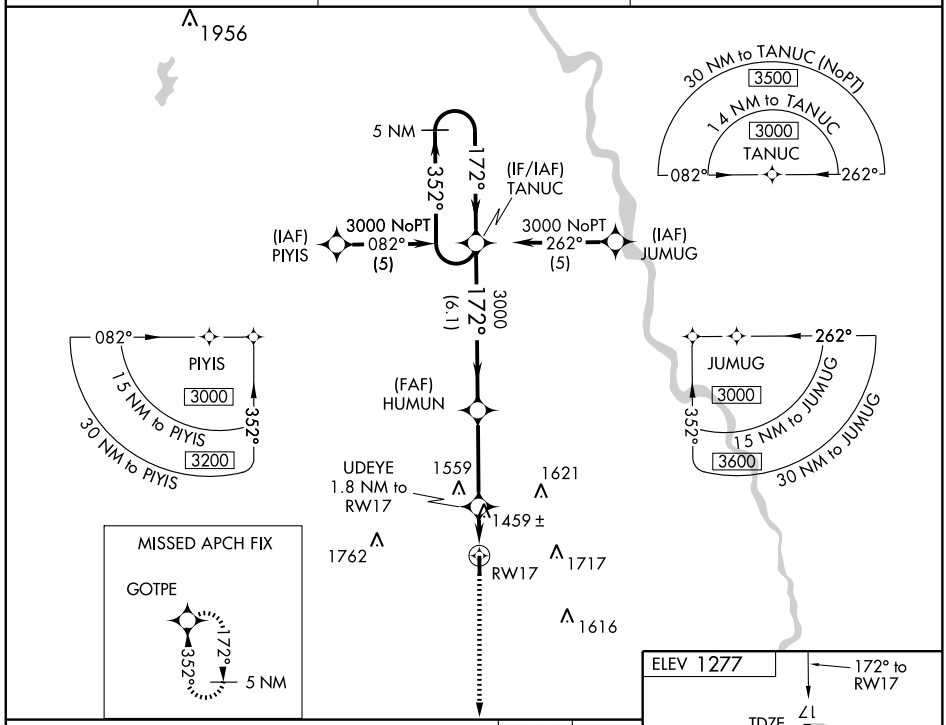
RNAV (GPS) RWY 17
WELLINGTON MUNI (EGT)

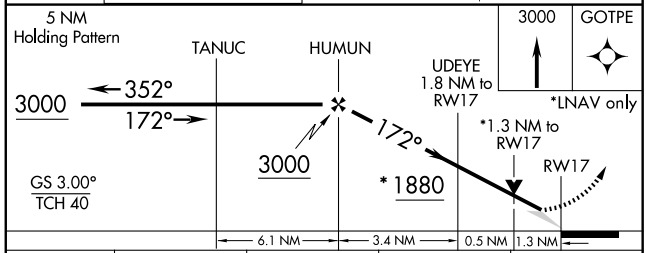
V
A NA

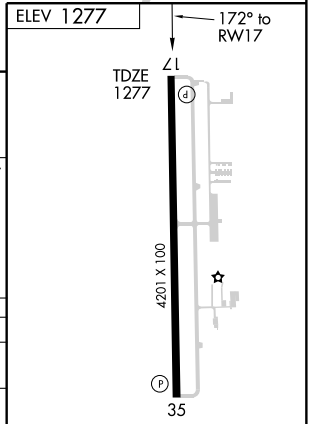
BARO-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct GOTPE and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1763-1¾ 486 (500-1¾)			
LNAV MDA	1720-1 443 (500-1)		1720-1¼ 443 (500-1¼)	1720-1½ 443 (500-1½)
CIRCLING	1760-1 483 (500-1)		1760-1½ 483 (500-1½)	1840-2 563 (600-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

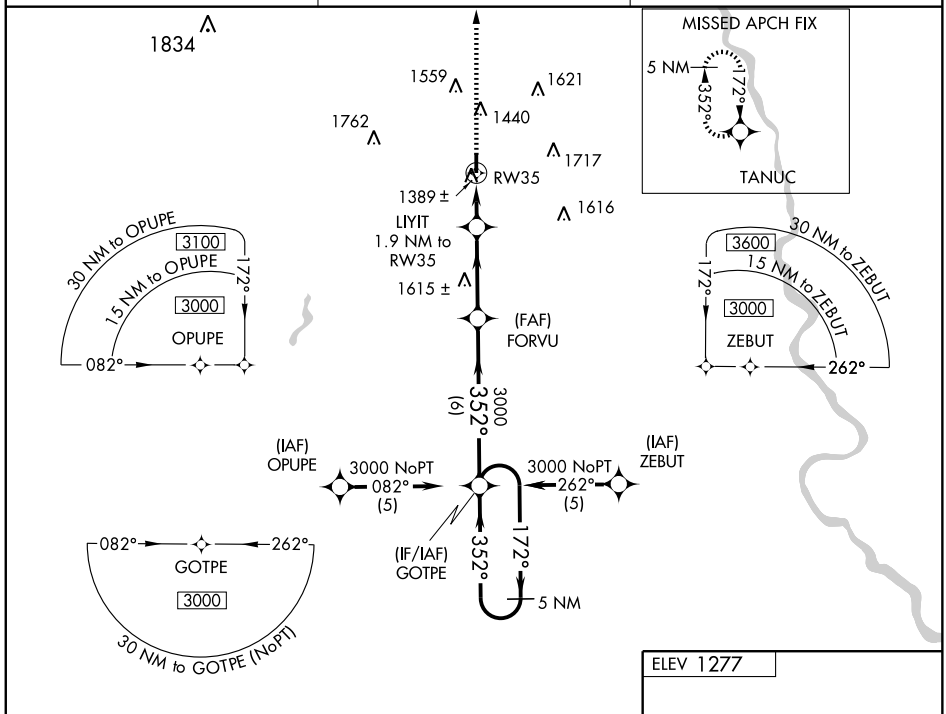
WAAS CH 70504 W35A	APP CRS 352°	Rwy Idg 4201 TDZE 1277 Apt Elev 1277

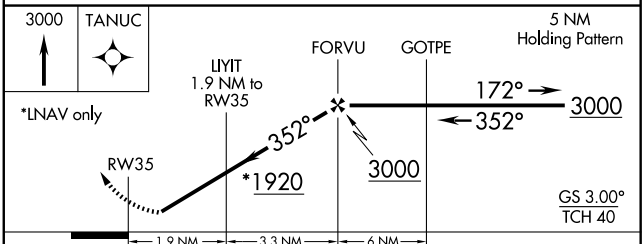
RNAV (GPS) RWY 35
WELLINGTON MUNI (EGT)

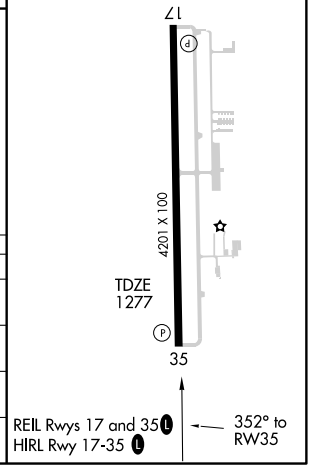
BARO-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated BARO -VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TANUC and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1659-1½ 382 (400-1½)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1760-1 483 (500-1)		1760-1½ 483 (500-1½)	1840-2 563 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME ICT	APP CRS	Rwy Idg	4201
113.8	152°	TDZE	1277
Chan 85		Apt Elev	1277

VOR/DME RWY 17

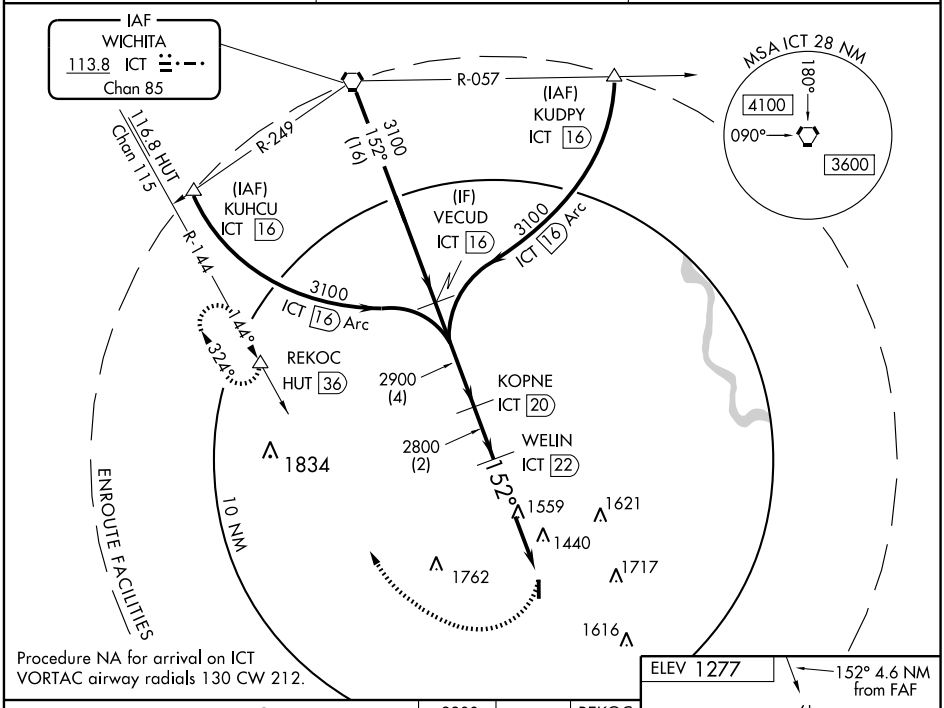
WELLINGTON MUNI (EGT)

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.

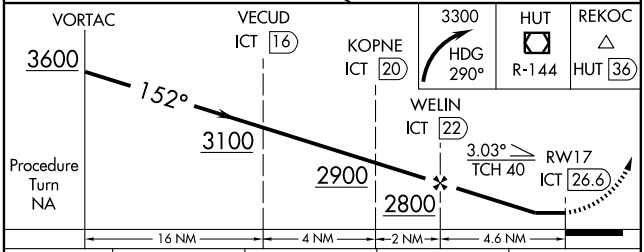
NA

MISSED APPROACH: Climbing right turn to 3300 via heading 290° and HUT VOR/DME R-144 to REKOC/HUT 36 DME and hold

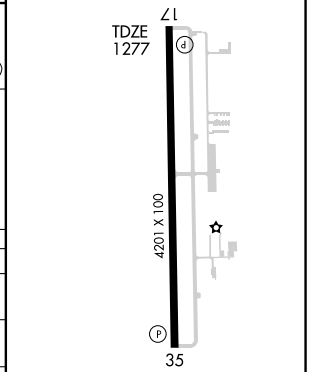
AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L



Procedure NA for arrival on ICT
VORTAC airway radials 130 CW 212.



CATEGORY	A	B	C	D
S-17	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
CIRCLING	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)
CIRCLING	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)



REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-AAO	APP CRS	Rwy Idg	6101
109.55	181°	TDZE	1414
Chan 032 (Y)		Apt Elev	1421

ILS or LOC/DME RWY 18

WICHITA/COLONEL JAMES JABARA (AAO)

If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via ICT R-087 to YOHER / ICT 32.9 DME and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L

DME REQUIRED

MSA ICT 25 NM
4100

3600
087°
(35.4)

HUTCHINSON
116.8 HUT
Chan 115

001°
1 min
181°
001°

(IAF)
HUKAM
I-AAO 12

R-051

3000
181°
(6)

DEYEK
I-AAO 6

3600
051°
(21.8)

2549

1871
1903
1588±
1565
1528±
1830
1713
1746
1814

10 NM

ICT
R-087

YOHER
ICT 32.9
087°
267°

WICHITA
113.8 ICT
Chan 85

BEECH FACTORY

LOCALIZER 109.55
I-AAO
Chan 032 (Y)

CESSNA AIRCRAFT

MC CONNELL AFB

A-683

ELEV 1421

181° 4.8 NM from FAF

TDZE
1414

0.3% UP

1486

6101 X 100

36

REIL Rwy 36 L
MIRL Rwy 18-36 L

1900

3600
ICT
R-087

YOHER
ICT 32.9

HUKAM
I-AAO 12

One Minute Holding Pattern

DEYEK
I-AAO 6

I-AAO 2.2

I-AAO 1.2

3000

001°
181°
3600

GS 3.00°
TCH 45

VGSI and ILS glidepath not coincident.

1 NM — 3.8 NM — 6 NM

CATEGORY	A	B	C	D
S-ILS 18	1614-½ 200 (200-½)			
S-LOC 18	1780-½ 366 (400-½)			1780-¾ 366 (400-¾)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6101
263°	TDZE	NA
	Apt Elev	1421

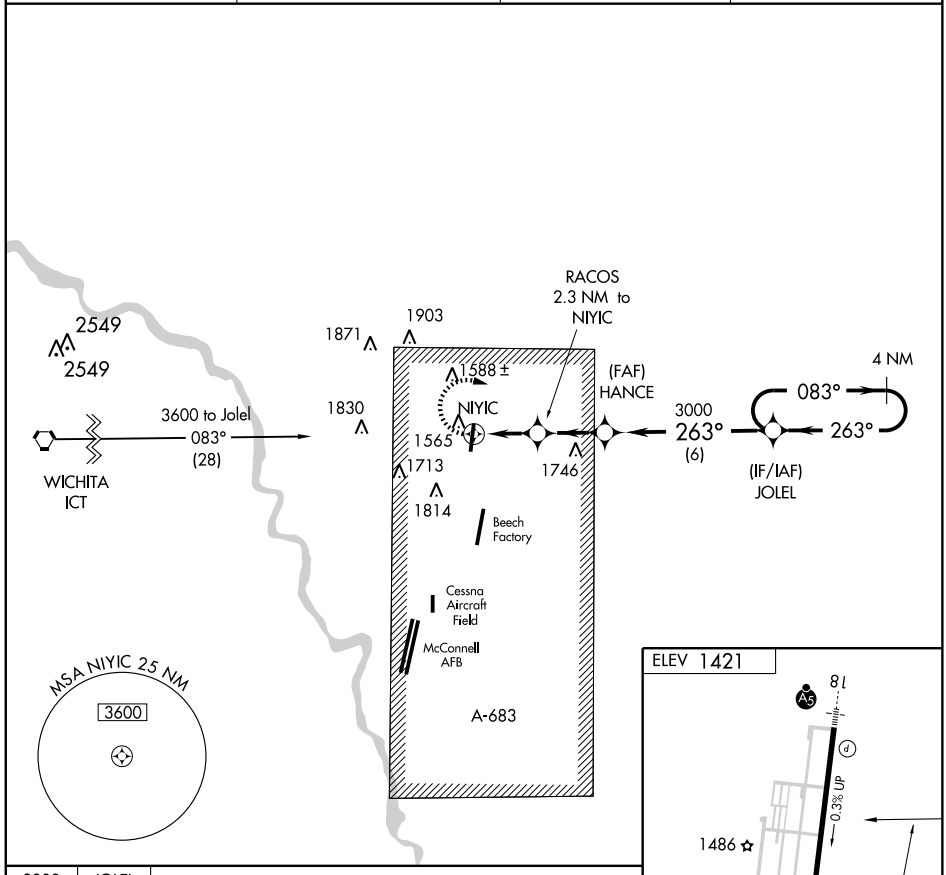
RNAV (GPS)-E

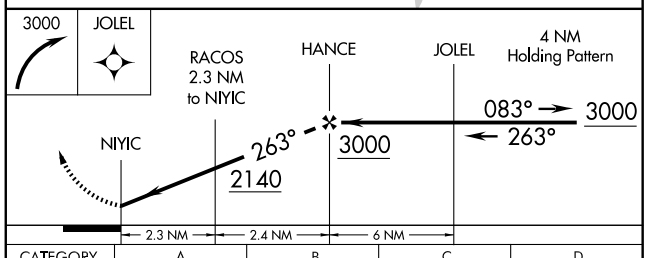
WICHITA/COLONEL JAMES JABARA (AAO)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct JOLEL and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6101
CH 81808	181°	TDZE	1414
W18A		Apt Elev	1421

RNAV (GPS) RWY 18

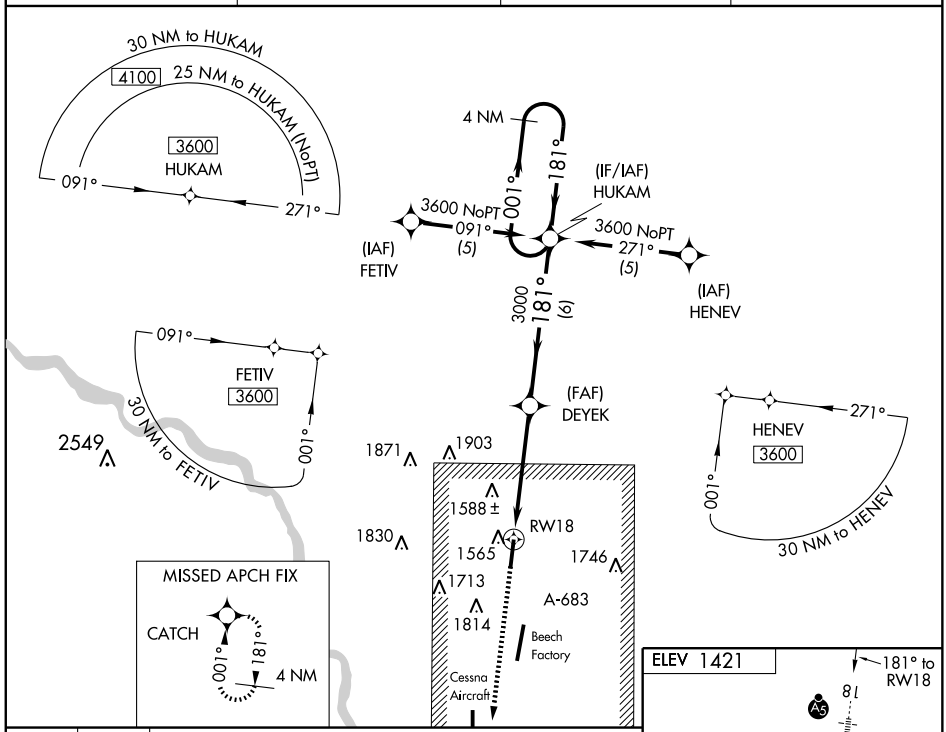
WICHITA/COLONEL JAMES JABARA (AAO)

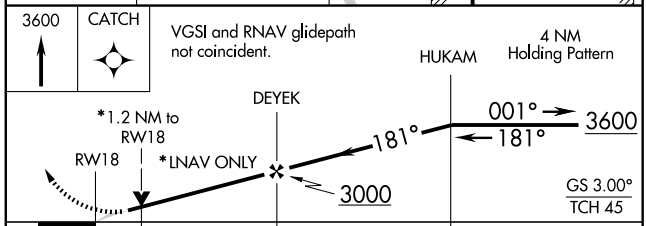
DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet.

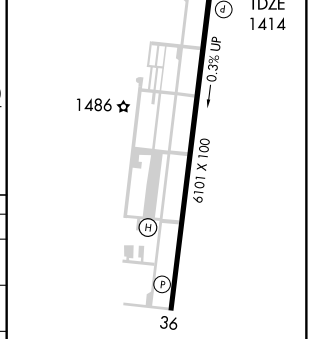
MALSR

MISSED APPROACH: Climb to 3600 direct CATCH and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1680-½ 266 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	1820-½ 406 (400-½)		1820-¾ 406 (400-¾)	1820-1 406 (400-1)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6101
CH 86208	001°	TDZE	1421
W36A		Apt Elev	1421

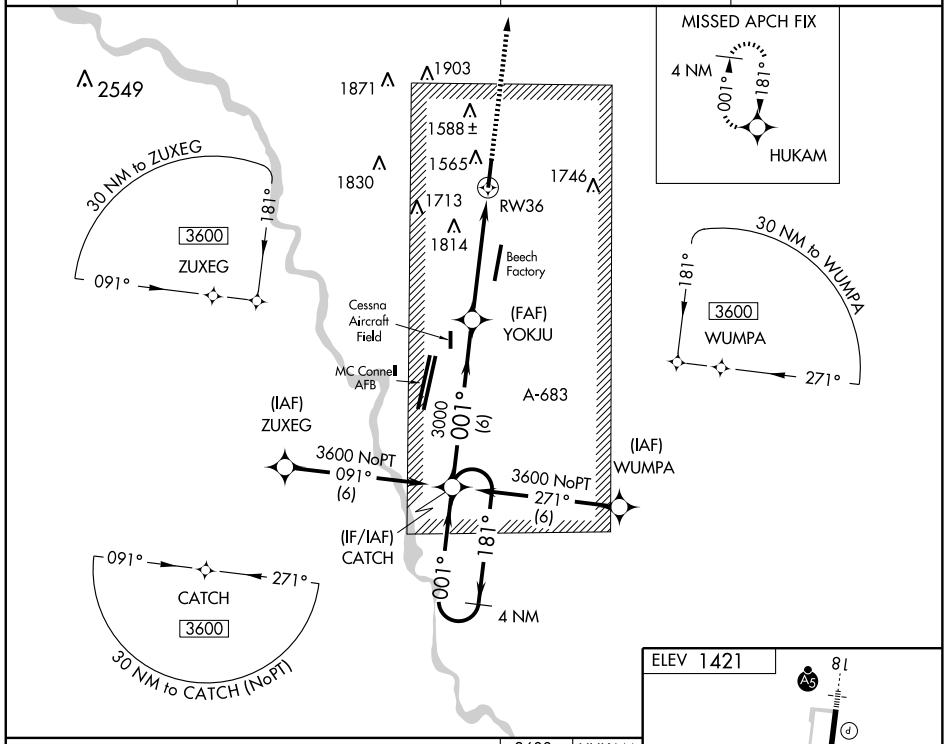
RNAV (GPS) RWY 36

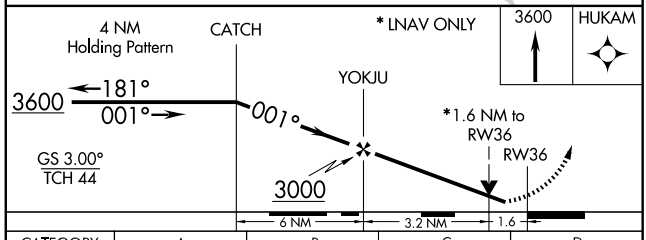
WICHITA/COLONEL JAMES JABARA (AAO)

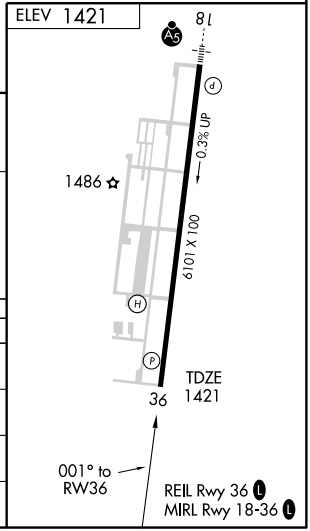
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3600 direct HUKAM and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1740-1 319 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1960-1 539 (600-1)		1960-1½ 539 (600-1½)	1960-1¾ 539 (600-1¾)
CIRCLING	1960-1 539 (600-1)		1960-1½ 539 (600-1½)	2120-2¼ 699 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT 113.8 Chan 85	APP CRS 262°	Rwy Idg N/A TDZE N/A Apt Elev 1421

VOR-A

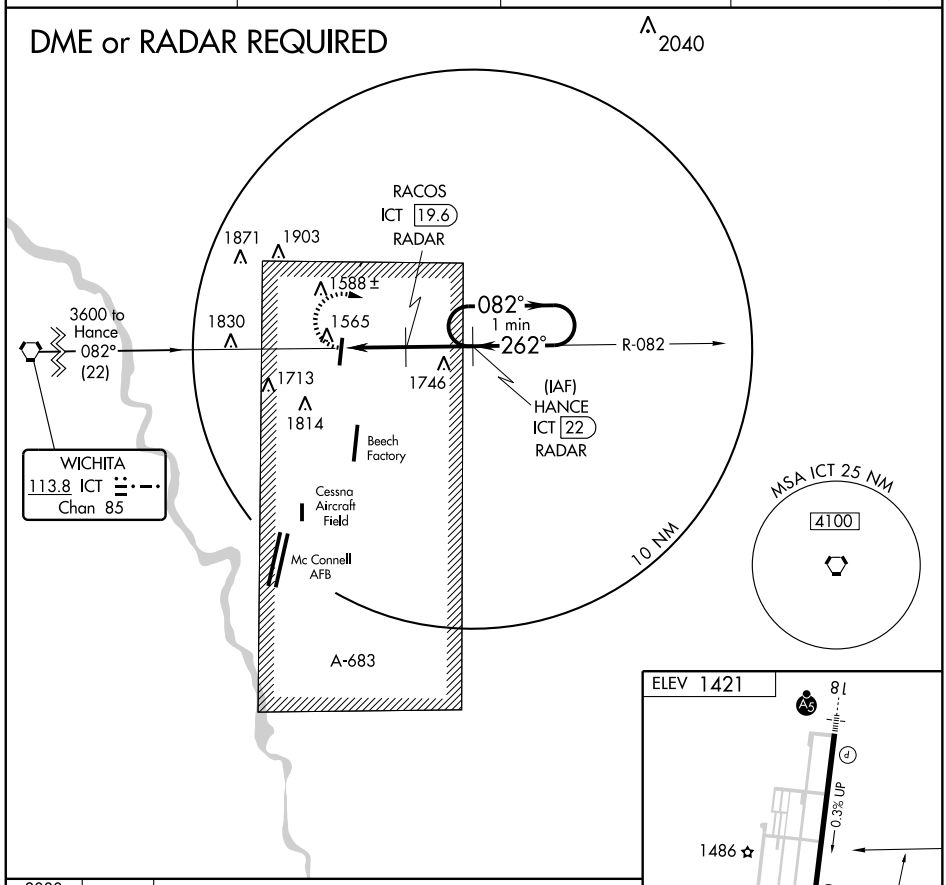
WICHITA/COLONEL JAMES JABARA (AAO)

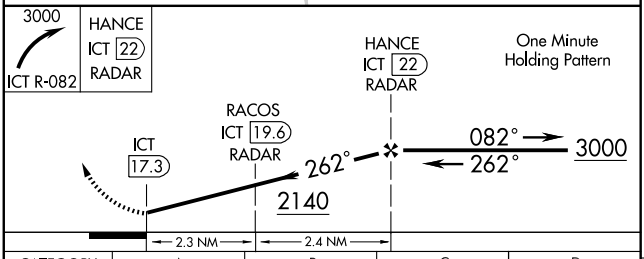
If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 via ICT R-082 to HANCE/ICT 22 DME/RADAR and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

FAF TO MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
185°	TDZE	1408
	Apt Elev	1408

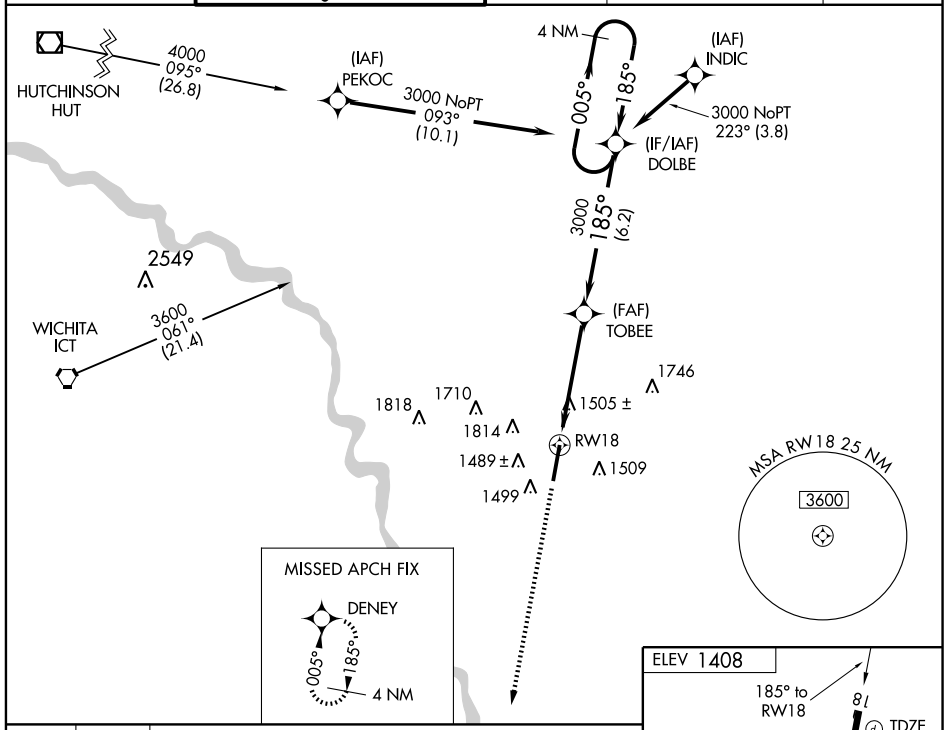
RNAV (GPS) RWY 18

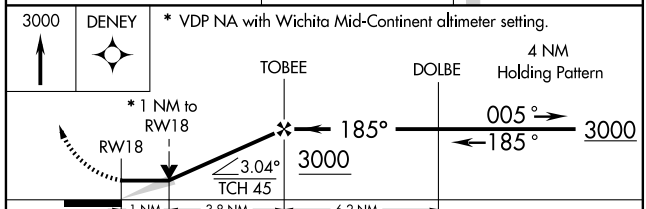
WICHITA/BEECH FACTORY (BEC)

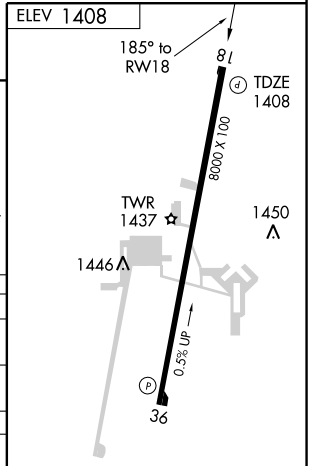
Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DENEY WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	1760-1 352 (400-1)			1760-1¼ 352 (400-1¼)
CIRCLING	1800-1 392 (400-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1800-1 392 (400-1)			1800-1¼ 392 (400-1¼)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
005°	TDZE	1386
	Apt Elev	1408

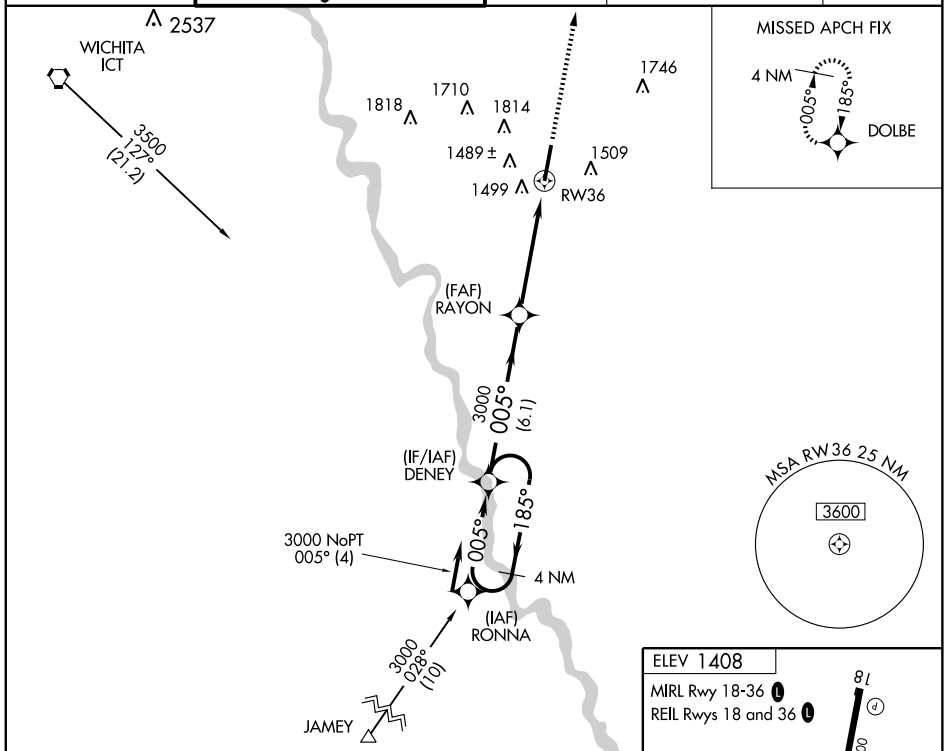
RNAV (GPS) RWY 36

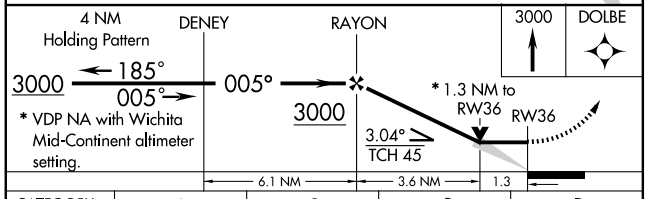
WICHITA/ BEECH FACTORY (BEC)

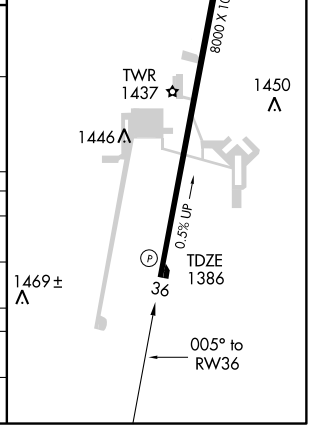
Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOLBE WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	1840-1 454 (500-1)		1840-1¼ 454 (500-1¼)	1840-1½ 454 (500-1½)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1880-1 494 (500-1)		1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1 472 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT	APP CRS	Rwy Idg	N/A
113.8	273°	TDZE	N/A
Chan 85		Apt Elev	1408

VOR-B

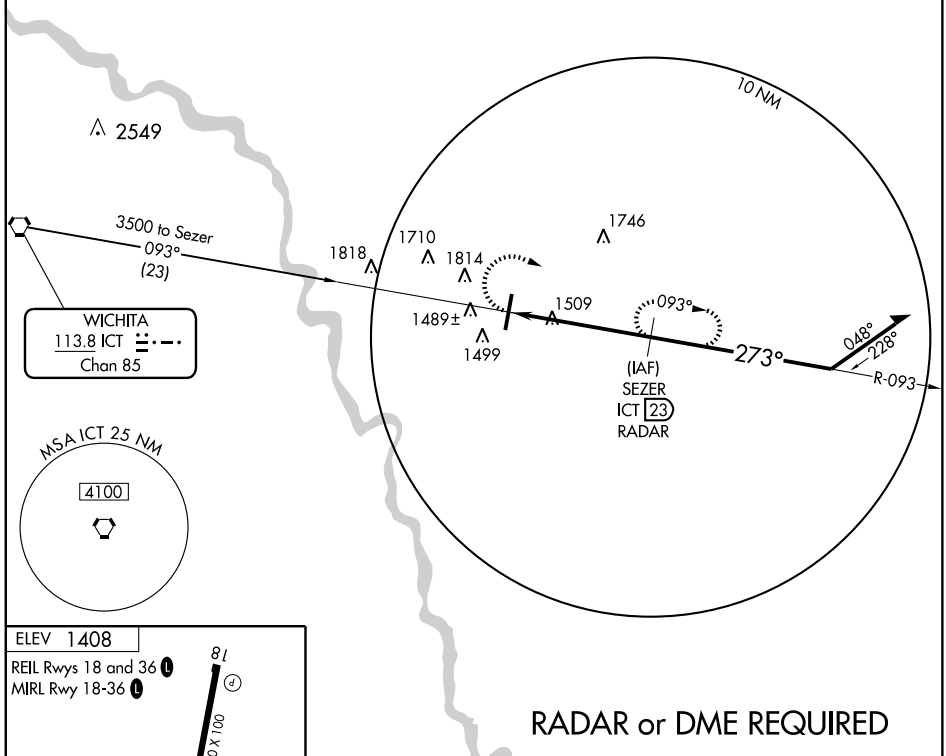
WICHITA/BEECH FACTORY (BEC)

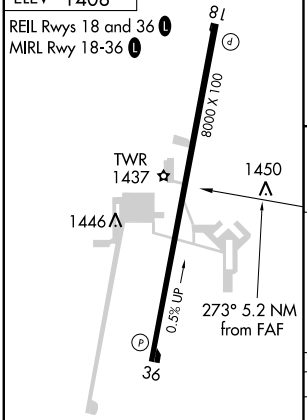
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

NA

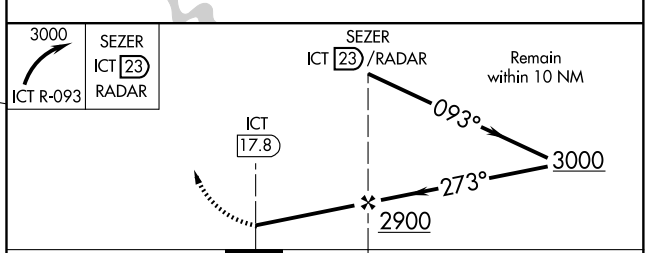
MISSED APPROACH: Climbing right turn to 3000 via ICT VORTAC R-093 to SEZER 23 DME/RADAR and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 (L) (When tower closed)	121.7	125.0 (When tower closed)	122.95





RADAR or DME REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1820-1 412 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
CIRCLING	1860-1 452 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT	APP CRS	Rwy Idg	8000
113.8	184°	TDZE	1408
Chan 85		Apt Elev	1408

VOR/DME RNAV RWY 18

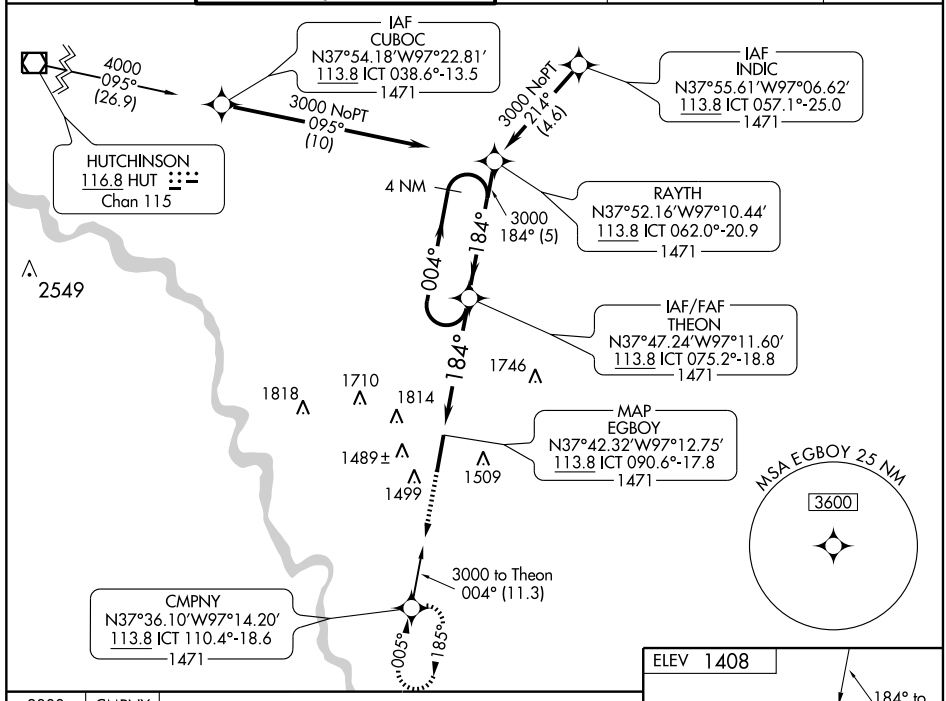
WICHITA/BEECH FACTORY (BEC)

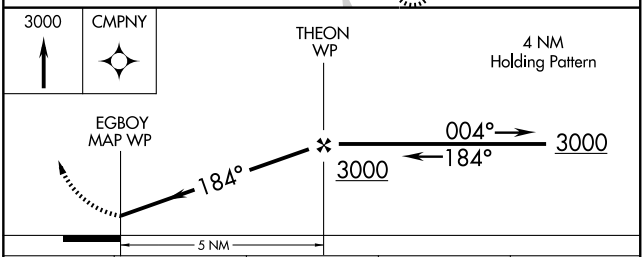
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

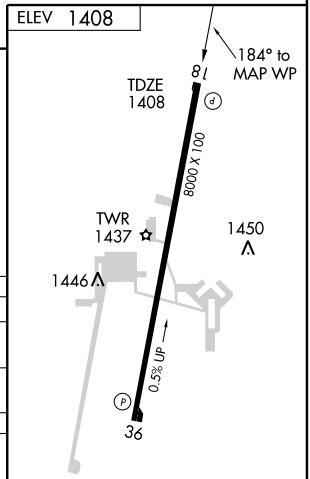
NA

MISSED APPROACH: Climb to 3000 direct CMPNY WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-18	1940-1	532 (600-1)	1940-1½ 532 (600-1½)	1940-1¾ 532 (600-1¾)
CIRCLING	1940-1	532 (600-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-18	1960-1	552 (600-1)	1960-1¾ 552 (600-1¾)	1960-1¾ 552 (600-1¾)
CIRCLING	1960-1	552 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC ICT	APP CRS	Rwy Idg	8000
113.8	004°	TDZE	1386
Chan 85		Apt Elev	1408

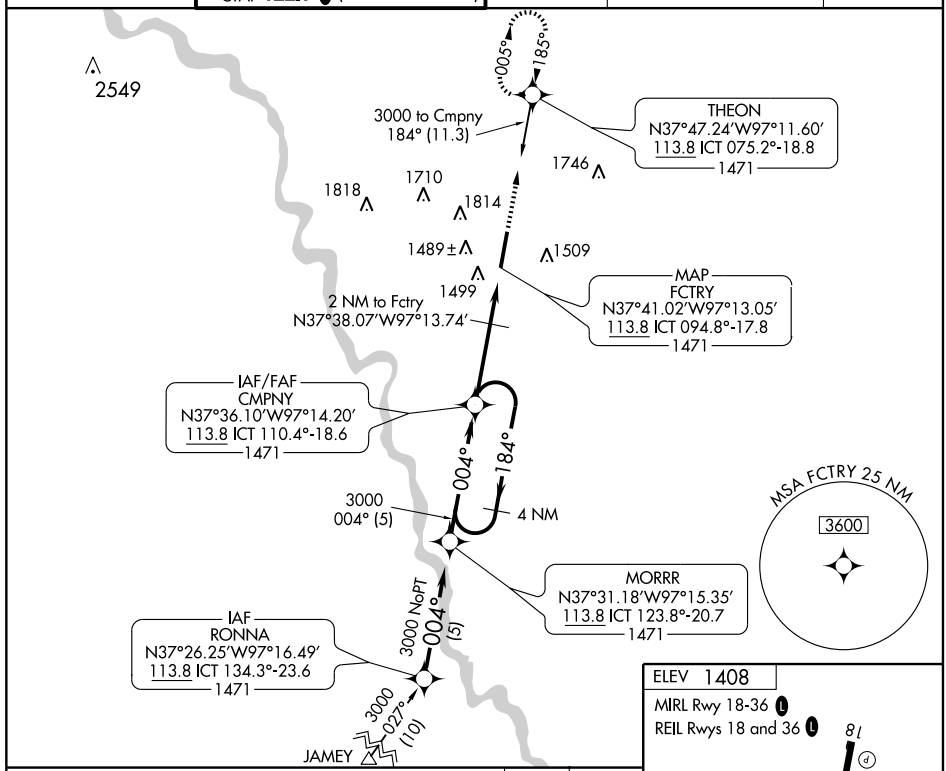
VOR/DME RNAV RWY 36

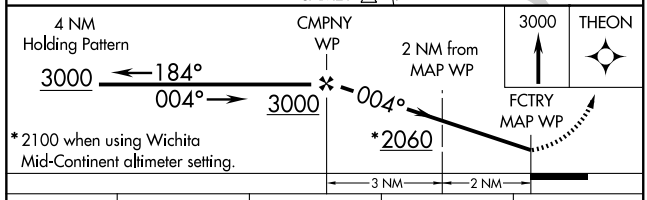
WICHITA/BEECH FACTORY (BEC)

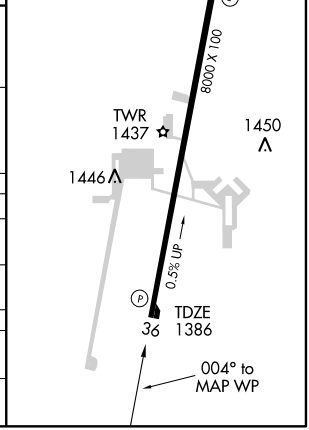
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct THEON WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-36	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-36	1920-1	534 (600-1)	1920-1¾ 534 (600-1¾)	1920-1¾ 534 (600-1¾)
CIRCLING	1920-1	512 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

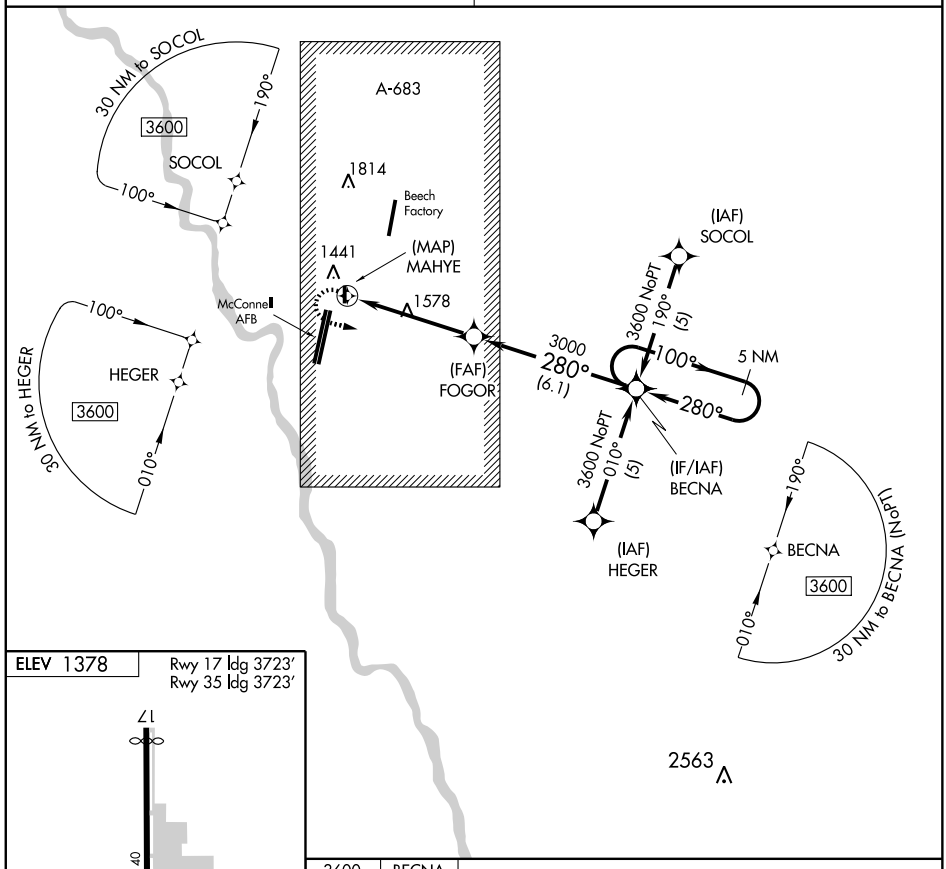
NC-2. 08 APR 2010 to 06 MAY 2010

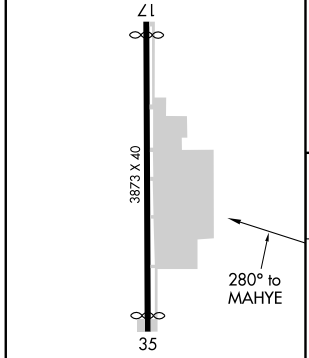
APP CRS	Rwy Idg	N/A
280°	TDZE	N/A
	Apt Elev	1378

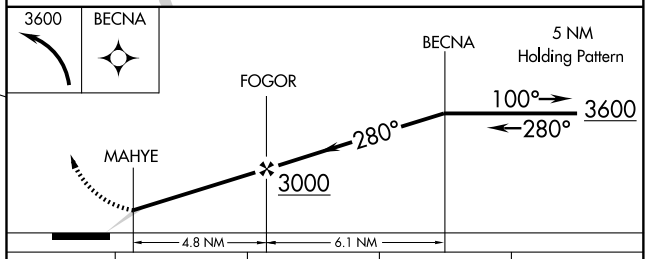
RNAV (GPS) -D

WICHITA/CESSNA AIRCRAFT FIELD (CEA)

⚠ NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Wichita Mid-Continent altimeter setting; when not received, use Colonel James Jabara altimeter setting.	MISSED APPROACH: Climbing left turn to 3600 direct BECNA and hold.
WICHITA APP CON **134.8 269.1**	CTAF **122.9**







CATEGORY	A	B	C	D
CIRCLING	1920-1	542 (600-1)	1920-1½ 542 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ICT 113.8 Chan 85	APP CRS 283°	Rwy Idg N/A TDZE N/A Apt Elev 1378

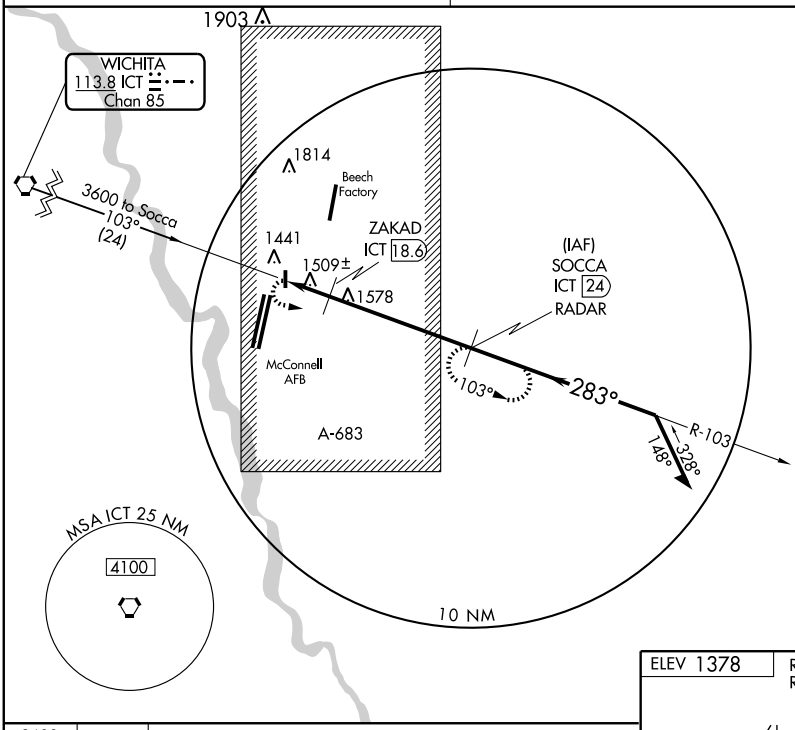
VOR-C

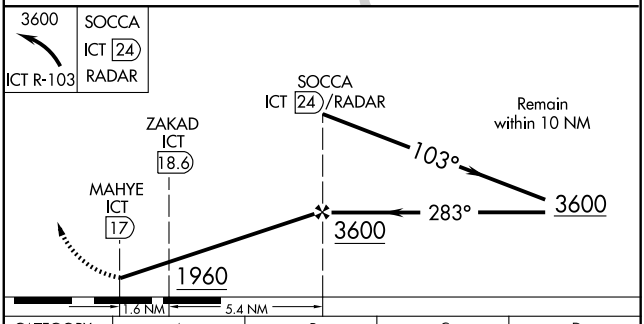
WICHITA/CESSNA AIRCRAFT FIELD (CEA)

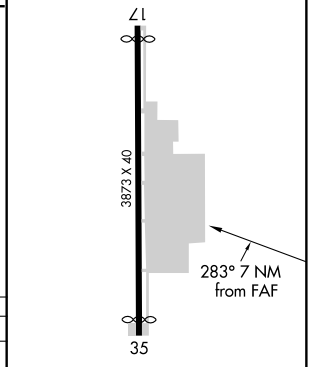
⚠ NA Use Wichita Mid-Continent altimeter setting. Procedure not authorized at night. DME or RADAR required.

MISSED APPROACH: Climbing left turn to 3600 via ICT R-103 to SOCCA 24 DME/RADAR and hold.

WICHITA APP CON	CTAF
134.8 269.1	122.9







CATEGORY	A	B	C	D
CIRCLING	1960-1	582 (600-1)	1960-1½ 582 (600-1½)	NA

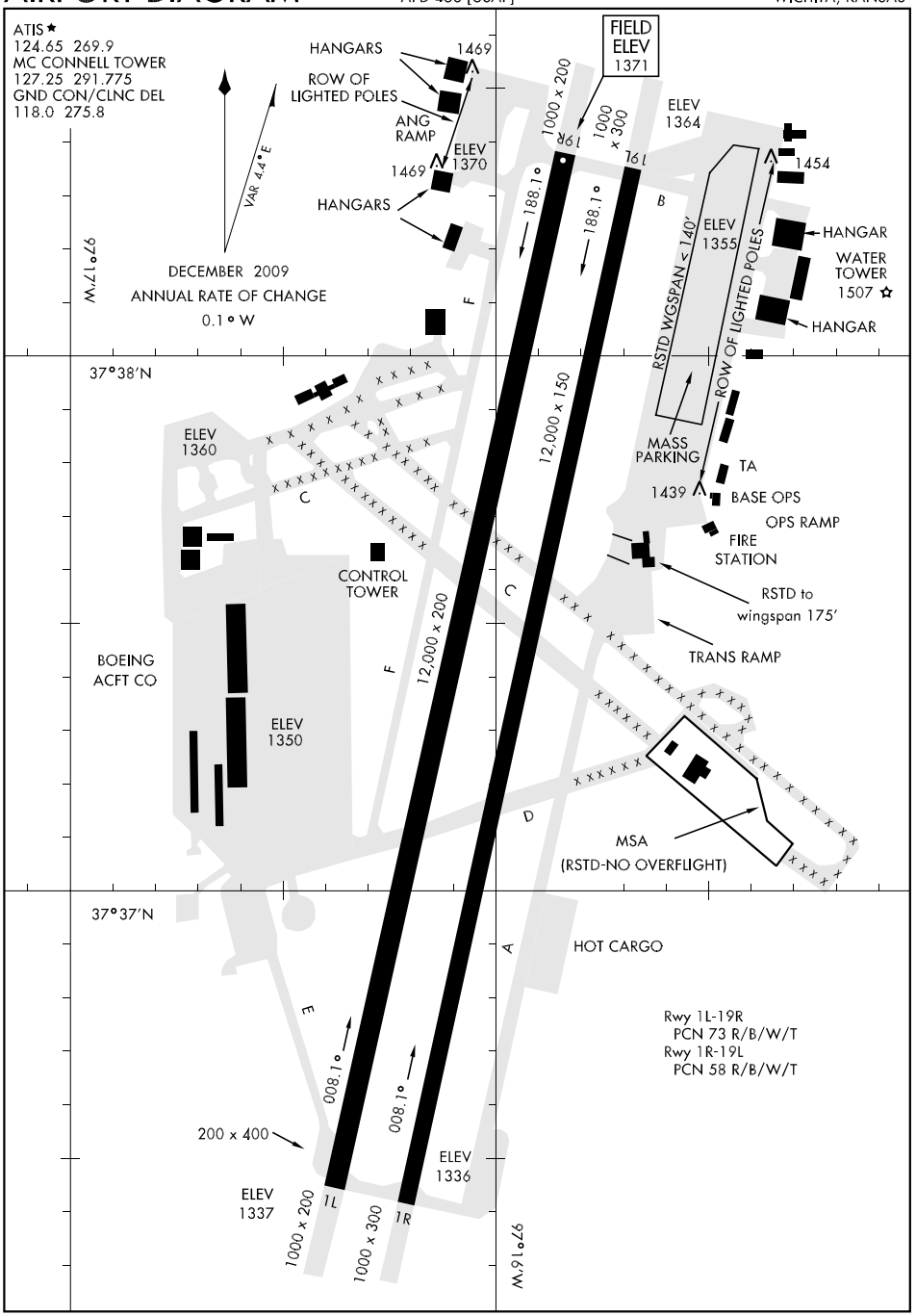
ZAKAD FIX MINIMUMS

CIRCLING	1840-1	462 (500-1)	1840-1½ 462 (500-1½)	NA

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-2, 08 APR 2010 to 06 MAY 2010



NC-2, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 1L

MC CONNELL AFB (KIABA)

LOC I-IAB	APCH CRS	Rwy ldg 12,000 / TDZE 1346 / Arpt Elev 1371
111.1	005°	AL-453 [USAF]

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

*** Circling not authorized W of Rwy 1L-19R.
Practice circling approaches NE of IAB not authorized.

(IAF) IAB PURKE 15

WICHITA 113.8 ICT Chan 85

LOCALIZER 111.1 I-IAB

MC CONNELL Chan 112 IAB

R-009 IAB 15 4000 Arc

1913 1814 1720 1551 1392 1348

Max holding alt 12,000
Min holding alt 4000
Max holding 265 KIAS

IAB 16

087° 267° 087°

R-087 4000 (IAF) KOSAC IAB 8

IAB 15 (IAF) KAYEE

R-127 BEGLE IAB /RADAR 5.9

Radar required for holding above 4000

RADAR OR DME REQUIRED

NOTE: Rwy 1L glideslope unusable for coupled approaches at or below 1533 MSL

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.

CAUTION: VGSI and ILS TCH are not coincidental.

1500 005° LR-178 10 NM IAB 15 Arc 4000

HOKET IAB 15

185°

MSA IAB 2.5 NM 170° 3200 3700 290°

EMERG SAFE ALT 100 NM 4200

ELEV 1371 HIRL Rwy 1L-19R, 1R-19L

1520 1442 1507

TDZE 1346 1335 TDZE 1347

12,000 x 200 12,000 x 150

1L 1R

005° 5.0 NM from FAF

PURKE R-009 15 KAYEE R-087 15 HOKET 15 Intcp Lczr

4000 4000 005° Arc 15 GS 3.00° TCH 45

BEGLE /RADAR ICT R-127 5.9 3000

1.9 JIMIT 1.4 TACAN

4.5 NM 0.5

4000 IAB R-009 PURKE IAB 15

CATEGORY	A	B	C	D	E
S-ILS 1L *	1546/24		200 (200-½)		
S-LOC 1L **	1700/24 354 (400-½)		1700/40 354 (400-¾)		
SIDESTEP RWY 1R	1720/50 373 (400-1)			1720/60 373 (400-1¼)	
CIRCLING ***	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809(900-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-2, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 19R

LOC I-CWX	APCH CRS	Rwy Idg 12,000 / TDZE 1371 / Arpt Elev 1371	AL-453 [USAF]	MC CONNELL AFB (KIAB)
109.9	185°			

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

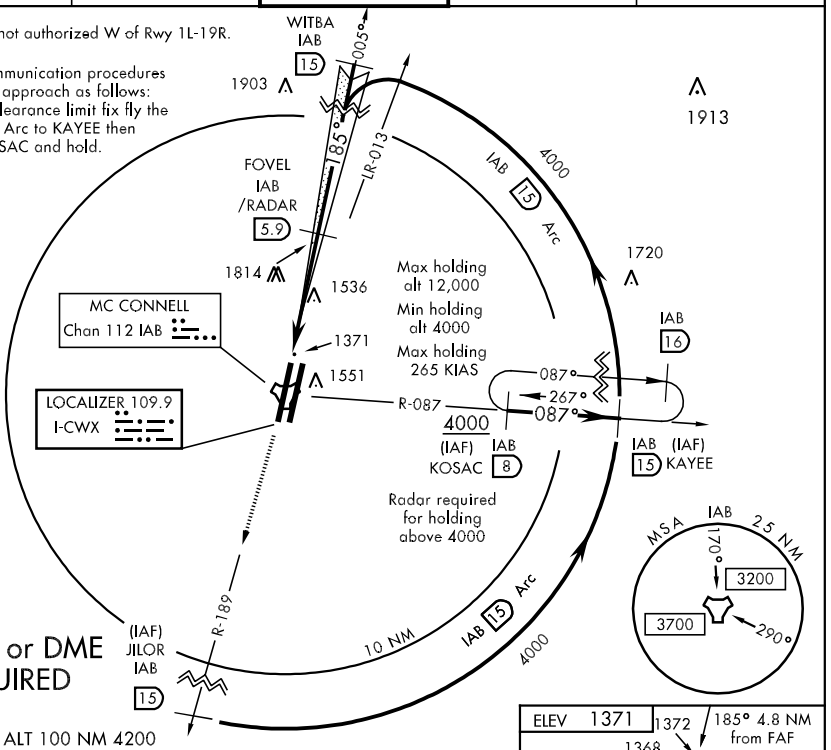
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to15 DME (JILOR). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

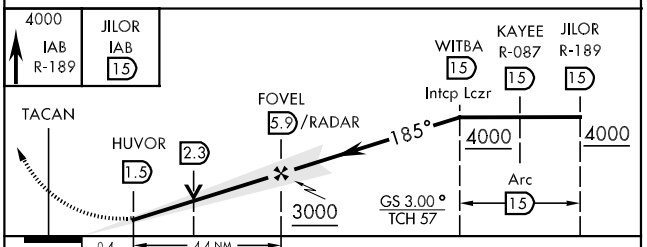
*** Circling not authorized W of Rwy 1L-19R.

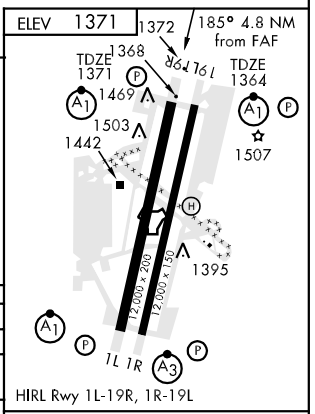
ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 19R *	1571/24	200 (200-½)			
S-LOC 19R**	1820/24	449 (500-½)	1820/40 449 (500-¾)	1820/50	449 (500-1)
SIDESTEP RWY 19L	1820/50	456 (500-1)	1820/60 456 (500-1¼)	1820-1½	456 (500-1½)
CIRCLING***	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 1L

TACAN IAB Chan 112	APCH CRS 009°	Rwy ldg 12,000 TDZE 1346 Arpt Elev 1371

AL-453 [USAF]

MC CONNELL AFB (KIAB)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.

(IAF) PURKE IAB 15

R-009

IAB 15 Arc 4000

1913

1814

1720

MC CONNELL Chan 112 IAB

Max holding alt 12,000
Min holding alt 4000
Max holding 265 KIAS

IAB 16

087°
267°
087°

1551

R-087

1362

4000
(IAF) KOSAC
IAB 8

IAB 15 (IAF) KAYEE

1447

WIBOD IAB 6

Radar required for holding above 4000

009°

1500

LR-181

10 NM

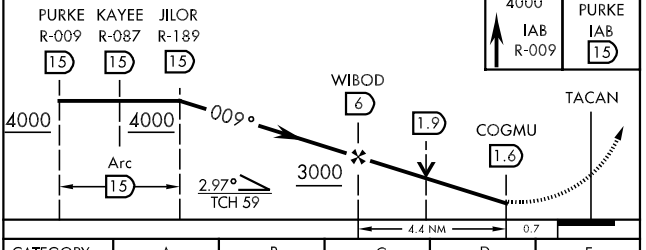
IAB 15 Arc 4000

JILOR IAB 15

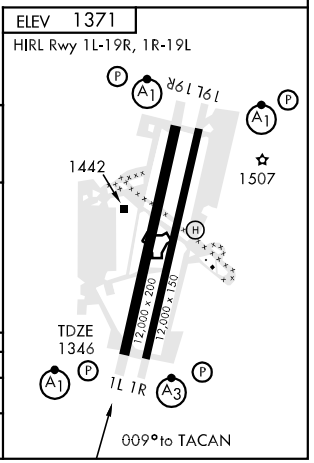
R-189

MSA IAB 2.5 NM
170°
3200
3700
290°

EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-1L *	1720/24	374 (400-½)	1720/40	374 (400-¾)	
CIRCLING **	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)



NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 1R

TACAN IAB Chan 112	APCH CRS 002°	Rwy ldg 12,000 TDZE 1347 Arpt Elev 1371

AL-453 [USAF]

MC CONNELL AFB (KIAB)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

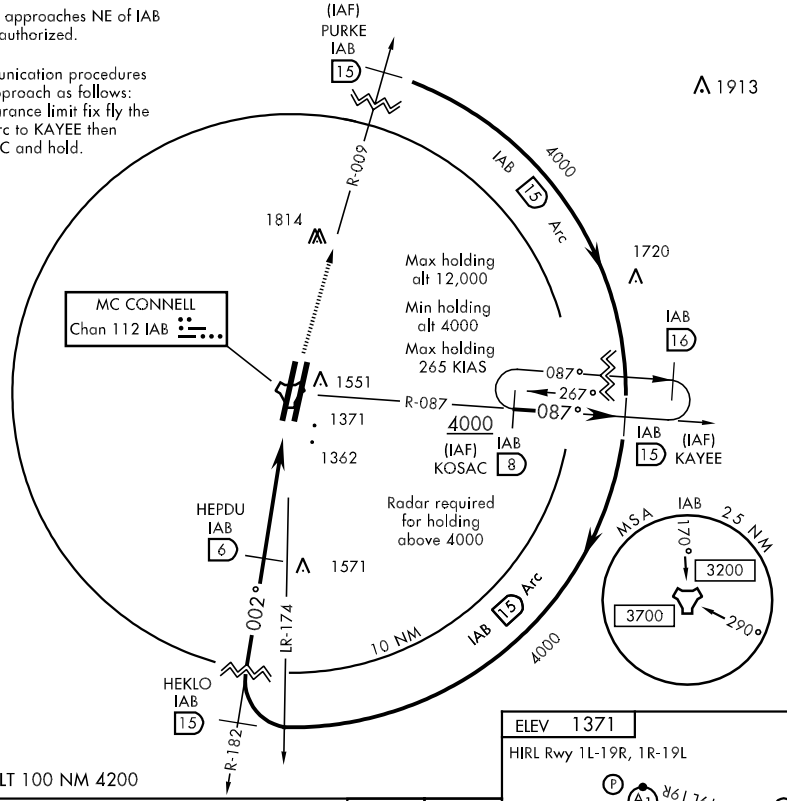
SSALR A3

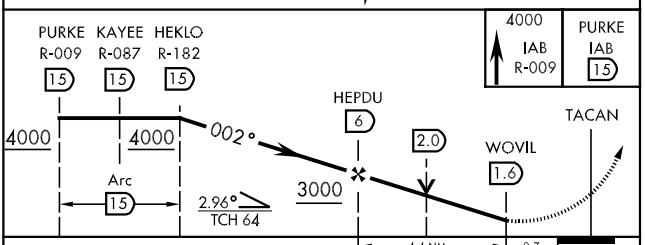
MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

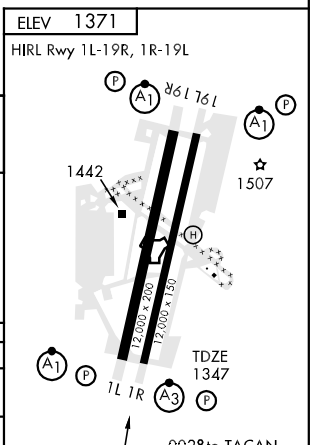
ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







CATEGORY	A	B	C	D	E
S-1R *	1740/24 393 (400-½)		1740/40 393 (400-¾)		1740/50 393 (400-1)
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 19L

TACAN IAB Chan 112	APCH CRS 189°	Rwy ldg 12,000 TDZE 1364 Arpt Elev 1371	AL-453 [USAF]	MC CONNELL AFB (KIAB)

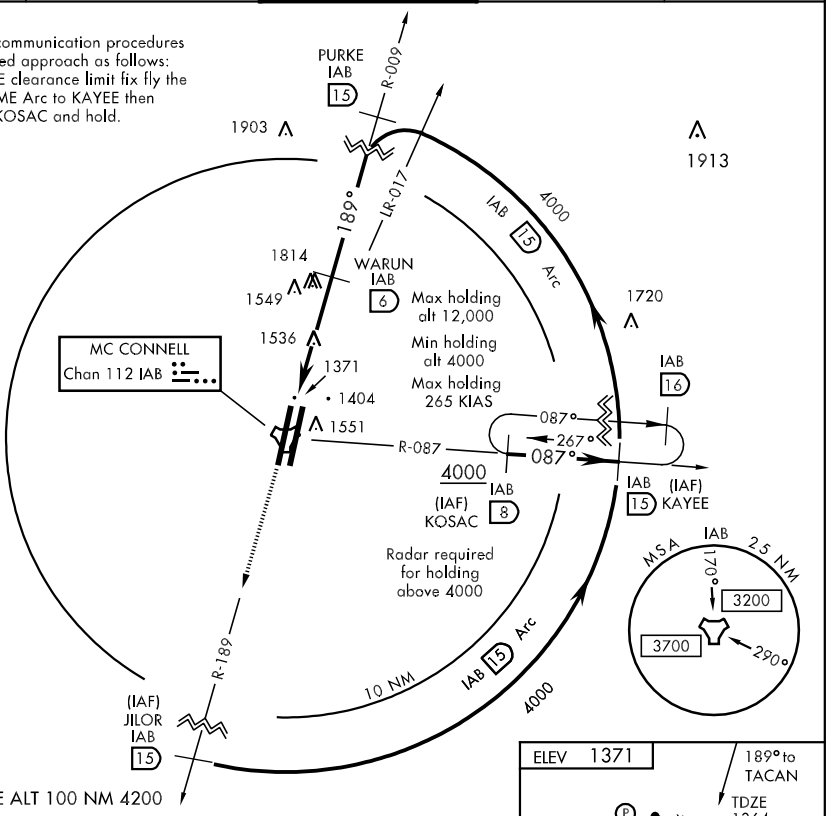
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

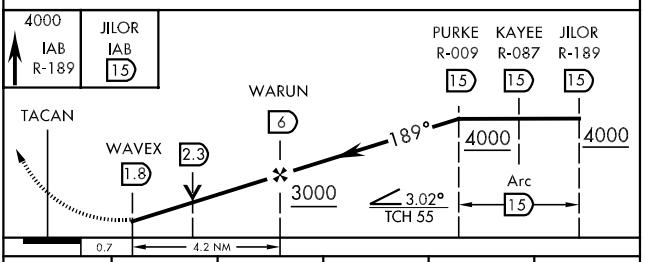
ALSF-1 (A1)

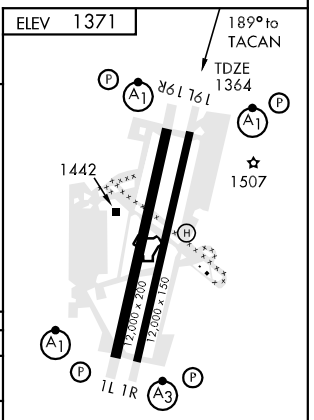
MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







CATEGORY	A	B	C	D	E
S-19L*	1820/24 456 (500-½)		1820/40 456 (500-¾)	1820/50 456 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

TACAN RWY 19R

TACAN IAB Chan 112	APCH CRS 183°	Rwy ldg 12,000 TDZE 1371 Arpt Elev 1371	AL-453 [USAF]	MC CONNELL AFB (KIAB)

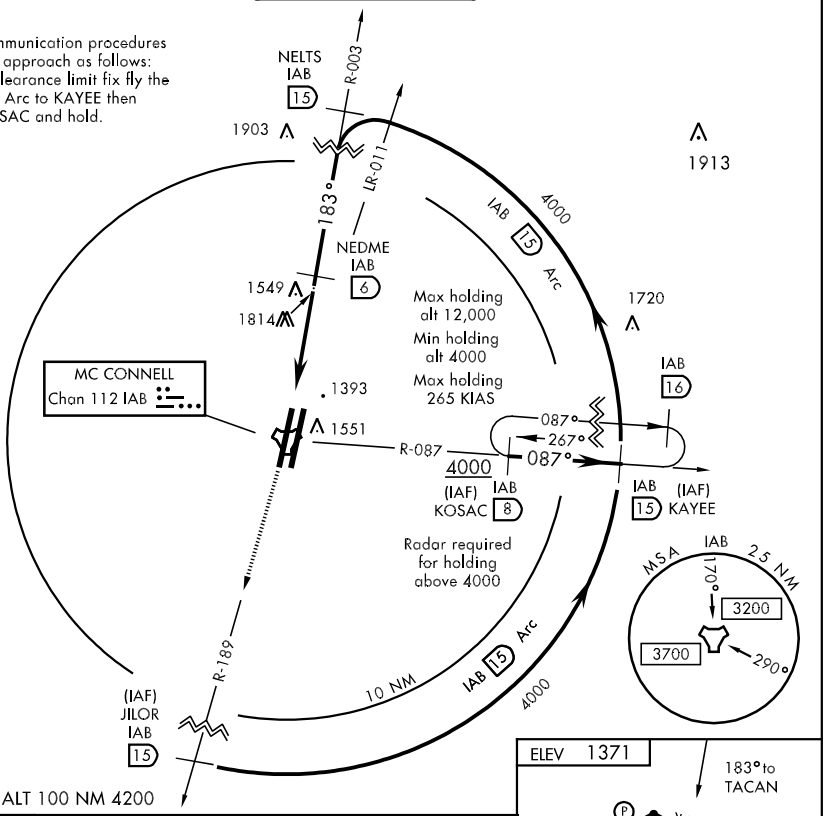
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

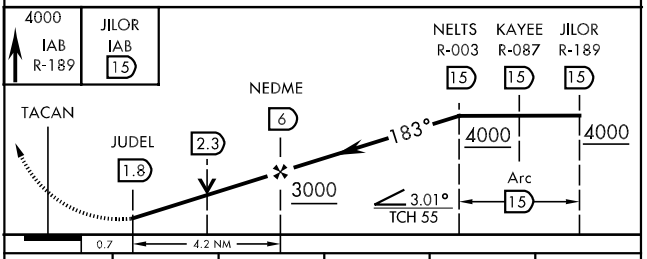
ALSF-1

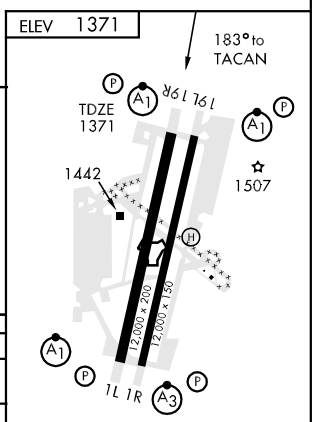
MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







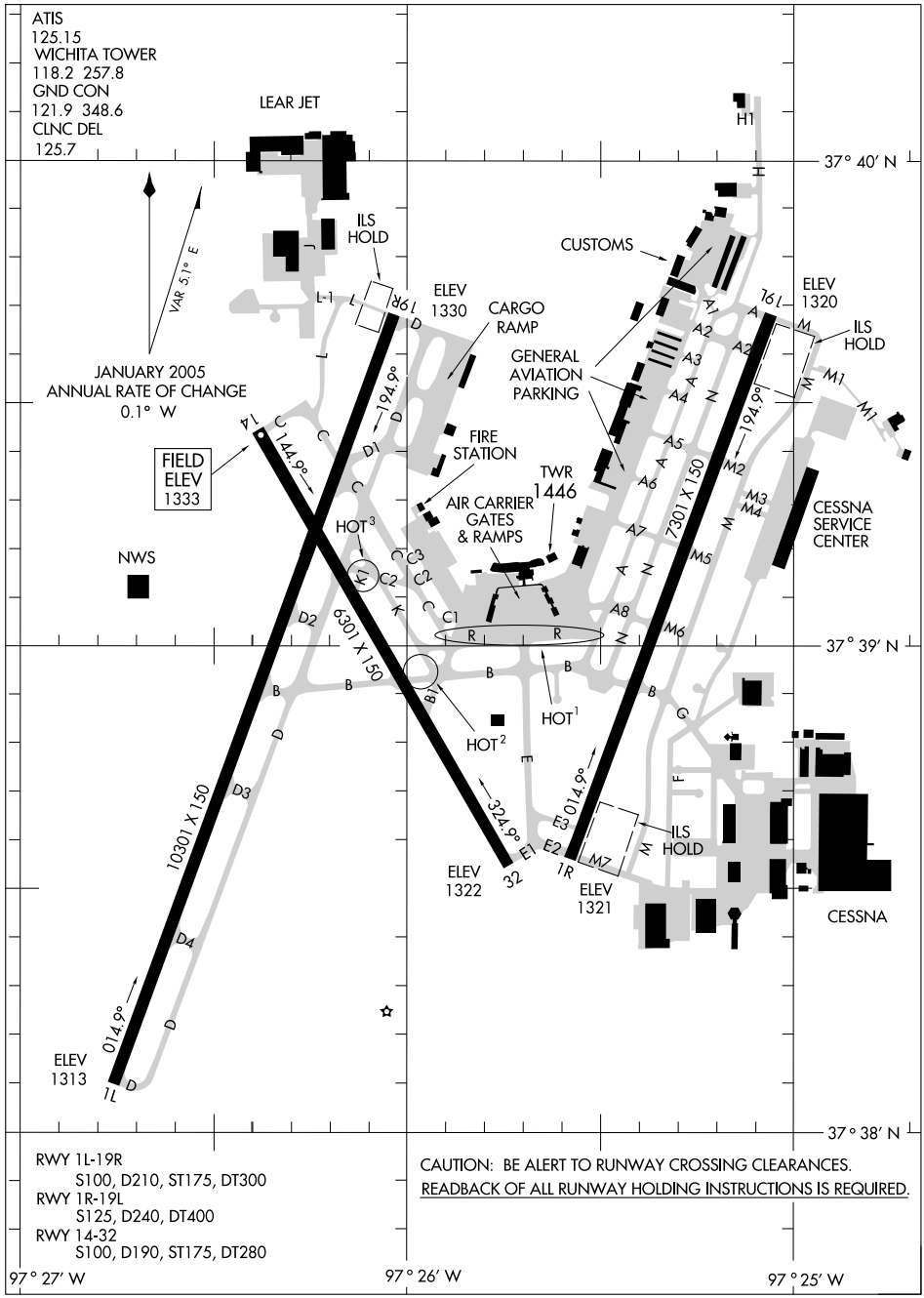
CATEGORY	A	B	C	D	E
S-19R *	1820/24 449 (500-½)		1820/40 449 (500-¾)	1820/50 449 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-987 (FAA)

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



RWY 1L-19R
S100, D210, ST175, DT300
RWY 1R-19L
S125, D240, DT400
RWY 14-32
S100, D190, ST175, DT280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 08 APR 2010 to 06 MAY 2010

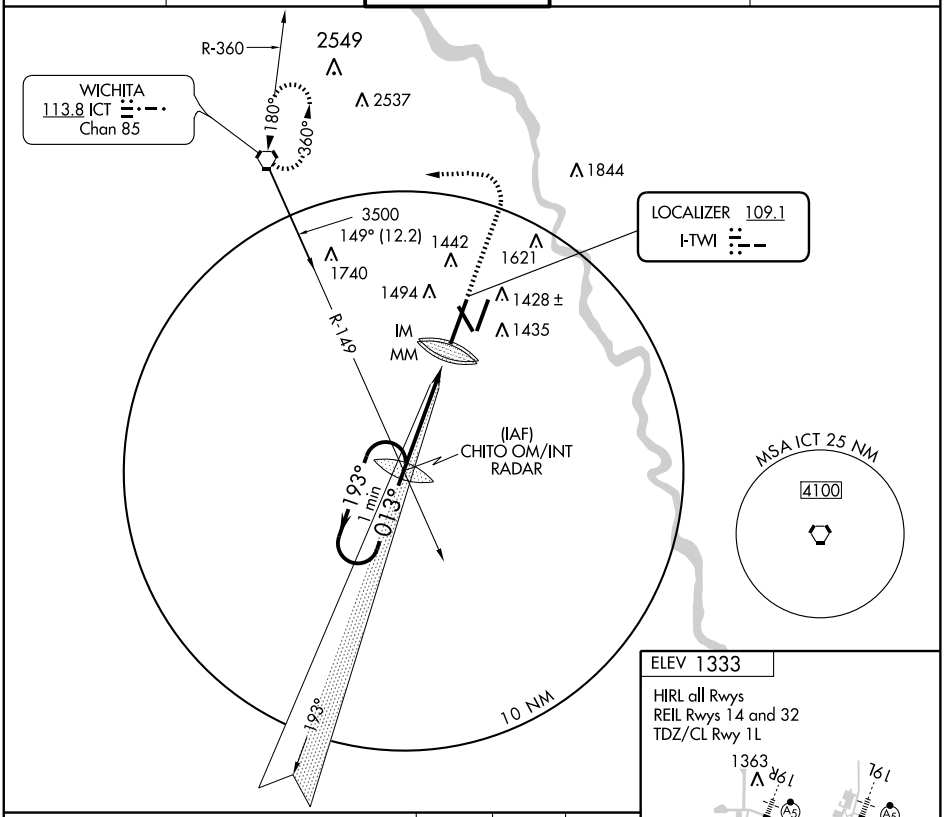
LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

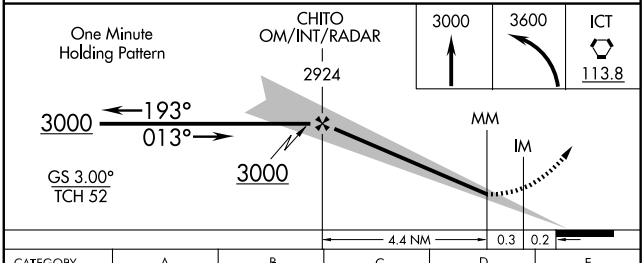
ILS or LOC RWY 1L
WICHITA MID-CONTINENT (ICT)

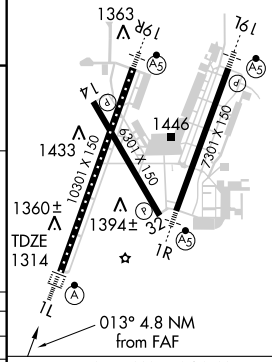
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D	E
S-ILS 1L	1514/18 200 (200-½)				
S-LOC 1L	1700/24 386 (400-½)			1700/40 386 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-ICT	APP CRS	Rwy Idg	7301
110.3	013°	TDZE	1321
Chan 40		Apt Elev	1333

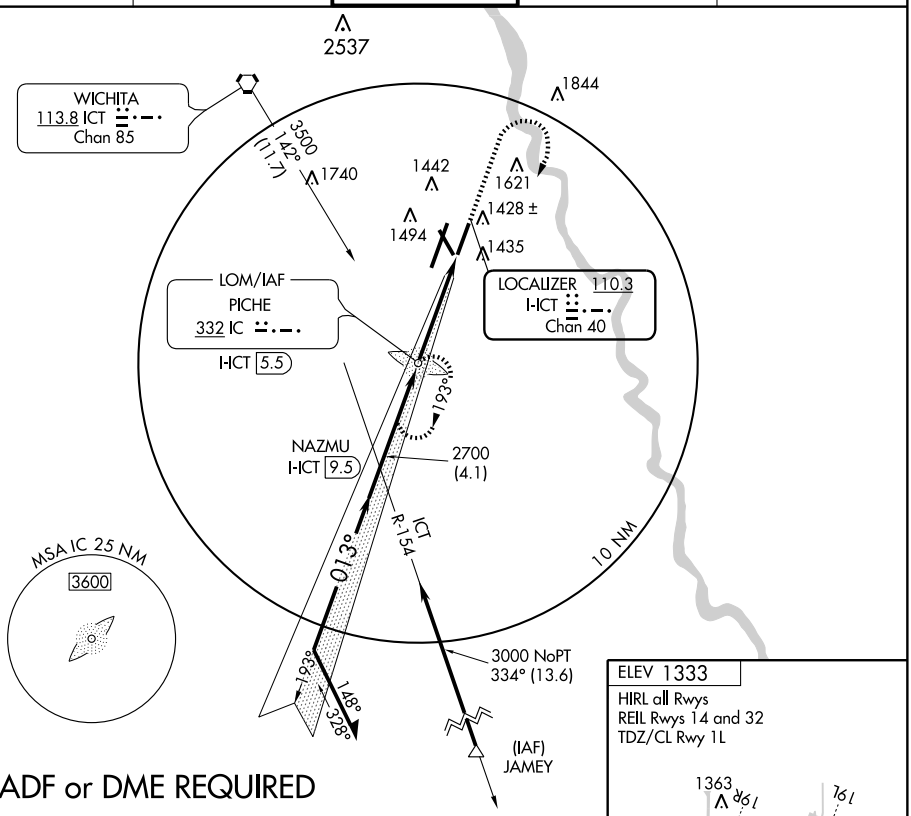
ILS or LOC RWY 1R
WICHITA MID-CONTINENT (ICT)

*VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

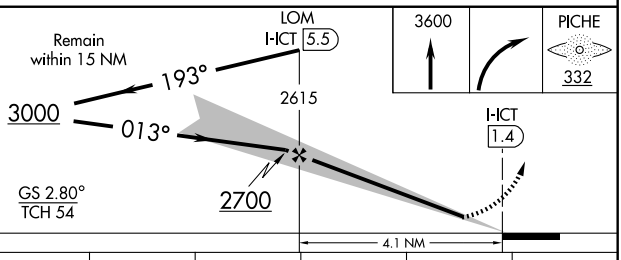
MALSR

MISSED APPROACH: Climb to 3600 then right turn direct PICHE LOM and hold.

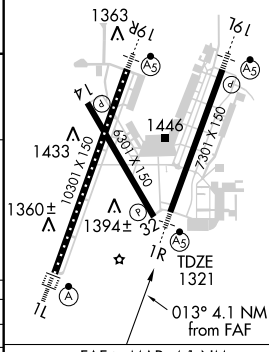
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



ADF or DME REQUIRED



ELEV 1333
HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



CATEGORY	A	B	C	D	E
S-ILS 1R	*1521/24 200 (200-½)				
S-LOC 1R	1680/24 359 (400-½)			1680/40 359 (400-1)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-MVP	APP CRS	Rwy Idg	7301
111.55	193°	TDZE	1320
Chan 52 (Y)		Apt Elev	1333

ILS or LOC RWY 19L
WICHITA MID-CONTINENT (ICT)

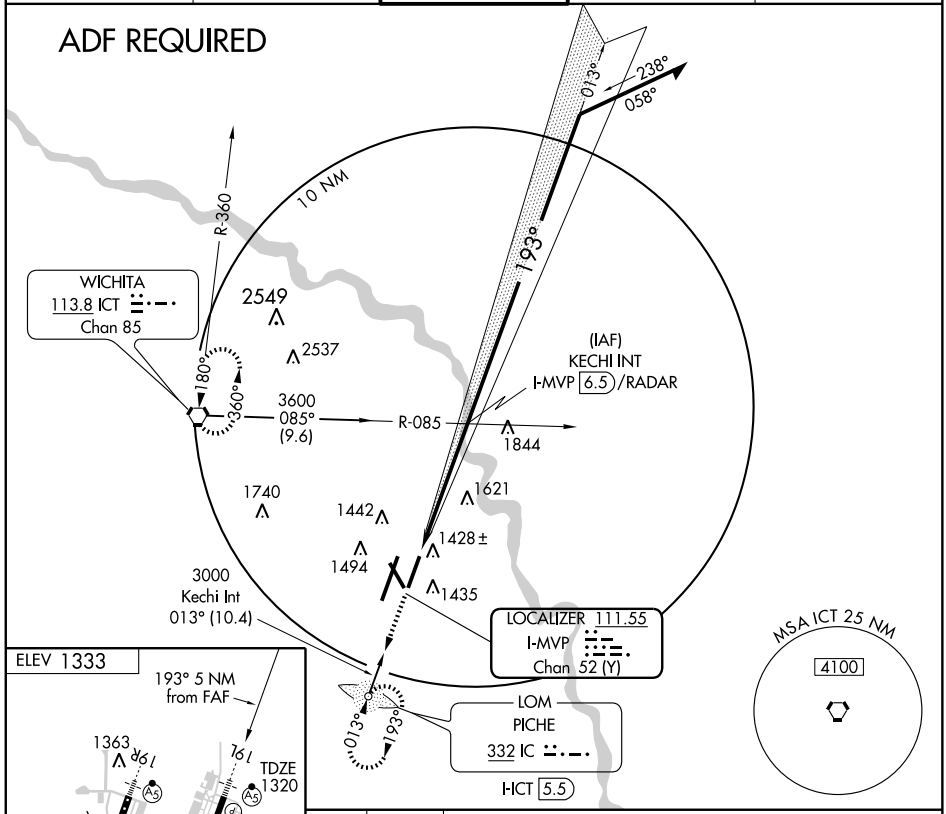
For inoperative MALSR, increase S-ILS 19L Cat E visibility to ¾, S-LOC 19L Cat E visibility to 1¼.

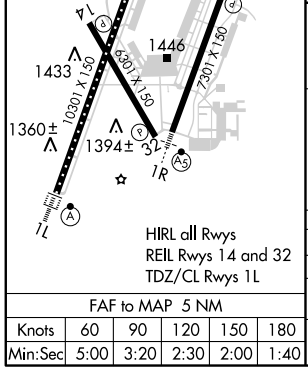
MALSR

MISSED APPROACH: Climb to 3000 direct PICHE LOM and hold.

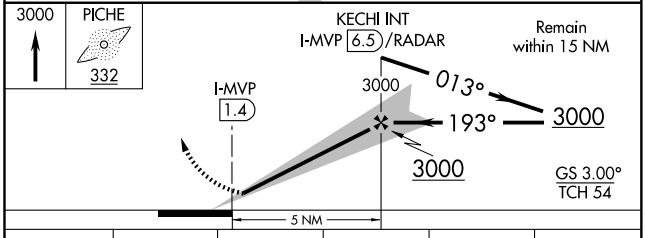
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7

ADF REQUIRED





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 19L	1520-½ 200 (200-½)				
S-LOC 19L	1700-½ 380 (400-½)			1700-¾ 380 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1940-2¼ 607 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-HOV	APP CRS	Rwy Idg	10301
110.5	193°	TDZE	1330
		Apt Elev	1333

ILS or LOC RWY 19R

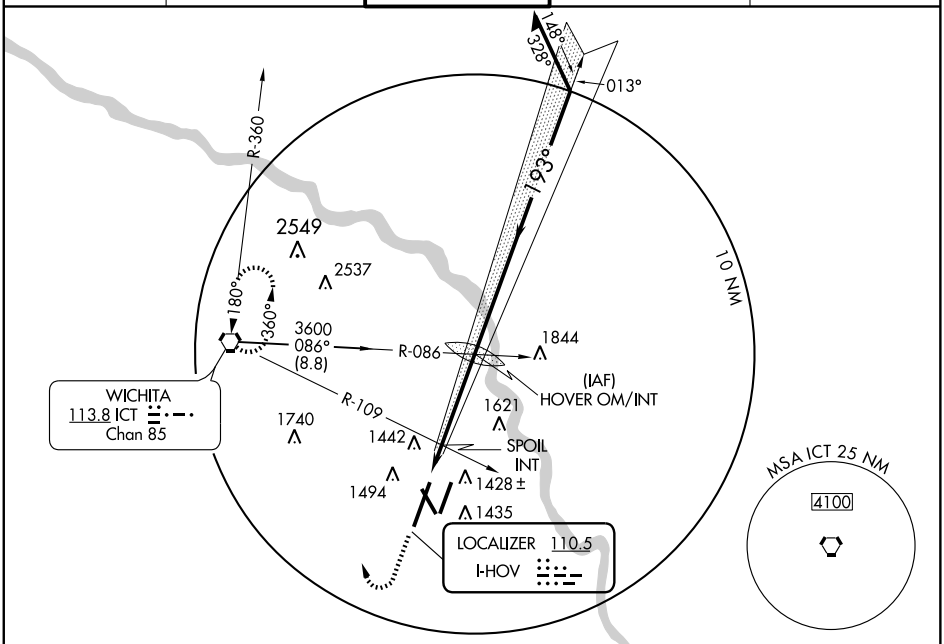
WICHITA MID-CONTINENT (ICT)

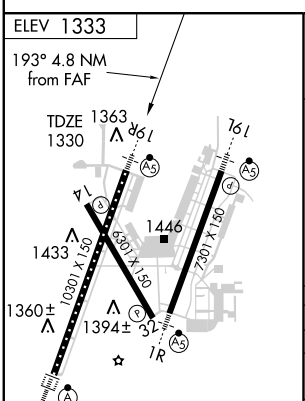
For inoperative MALSR, increase SPOIL Int. minimums S-LOC 19R Cat. D and E visibility to RVR 5000. ** VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

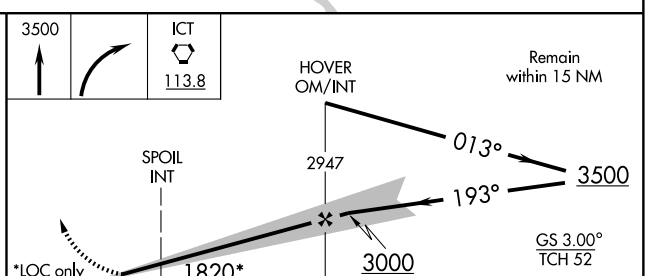
MALSR

MISSED APPROACH: Climb to 3500 then right turn direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D	E
S-ILS 19R	**1530/24 200 (200-½)				
S-LOC 19R	1820/24 490 (500-½)		1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)
CIRCLING	1820-1 487 (500-1)		1820-1½ 487 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)
SPOIL INT MINIMUMS					
S-LOC 19R	1660/24 330 (400-½)			1660/40 330 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2. 08 APR 2010 to 06 MAY 2010

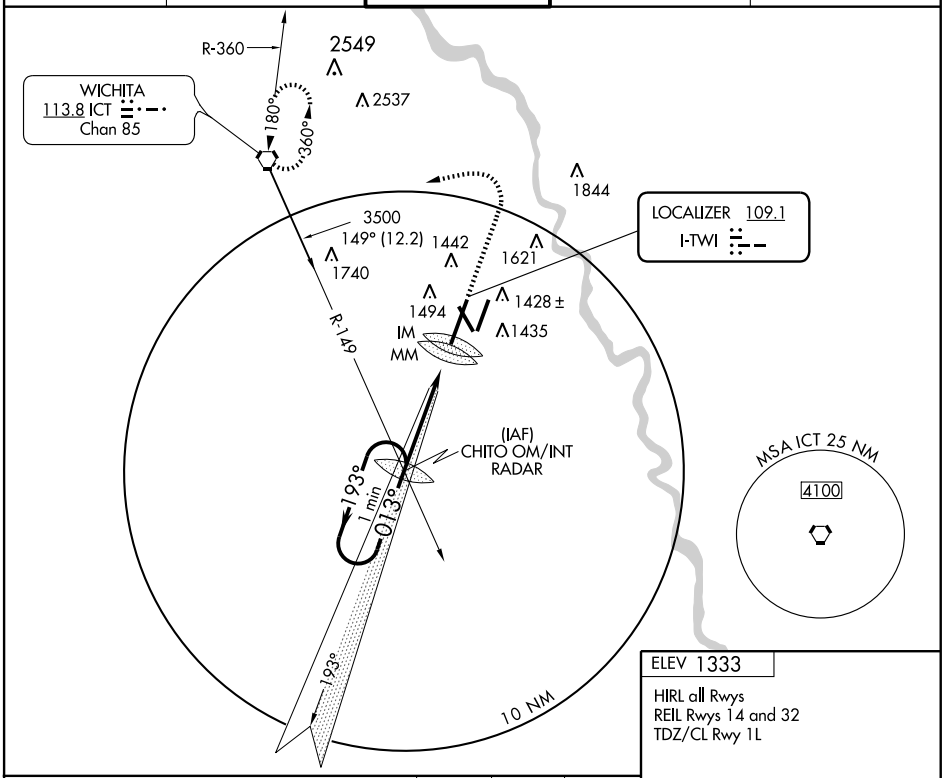
LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

ILS RWY 1L (CAT II)
WICHITA MID-CONTINENT (ICT)

ALSF-2

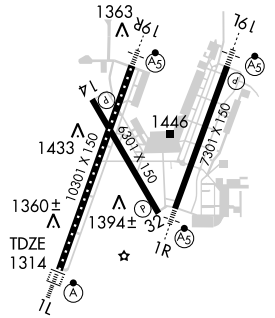
MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

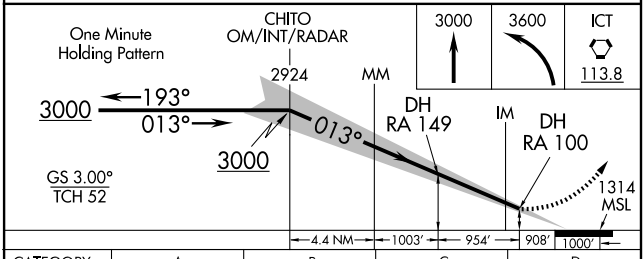
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



ELEV 1333

HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L





CATEGORY	A	B	C	D
S-ILS 1L		RA 149/16 150 DA 1464		
S-ILS 1L		RA 100/12 100 DA 1414		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 08 APR 2010 to 06 MAY 2010

LOM IC	APP CRS	Rwy Idg	7301
332	013°	TDZE	1321
		Apt Elev	1333

NDB RWY 1R

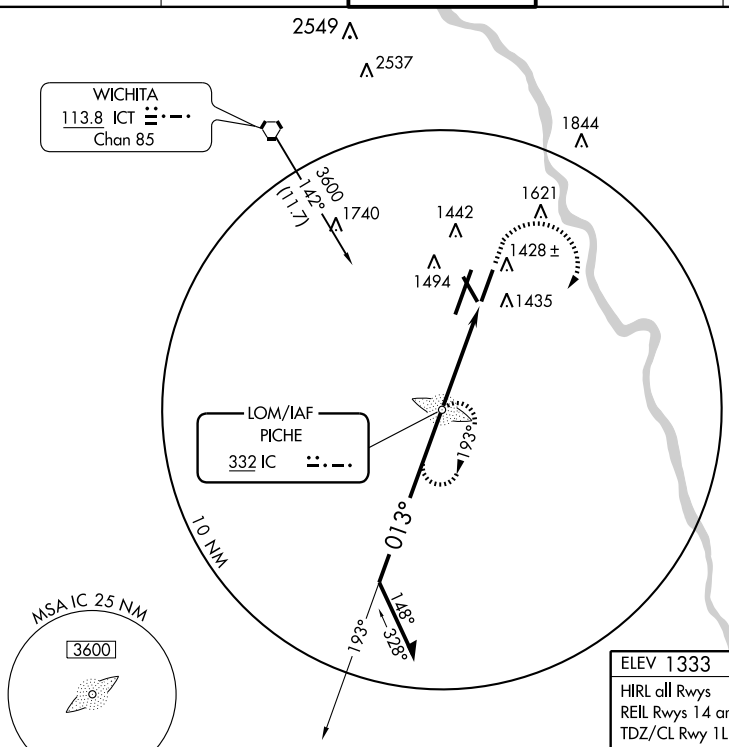
WICHITA MID-CONTINENT (ICT)

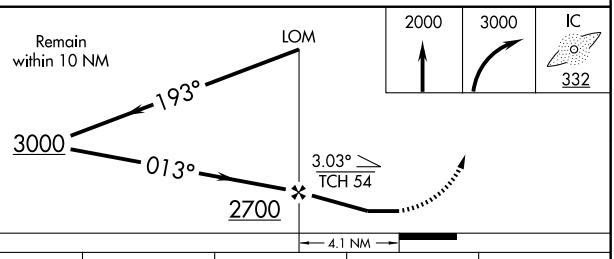
Cat C S-1R visibility increased to RVR 5000 for inoperative MALSR.

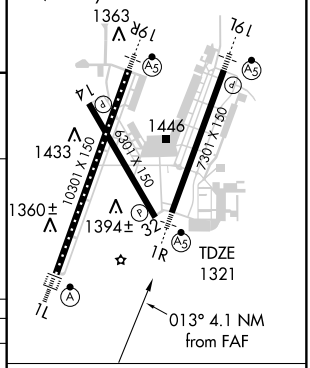
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct PICHE LOM and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
S-1R	1720/40 399 (400-¾)			1720/50 399 (400-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7301
013°	TDZE	1321
	Apt Elev	1333

RNAV (GPS) RWY 1R

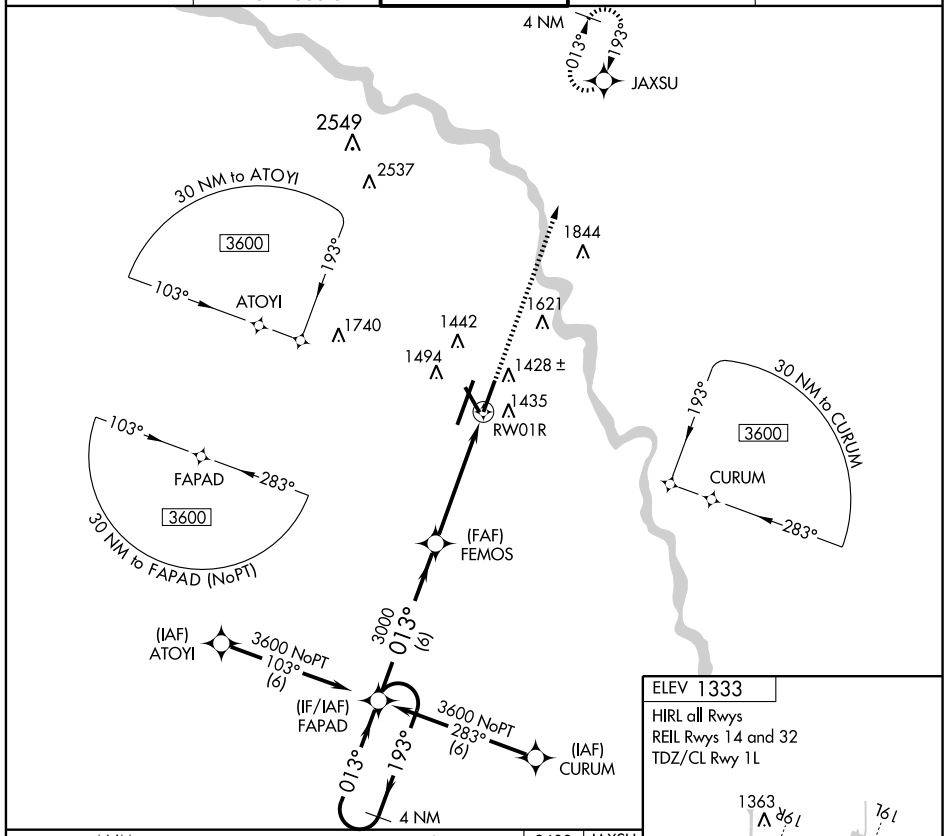
WICHITA MID-CONTINENT (ICT)

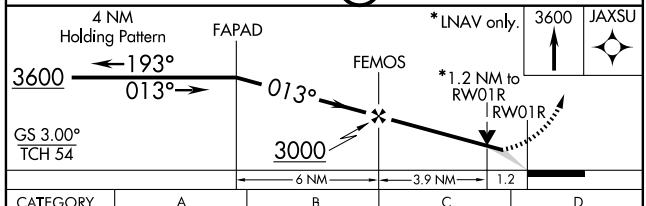
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3600 direct JAXSU and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





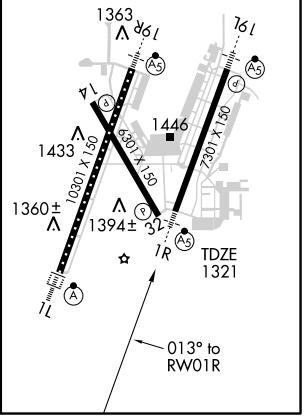
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1660/40 339 (400-¾)			
LNAV MDA	1740/24 419 (500-½)		1740/40 419 (500-¾)	1740/50 419 (500-1)
CIRCLING	1800-1¼ 467 (500-1¼)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

ELEV 1333

HIRL all Rwys

REIL Rwys 14 and 32

TDZ/CL Rwy 1L



NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
143°	6301	1333	1333

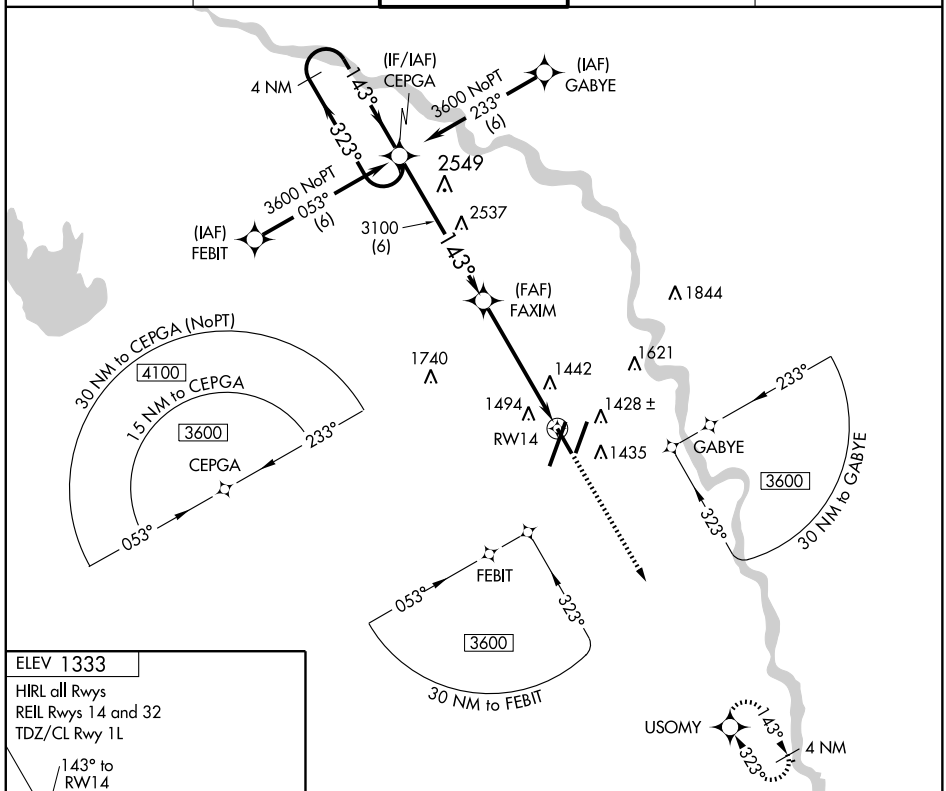
RNAV (GPS) RWY 14

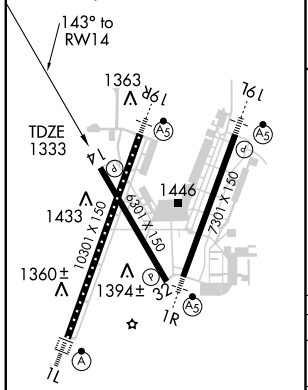
WICHITA MID-CONTINENT (ICT)

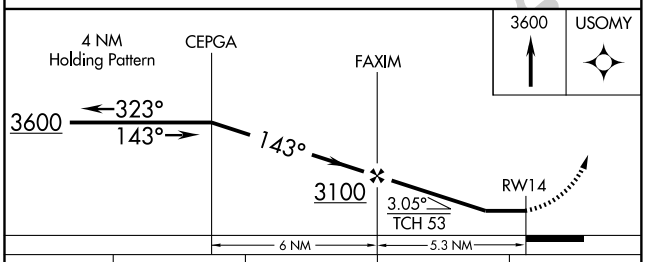
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct USOMY and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
LNAV MDA	1700-1 367 (400-1)			1700-1¼ 367 (400-1¼)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10301
193°	TDZE	1330
	Apt Elev	1333

RNAV (GPS) RWY 19R

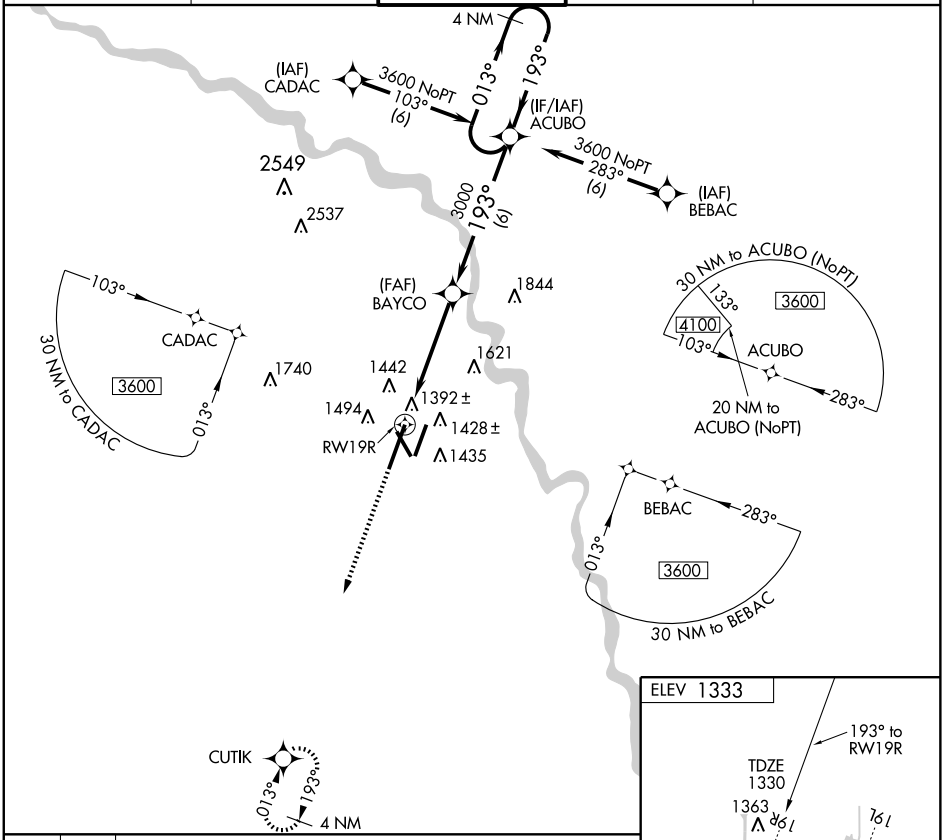
WICHITA MID-CONTINENT (ICT)

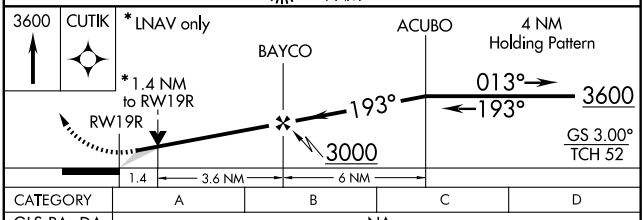
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

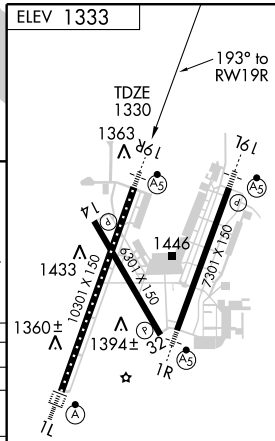
MISSED APPROACH: Climb to 3600 direct CUTIK WP and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1741/50 411 (500-1)			
LNAV MDA	1820/24 490 (500-½)		1820/40 490 (500-¾)	1820/50 490 (500-1)
CIRCLING	1820-1 487 (500-1)		1820-1½ 487 (500-1½)	1900-2 567 (600-2)



HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6301
323°	TDZE	1322
	Apt Elev	1333

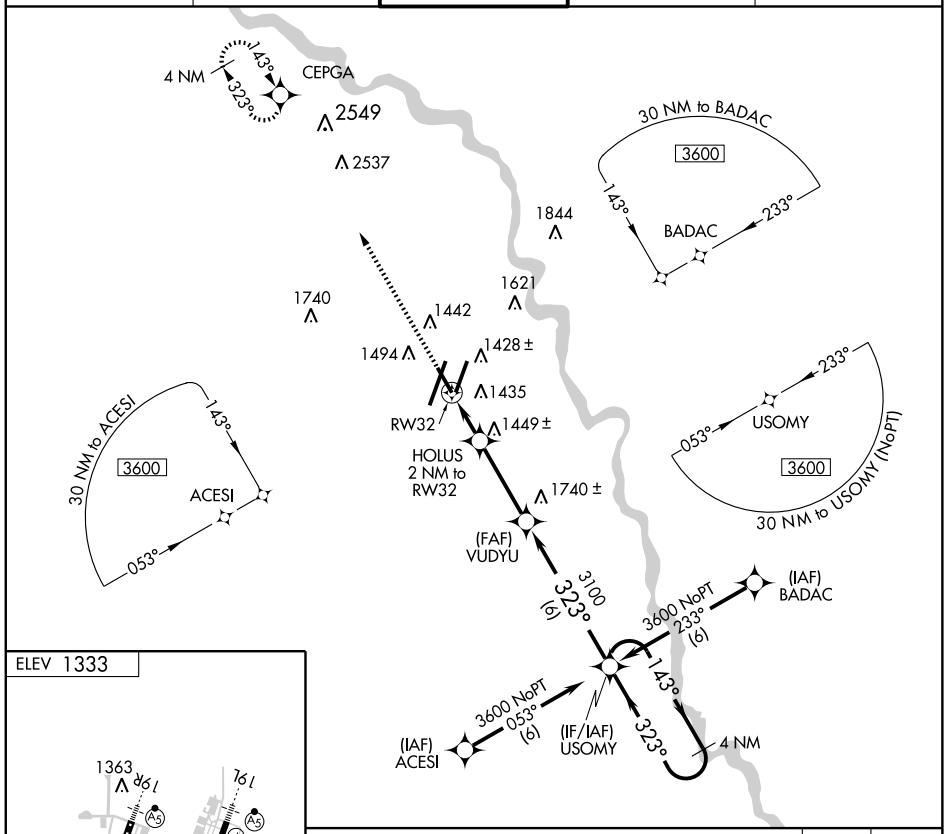
RNAV (GPS) RWY 32

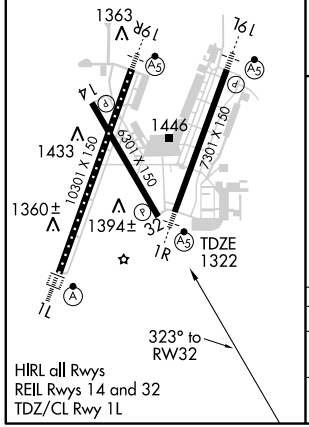
WICHITA MID-CONTINENT (ICT)

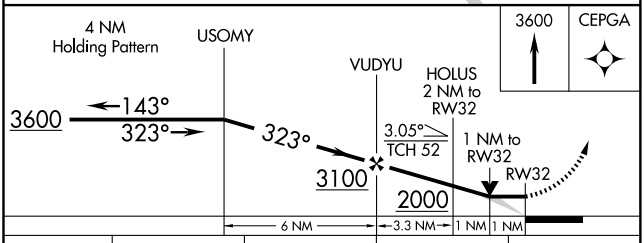
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600 direct CEPGA and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
LNAV MDA	1700-1 378 (400-1)			1700-1¼ 378 (400-1¼)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10301
013°	TDZE	1314
	Apt Elev	1333

RNAV (GPS) Y RWY 1L

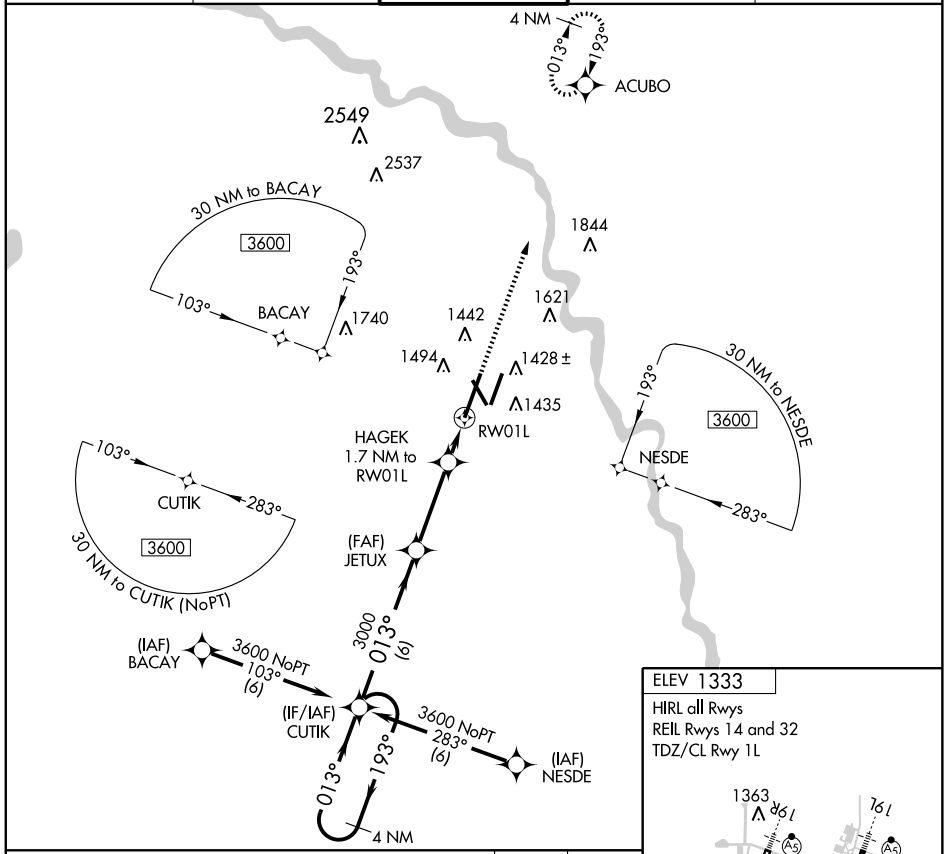
WICHITA MID-CONTINENT (ICT)

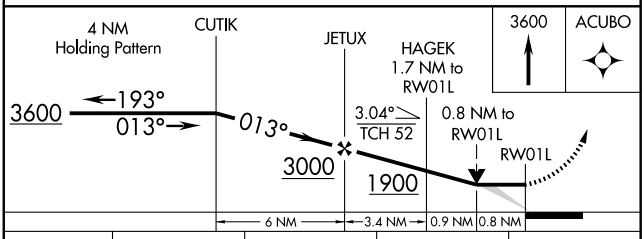
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D.

ALSF-2

MISSED APPROACH: Climb to 3600 direct ACUBO and hold.

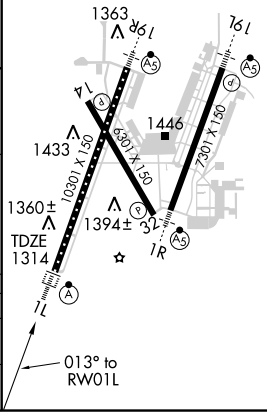
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





CATEGORY	A	B	C	D
LNAV MDA	1620/24 306 (300-½)			1620/50 306 (300-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

ELEV 1333
HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7301
193°	TDZE	1320
	Apt Elev	1333

RNAV (GPS) Y RWY 19L

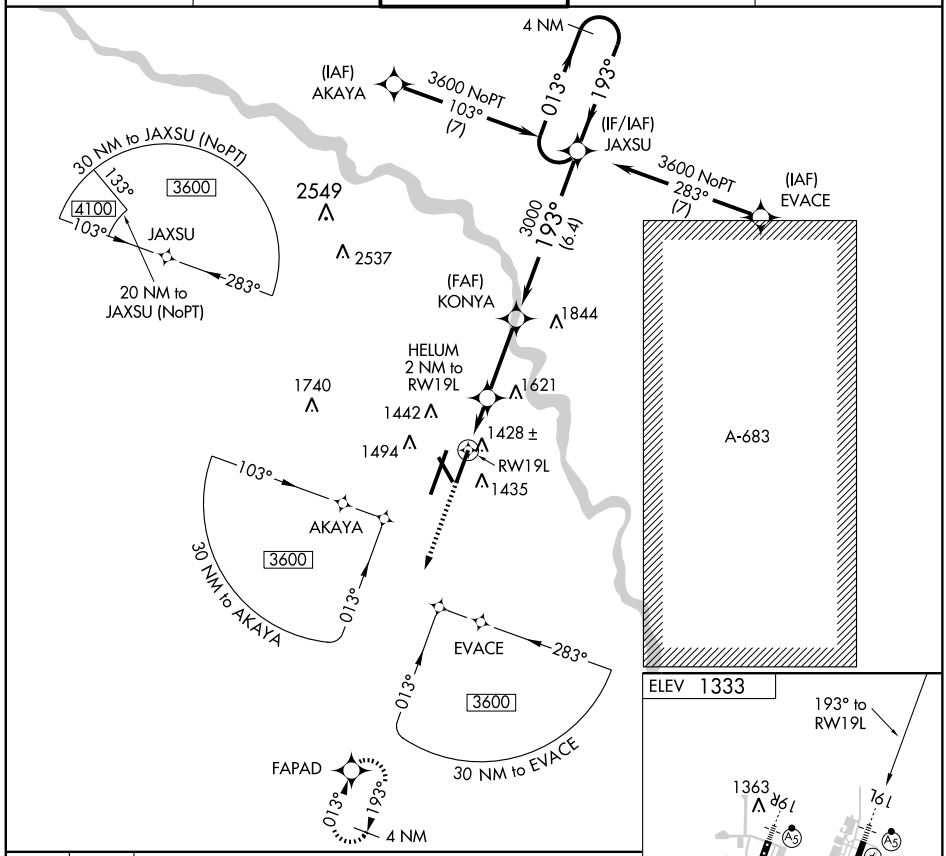
WICHITA MID-CONTINENT (ICT)

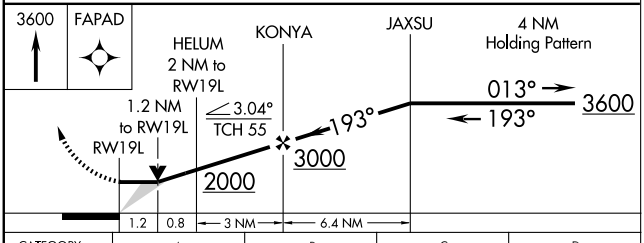
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

MALSR

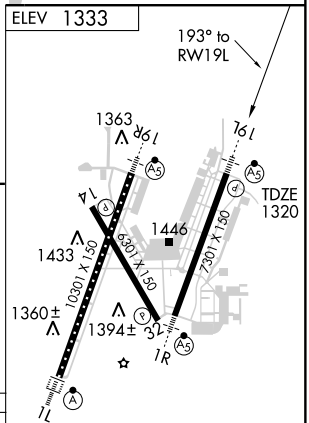
MISSED APPROACH: Climb to 3600 direct FAPAD and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





CATEGORY	A	B	C	D
LNAV MDA	1740-½ 420 (500-½)		1740-¾ 420 (500-¾)	1740-1 420 (500-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)



HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10301
013°	TDZE	1314
	Apt Elev	1333

RNAV (GPS) Z RWY 1L

WICHITA MID-CONTINENT (ICT)

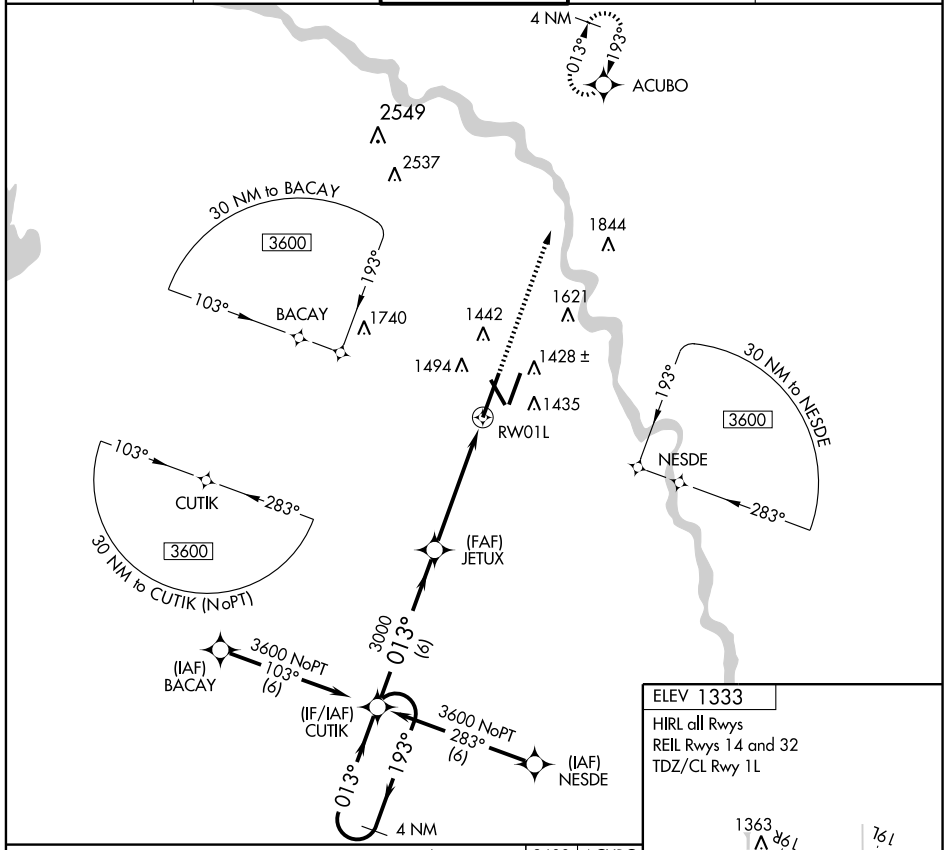
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2 increase LNAV/VNAV Cat Dvisibility to RVR 5000.

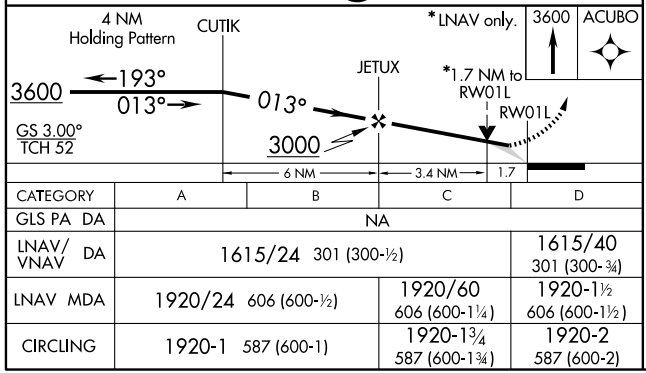
NA

ALSF-2

MISSED APPROACH: Climb to 3600 direct ACUBO and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





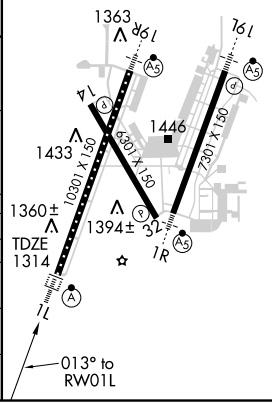
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1615/24 301 (300-½)			1615/40 301 (300-¾)
LNAV MDA	1920/24 606 (600-½)		1920/60 606 (600-1¼)	1920-1½ 606 (600-1½)
CIRCLING	1920-1 587 (600-1)		1920-1¾ 587 (600-1¾)	1920-2 587 (600-2)

ELEV 1333

HIRL all Rwys

REIL Rwys 14 and 32

TDZ/CL Rwy 1L



NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7301
193°	TDZE	1320
	Apt Elev	1333

RNAV (GPS) Z RWY 19L

WICHITA MID-CONTINENT (ICT)

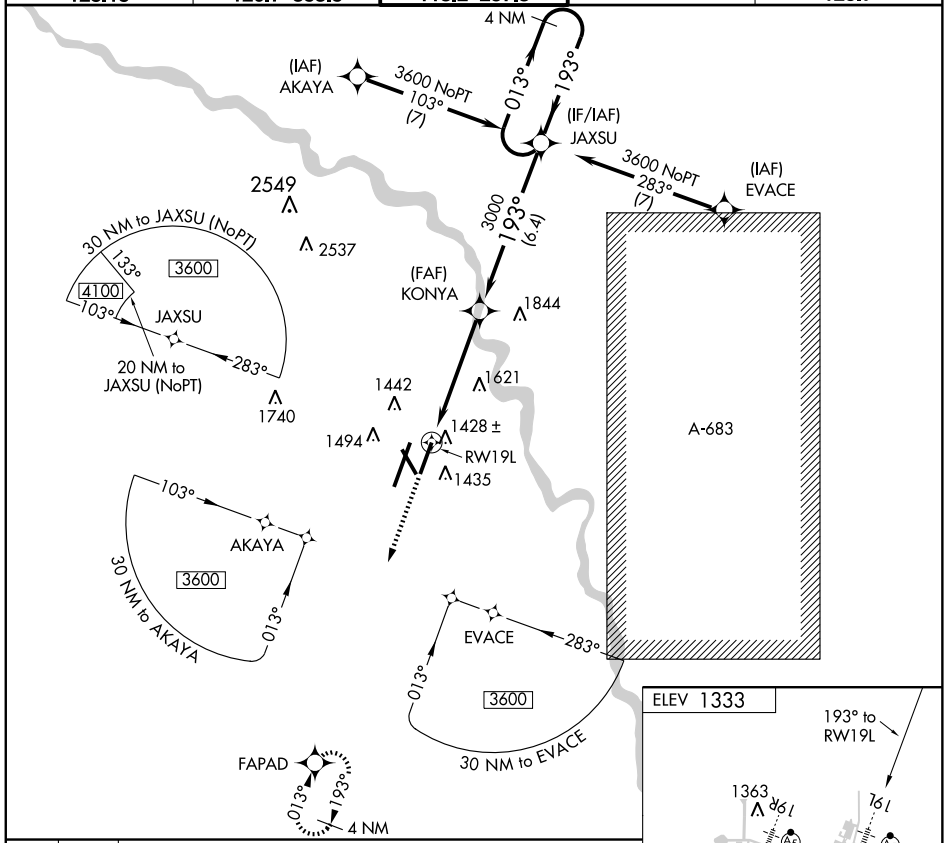
NA

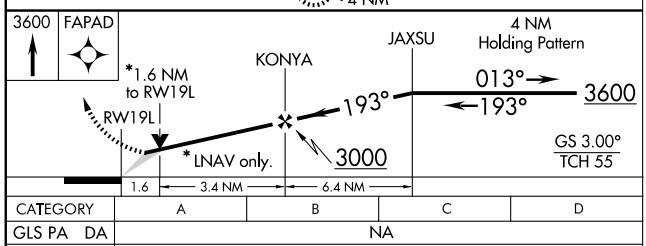
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

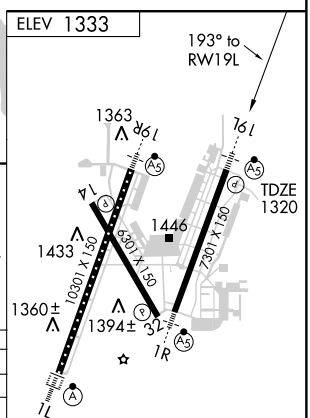
MALSR

MISSED APPROACH: Climb to 3600 direct FAPAD WP and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1740-1 420 (500-1)			
LNAV MDA	1880-½ 560 (600-½)		1880-1 560 (600-1)	1880-1¼ 560 (600-1¼)
CIRCLING	1880-1½ 547 (600-1½)			1900-2 567 (600-2)

HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L

NC-2, 08 APR 2010 to 06 MAY 2010

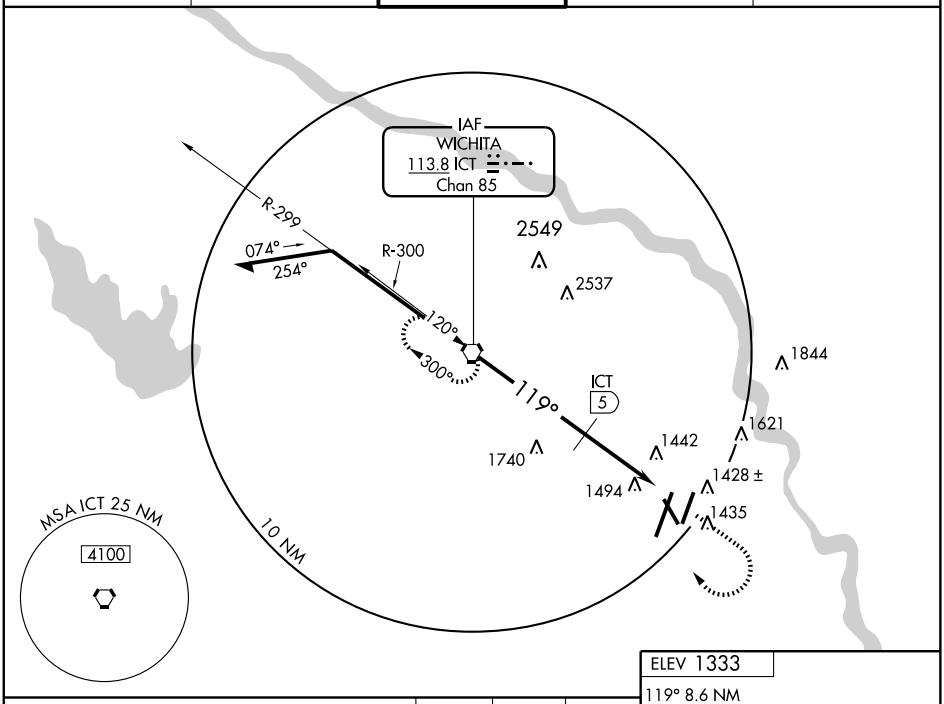
VORTAC ICT 113.8 Chan 85	APP CRS 119°	Rwy Idg 6301 TDZE 1333 Apt Elev 1333

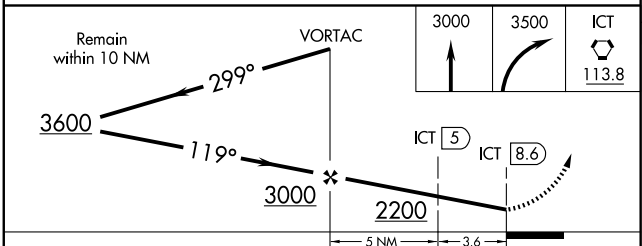
VOR RWY 14

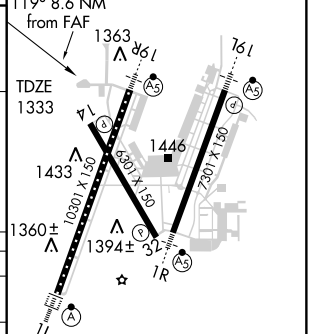
WICHITA MID-CONTINENT (ICT)

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
S-14	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
CIRCLING	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
DME/RADAR MINIMA				
S-14	1760-1 427 (500-1)		1760-1¼ 427 (500-1¼)	1760-1½ 427 (500-1½)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

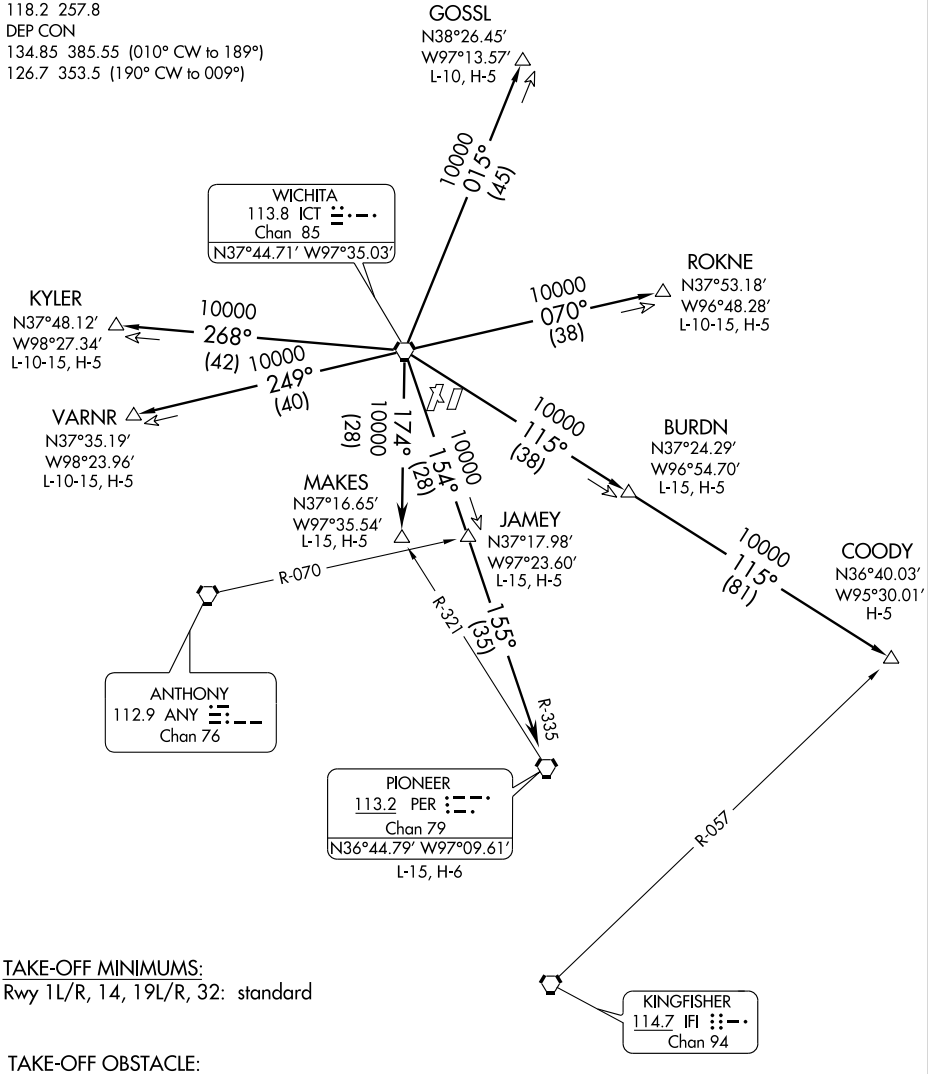
NC-2. 08 APR 2010 to 06 MAY 2010

WICHITA ONE DEPARTURE

SL-987 (FAA)

ATIS 122.15
CLINC DEL
125.7
GND CON
121.9 348.6
WICHITA TOWER
118.2 257.8
DEP CON
134.85 385.55 (010° CW to 189°)
126.7 353.5 (190° CW to 009°)

NOTE: This DP to be used only for aircraft filed 10000 and above



TAKE-OFF MINIMUMS:
Rwy 1L/R, 14, 19L/R, 32: standard

TAKE-OFF OBSTACLE:
NOTE: Rwy 1L, Tree and poles beginning 1219′ from DER, 679′ left of centerline, up to 34′ AGL/1366′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

NC-2, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R,14, 19L/R, 32: Climb on assigned heading for radar vector to appropriate route maintain 5000, expect filed altitude 10 minutes after departure.

COODY TRANSITION (ICT1.COODY): From over ICT VORTAC via ICT R-115 to COODY.

GOSSL TRANSITION (ICT1.GOSSL): From over ICT VORTAC via ICT R-015 to GOSSL.

KYLER TRANSITION (ICT1.KYLER): From over ICT VORTAC via ICT R-268 to KYLER.

MAKES TRANSITION (ICT1.MAKES): From over ICT VORTAC via ICT R-174 to MAKES.

PIONEER TRANSITION (ICT1.PER): From over ICT VORTAC via ICT R-154 to JAMEY then via PER R-335 to PER VORTAC.

ROKNE TRANSITION (ICT1.ROKNE): From over ICT VORTAC via ICT R-070 to ROKNE.

VARNR TRANSITION (ICT1.VARNR): From over ICT VORTAC via ICT R-249 to VARNR.

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-SOR	APP CRS	Rwy Idg	5506
111.5	354°	TDZE	1154
		Apt Elev	1160

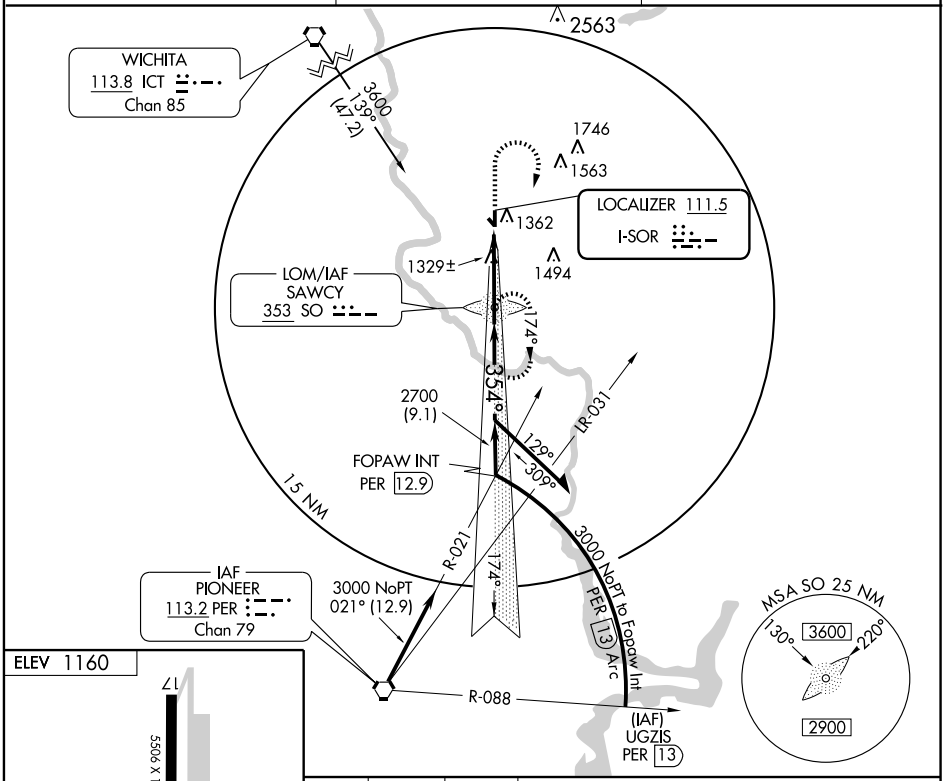
ILS or LOC RWY 35

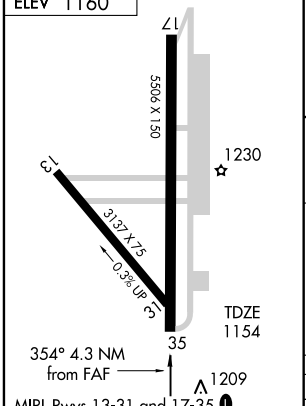
WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

⚠ NA

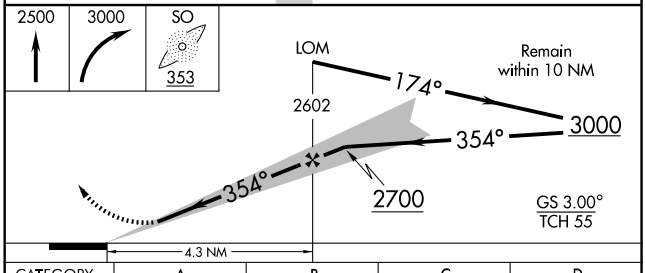
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SAWCY LOM and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 35	1354-¾ 200 (200-¾)			NA
S-LOC 35	1580-1 426 (500-1)		1580-1¼ 426 (500-1¼)	NA
CIRCLING	1680-1 520 (600-1)		1680-1½ 520 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

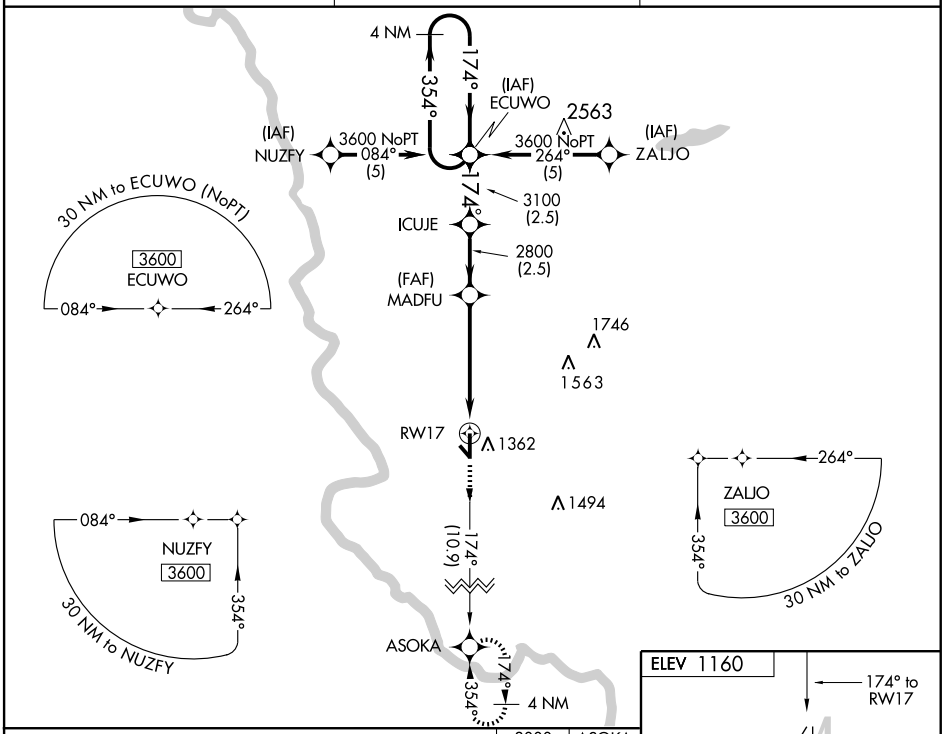
APP CRS	Rwy Idg	5506
174°	TDZE	1157
	Apt Elev	1160

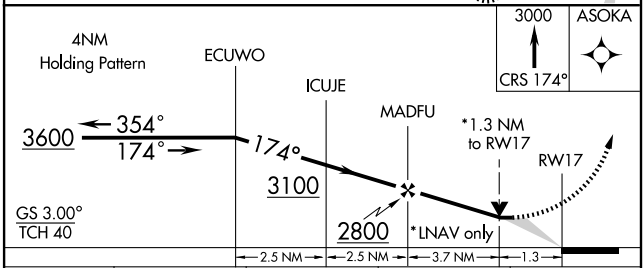
RNAV (GPS) RWY 17

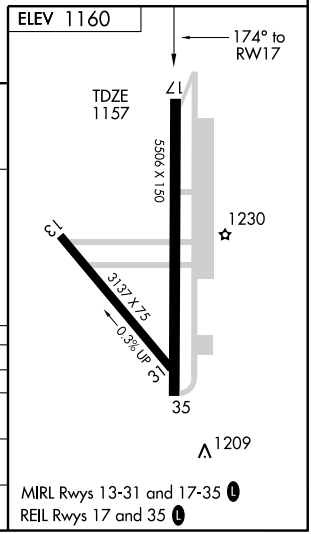
WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3000 via 174° course to ASOKA WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1560-1½ 403 (400-1½)			NA
LNAV MDA	1620-1 463 (500-1)		1620-1¼ 463 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA

MIRL Rwys 13-31 and 17-35 L
REIL Rwys 17 and 35 L

NC-2, 08 APR 2010 to 06 MAY 2010

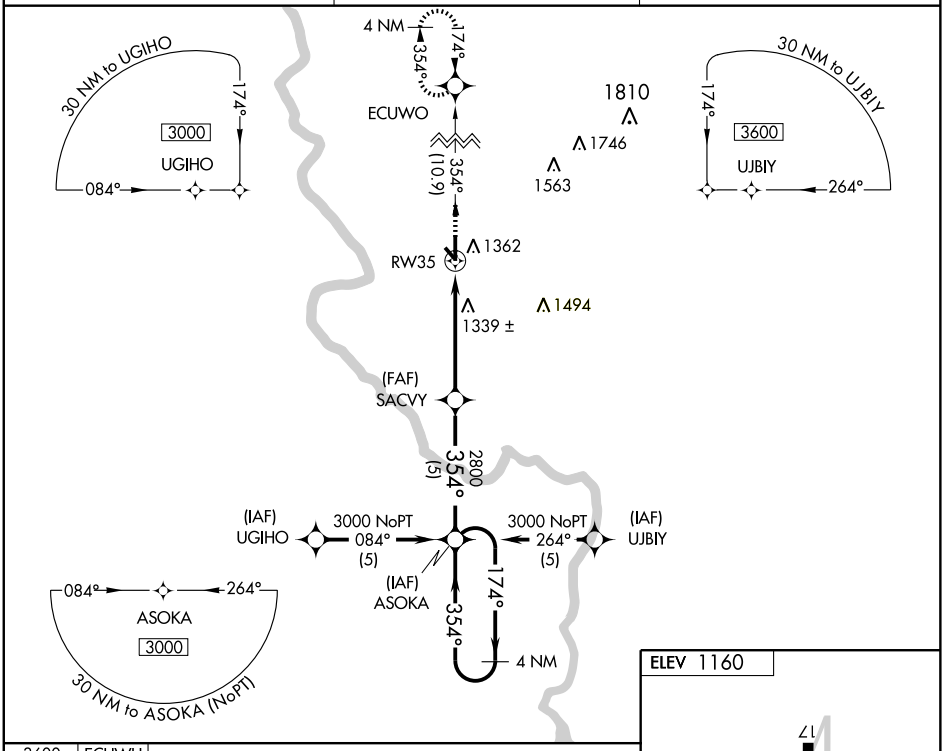
APP CRS	Rwy Idg	5506
354°	TDZE	1154
	Apt Elev	1160

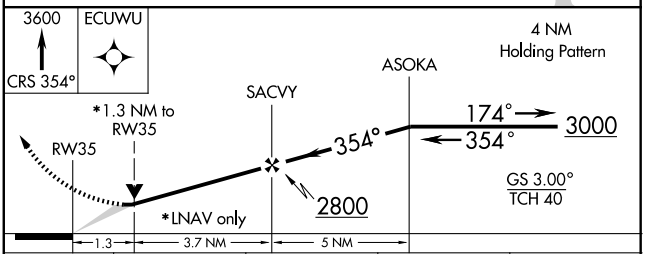
RNAV (GPS) RWY 35

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

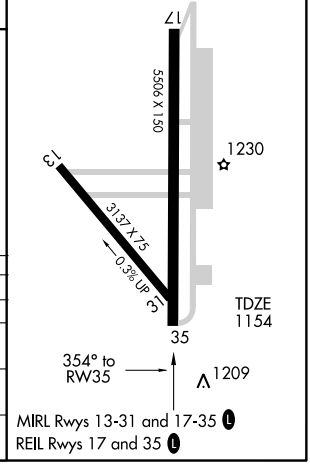
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3600 via 354° course to ECUWO WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1540-1½ 386 (400-1½)			NA
LNAV MDA	1600-1 446 (500-1)		1600-1¼ 446 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA



NC-2. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN, SD
ABERDEEN RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35
VOR Rwy 31
VOR/DME Rwy 13
NA when local weather not available.

ALBERT LEA, MN
ALBERT LEA MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

ALEXANDRIA, MN
CHANDLER FIELD ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

AUSTIN, MN
AUSTIN MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

BAUDETTE, MN
BAUDETTE INTL ..... **RNAV (GPS) Rwy 30**[1]
VOR/DME Rwy 12[2]
VOR Rwy 30[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

BEMIDJI, MN
BEMIDJI RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

BENSON, MN
BENSON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BISMARCK, ND
BISMARCK MUNI ..... **ILS Rwy 13**[12]
ILS Rwy 31[12]
RADAR-1[3]
[1]ILS, Category D, 800-2½; Category E, 900-3. LOC, NA.
[2]NA when control tower not in operation.
[3]NA when control tower closed.

BRAINERD, MN
BRAINERD LAKES RGNL ... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 34
NA when local weather not available.

BROOKINGS, SD
BROOKINGS RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CANBY, MN
MYERS FIELD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CLOQUET, MN
CLOQUET CARLTON COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

COOK, MN
COOK MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category A,B, 900-2; Category C, 900-2¼.

NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9**
COPTER ILS Rwy 27
ILS Rwy 9
LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[1]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-GORDON NEWSTROM .... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]

[1]ILS,Categories A,B,C,D, 800-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]

[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13

NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31

NA when local weather not available.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33

NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FLD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12

NA when local weather not available.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE ARPT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27

NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**

NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36

NA when local weather not available.
[1]NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN ..... **ILS Rwy 4[1]**
ILS or LOC Rwy 12L[2]
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A,B, 900-2; Category C,900-2½; Category D,900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A,B, 1000-2; Categories C,D, 1000-3.

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE
SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A,B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

REDWOOD FALLS, MN

REDWOOD FALLS
MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

ROSEAU, MN

ROSEAU MUNI/
RUDY BILLBERG FIELD ... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

ST. CLOUD, MN

ST. CLOUD RGNL .. **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS,Categories, A, B, C, D, 700-2.

NAME ALTERNATE MINIMUMS

ST. PAUL, MN

ST. PAUL DOWNTOWN HOLMAN FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]

[1]NA when local weather not available.
[2]ILS,LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B,C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD

JOE FOSS FIELD ..... **ILS Rwy 3[12]**
ILS Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]

[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN

SOUTH ST. PAUL MUNI-RICHARD E FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD

HAROLD DAVIDSON FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN

WARROAD INTL MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WASECA, MN

WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD

WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND

SLOULIN FIELD INTL..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

WILLMAR, MN

WILLMAR MUNI-JOHN L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13[1]**
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

BISMARCK, ND

Amdt. 3A, DEC 13, 2002 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2240**-2	579	(600-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF) ELEV **3276**

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV **1942**

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME — TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG 94146 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2000 before turning right. **Rwy 31,** climb to 2000 before turning left. **Rwy 13,** climb to 2400 before turning right. **Rwy 22,** climb to 2400 before turning left.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN

BAUDETTE INTL (BDE)
ORIG 01193 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1700 before turning northbound.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 250' per NM to 1800.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 280' per NM to 2500. **Rwy 31,** 900-2 or std. with a min. climb of 360' per NM to 2900. **Rwys 3, 21,** NA.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5 07074 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from departure end of runway, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from departure end of runway, 131' left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

CASSELTON, ND

CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)
ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.

NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.

NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.

NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.

NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.

DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN
ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN
EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN
FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND
HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN
FOSSTON MUNI (FSE)
AMDT 1 87351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** IFR takeoff not authorized.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD
GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN
GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
ORIG 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 420' per NM to 1300.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRANT MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.

NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GREGORY, SD

GREGORY MUNI, FLYNN FIELD (9D1)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER, ND

GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)
ORIG 07074 (FAA)

NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

HETTINGER, ND

HETTINGER MUNI (HEI)
AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb rate of 220' per NM to 3000. **Rwys 17, 35** NA.

HIBBING, MN

RANGE RGNL (HIB)
AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.

NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND

HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)

DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN

FIELD OF DREAMS (04W)
ORIG 08045 (FAA)

NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD

HURON RGNL (HON)
AMDT 5 09239 (FAA)

NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN

FALLS INTL (INL)
AMDT 3 08101 (FAA)

NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN

JACKSON MUNI (MJQ)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA-TURF.

DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.

NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND

JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)

NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)
ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)
AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)
ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

MANKATO, MN

MANKATO RGNL (MKT)
ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

MILLER, SD

MILLER MUNI (MKA)
ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound. **Rwy 36,** climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. **Rwy 27,** multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

CRYSTAL (MIC)
AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

MINNEAPOLIS, MN (CON'T)

FLYING CLOUD (FCM)
AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right.

Rwy 35, climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure end of runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL.

Rwy 30R, building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7' AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.

Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.

NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC. **Rwy 29,** climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (6D8)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 400-1 or std. with a min. climb of 340' per NM to 2600. **Rwy 12,** 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON, MN
WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND
SLOULIN FIELD INTL (ISN)
AMDT 3 00251 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1or std. with a min. climb of 270' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 20,** climb runway heading to 2300 before turning westbound.

WILLMAR, MN
WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)
NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD
WINNER RGNL (ICR)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN
WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

WORTHINGTON, MN
WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.
DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

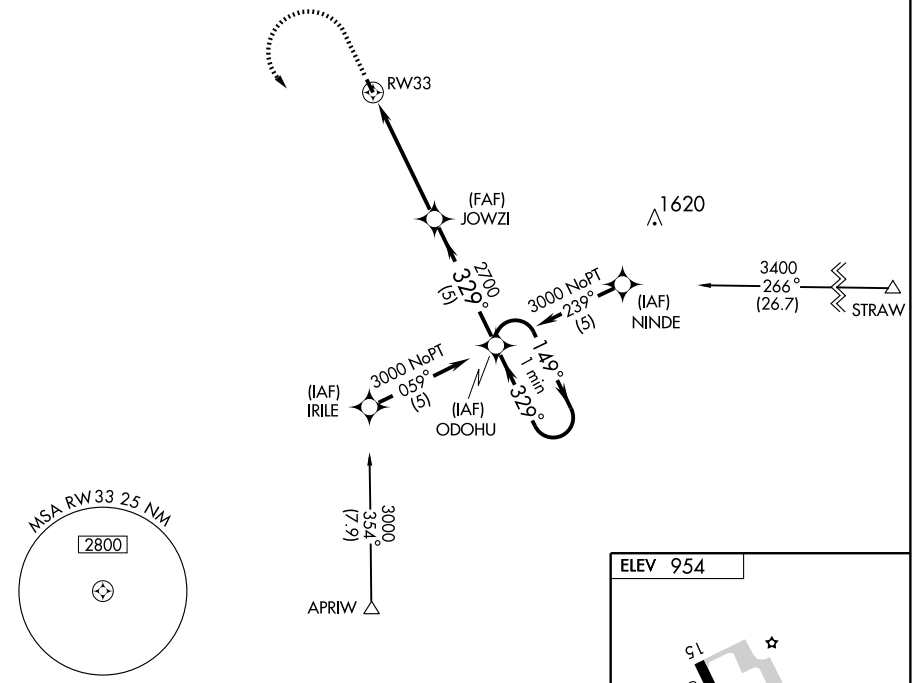
YANKTON, SD
CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

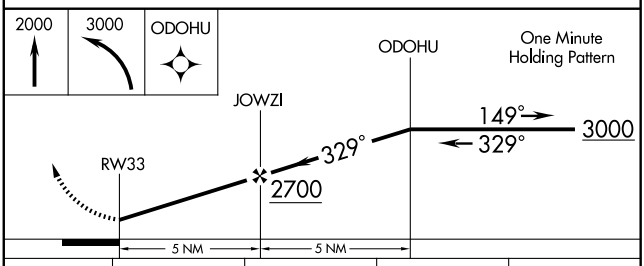
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329°	TDZE	954
	Apt Elev	954

GPS RWY 33

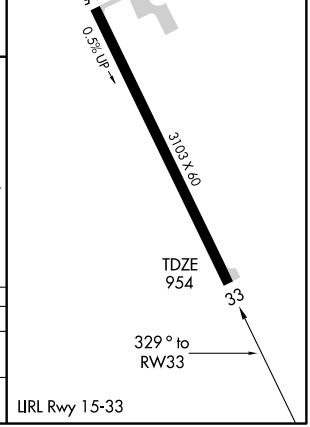
ADA/TWIN VALLEY/ NORMAN COUNTY ADA/TWIN VALLEY (DØØ)

NA	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ODOHU WP and hold.
Use Hector Intl, ND altimeter setting.	
FARGO APP CON* 120.4 377.15	CTAF 122.9





CATEGORY	A	B	C	D
S-33	1480-1	526 (600-1)	1480-1½ 526 (600-1½)	NA
CIRCLING	1480-1	526 (600-1)	1480-1½ 526 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

NDB AIT	APP CRS	Rwy Idg	4018
397	165°	TDZE	1205
		Apt Elev	1205

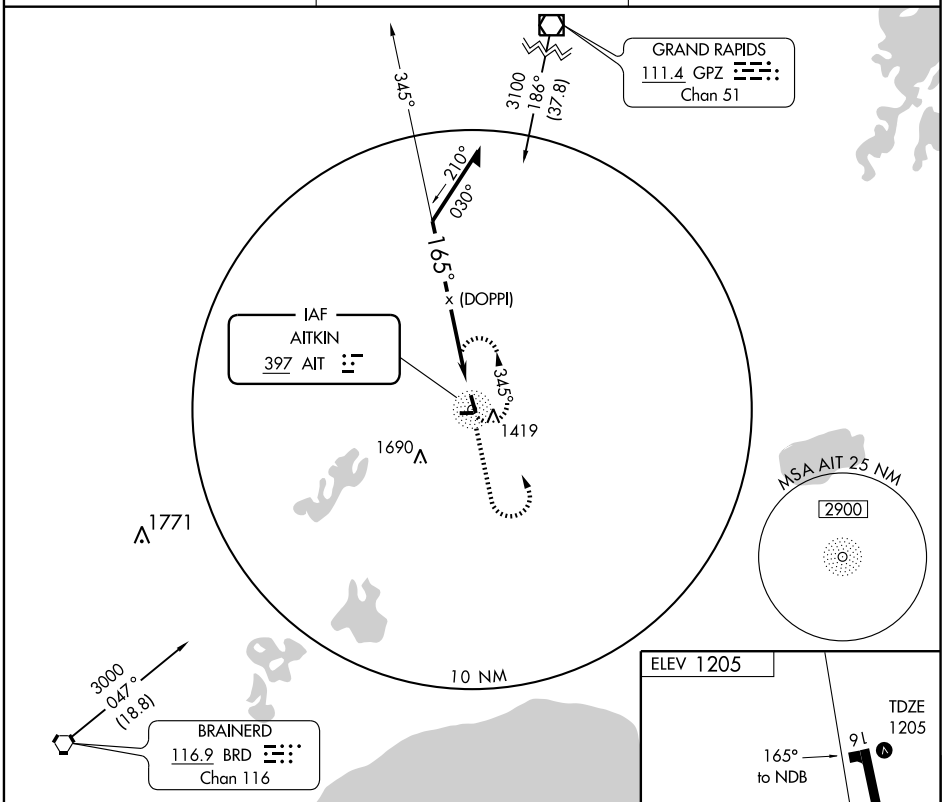
NDB or GPS RWY 16

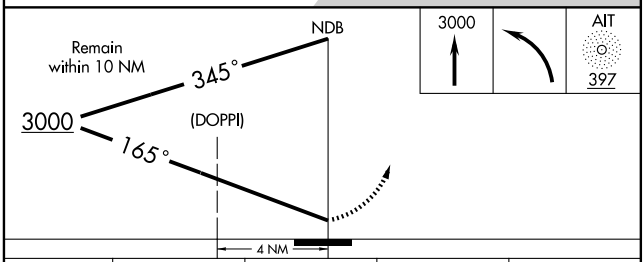
AITKIN MUNI-STEVE KURTZ FIELD (AIT)

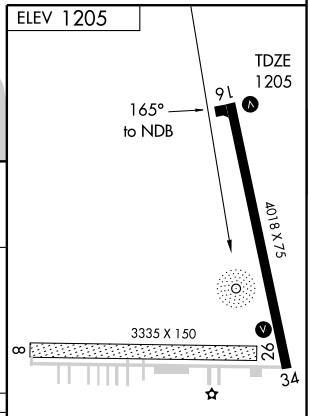
NA

MISSED APPROACH: Climb to 3000 then left turn direct AIT NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.675	118.05 239.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-16	1840-1	635 (700-1)	1840-1¾ 635 (700-1¾)	NA
CIRCLING	1840-1	635 (700-1)	1840-1¾ 635 (700-1¾)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4501
CH 49204	163°	TDZE	1260
W16A		Apt Elev	1260

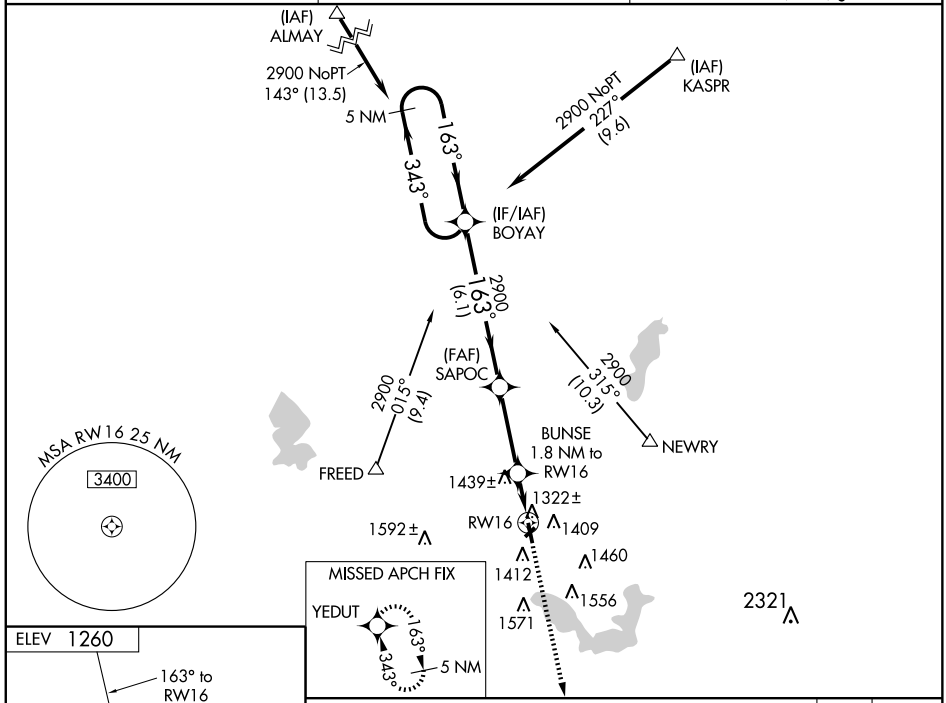
RNAV (GPS) RWY 16

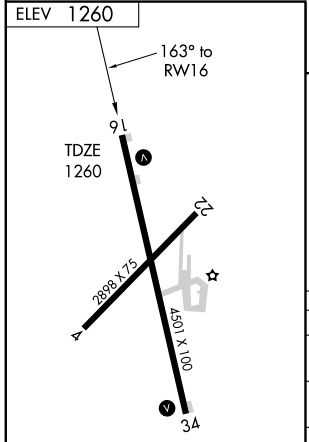
ALBERT LEA MUNI (AEL)

Baro-VNAV NA when using Austin Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Visibility reduction for helicopters NA.
If local altimeter setting not received, use Austin Muni altimeter setting and increase all DAs 48 feet and all MDAs 60 feet.
VDP NA when using Austin Muni altimeter setting. DME/DME RNP-0.3 NA.

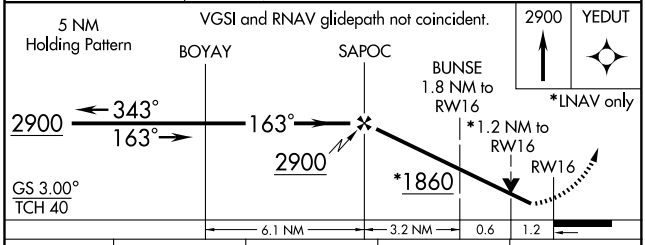
MISSED APPROACH: Climb to 2900 direct YEDUT and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LPV DA	1510-1 250 (300-1)			
LNAV/VNAV DA	1592-1¼ 332 (400-1¼)			
LNAV MDA	1700-1 440 (500-1)		1700-1¼ 440 (500-1¼)	1700-1½ 440 (500-1½)
CIRCLING	1780-1 520 (600-1)		1780-1½ 520 (600-1½)	1820-2 560 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4501
343°	TDZE	1256
	Apt Elev	1259

RNAV (GPS) RWY 34
ALBERT LEA MUNI (AEL)

T
A NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 2900 direct BOYAY WP and hold.

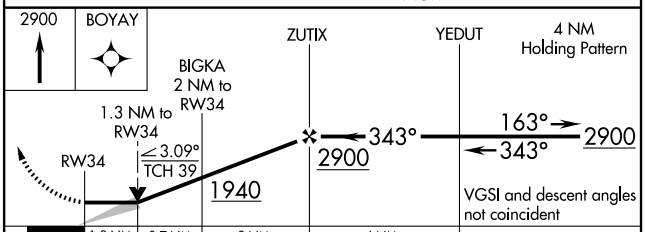
AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L

MISSED APCH FIX
5 NM 163° 343° BOYAY

MSA RW34 25 NM
3400

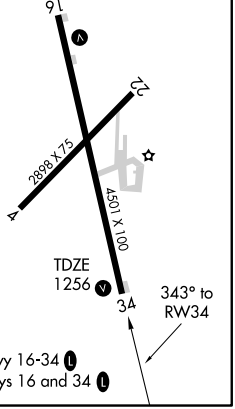
1409
1592±
1412 RW34
1460
BIGKA
2 NM to
RW34
1556
1571
2321
(FAF)
ZUTIX
2000
(6)
343°
GOTHE
2900
196° (3.3)
(IF/IAF)
YEDUT
(IAF)
HIBLO
2900 NoPT
061°
(5.3)
163°
343°
4 NM
2900 NoPT
357°
(24.1)
IAF
MASON CITY
MCW

Procedure NA for arrivals at MCW VORTAC on airway radials 343 CW 032.



CATEGORY	A	B	C	D
LNAV MDA	1720-1 464 (500-1)		1720-1¼ 464 (500-1¼)	1720-1½ 464 (500-1½)
CIRCLING	1780-1 521 (600-1)		1780-1½ 521 (600-1½)	1820-2 561 (600-2)

ELEV 1259



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME AEL	APP CRS	Rwy Idg	4501
109.8	335°	TDZE	1256
Chan 35		Apt Elev	1259

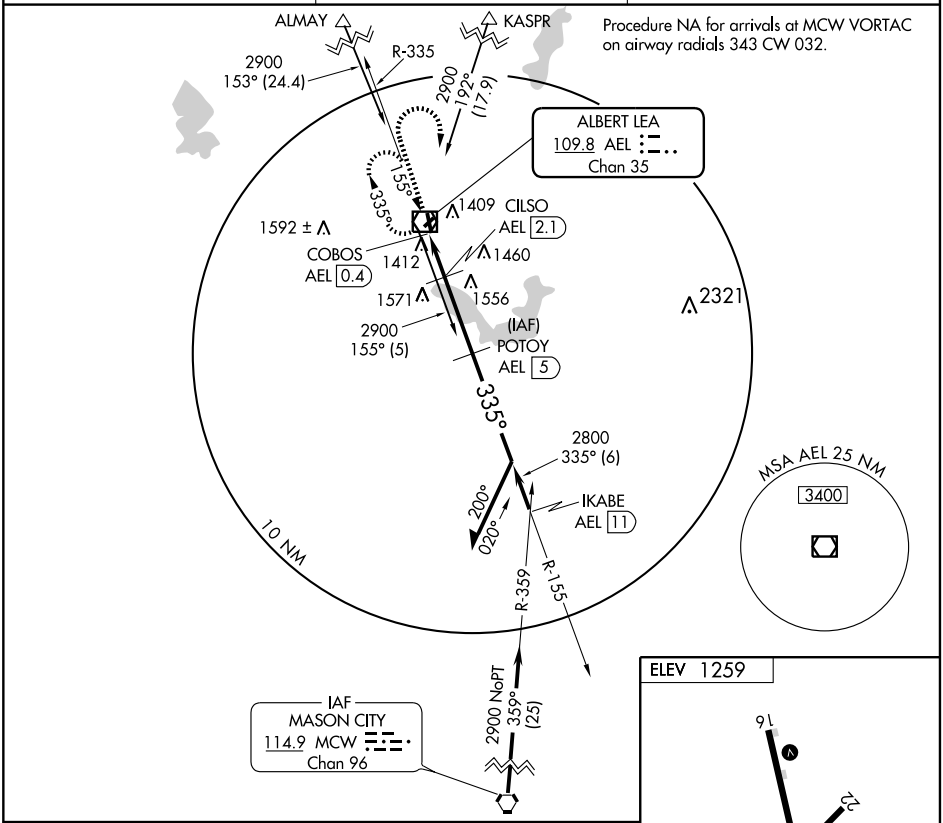
VOR/DME RWY 34

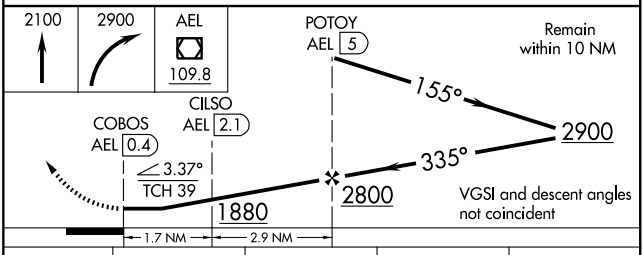
ALBERT LEA MUNI (AEL)

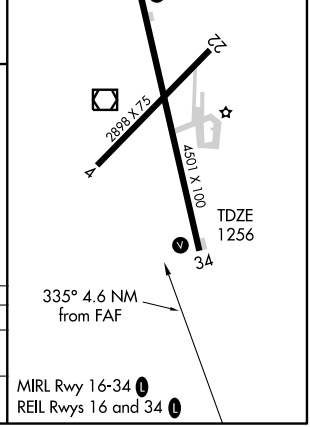
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF)







CATEGORY	A	B	C	D
S-34	1720-1 464 (500-1)		1720-1¼ 464 (500-1¼)	1720-1½ 464 (500-1½)
CIRCLING	1780-1 521 (600-1)		1780-1½ 521 (600-1½)	1820-2 561 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

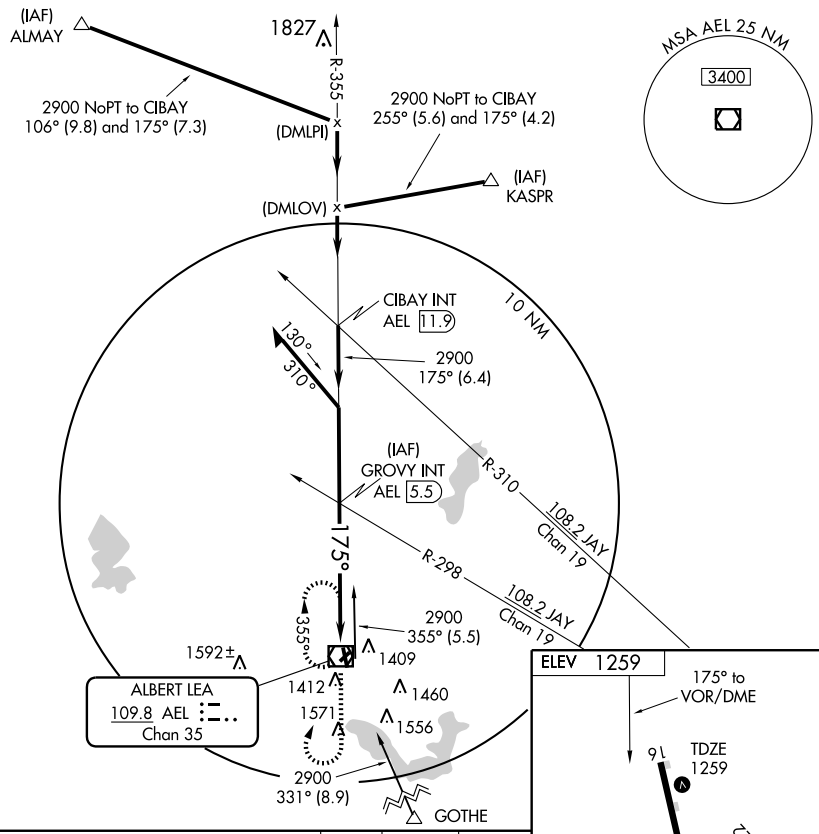
VOR/DME AEL	APP CRS	Rwy Idg	4501
109.8	175°	TDZE	1259
Chan 35		Apt Elev	1259

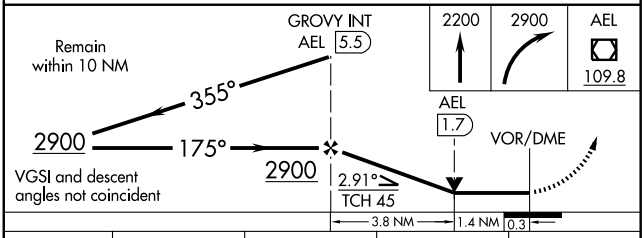
VOR RWY 16
ALBERT LEA MUNI (AEL)

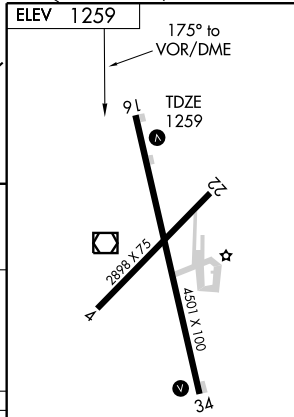
NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-16	1720-1 461 (500-1)		1720-1¼ 461 (500-1¼)	1720-1½ 461 (500-1½)
CIRCLING	1780-1 521 (600-1)		1780-1½ 521 (600-1½)	1820-2 561 (600-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-EEZ	APP CRS	Rwy Idg	5100
110.5	315°	TDZE	1423
		Apt Elev	1424

ILS or LOC RWY 31

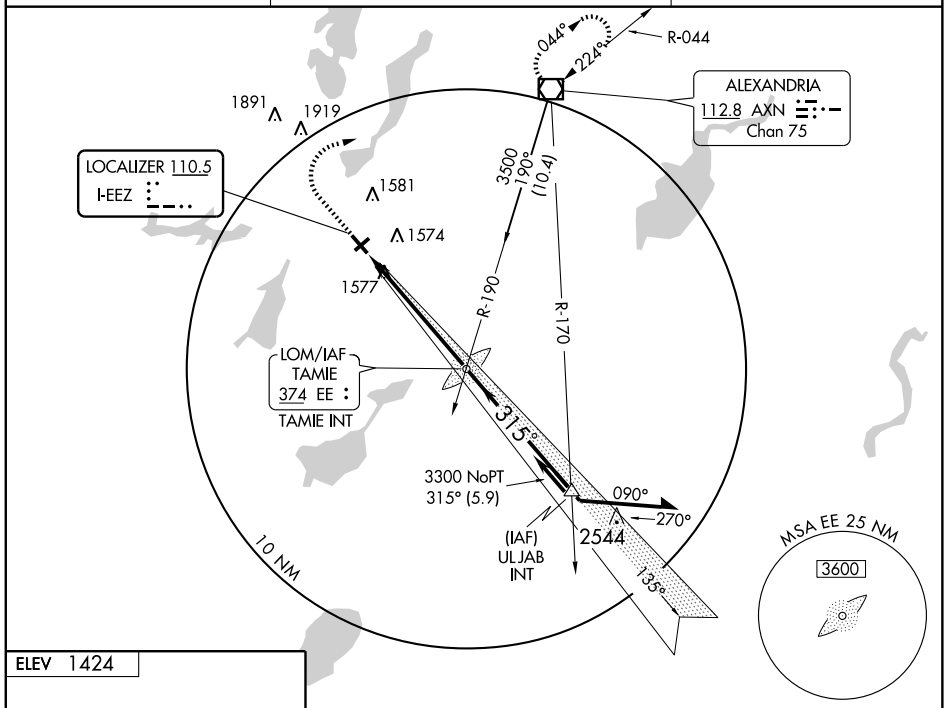
ALEXANDRIA/CHANDLER FIELD (AXN)

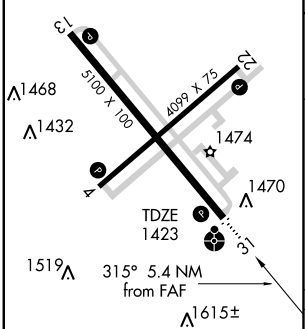
T NA — Inoperative table does not apply to S-LOC 31 Category C.

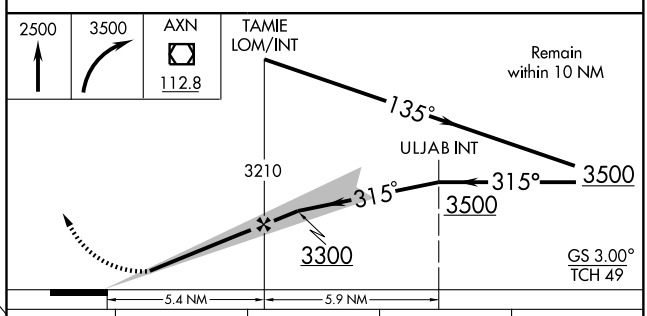
ODALS

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct AXN VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L







REIL Rwys 4,13 and 22 L
MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 31	1623-¾ 200 (200-¾)			
S-LOC 31	1840-¾ 417 (500-¾)		1840-1¼ 417 (500-1¼)	
CIRCLING	1920-1 496 (500-1)		1920-1½ 496 (500-1½)	1980-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5100
CH 61007	315°	TDZE	1423
W31A		Apt Elev	1424

RNAV (GPS) RWY 31

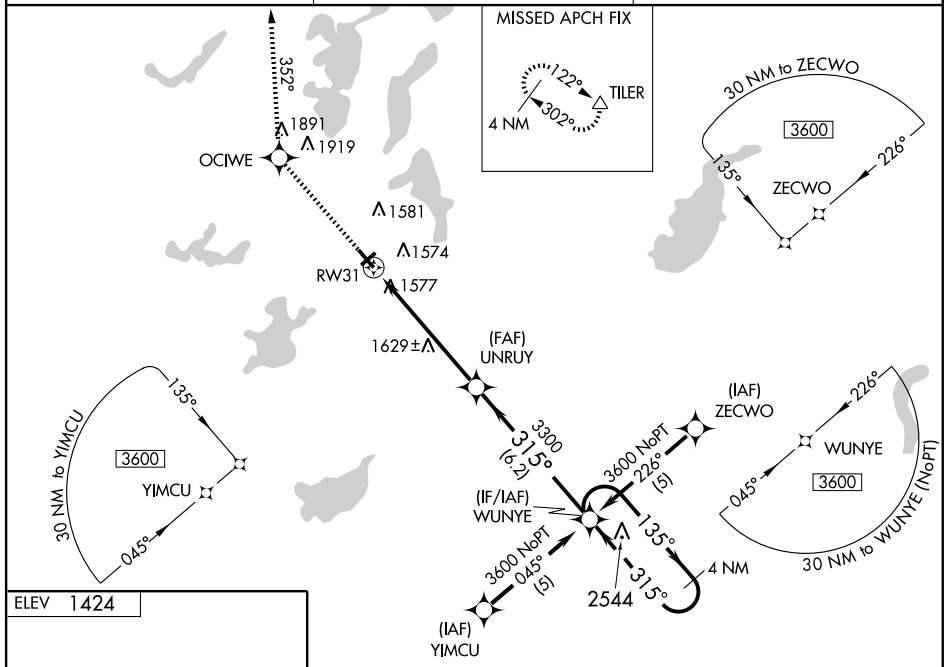
ALEXANDRIA/ CHANDLER FIELD (AXN)

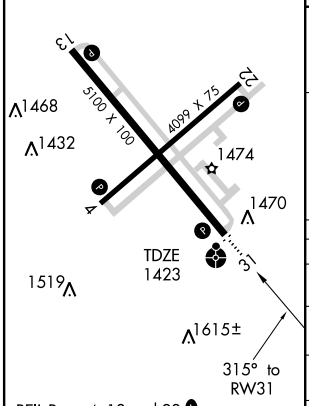
Inoperative table does not apply to LPV & LNAV/VNAV Cats A/B/C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Glenwood altimeter setting. When local altimeter setting not received, use Glenwood altimeter setting and increase all DAs/MDAs 40 feet and increase LPV and LNAV/VNAV visibilities ¼ mile all Cats.

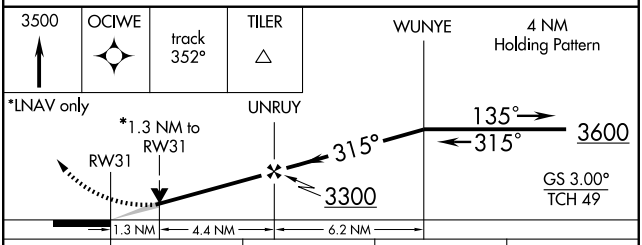
ODALS

MISSED APPROACH: Climb to 3500 direct OCIWE and via 352° track to TILER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1815-1¼ 392 (400-1¼)			
LNAV/VNAV DA	1885-1½ 462 (500-1½)			
LNAV MDA	1880-¾ 457 (500-¾)		1880-1¼ 457 (500-1¼)	1880-1½ 457 (500-1½)
CIRCLING	1920-1 496 (500-1)		1920-1½ 496 (500-1½)	1980-2 556 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

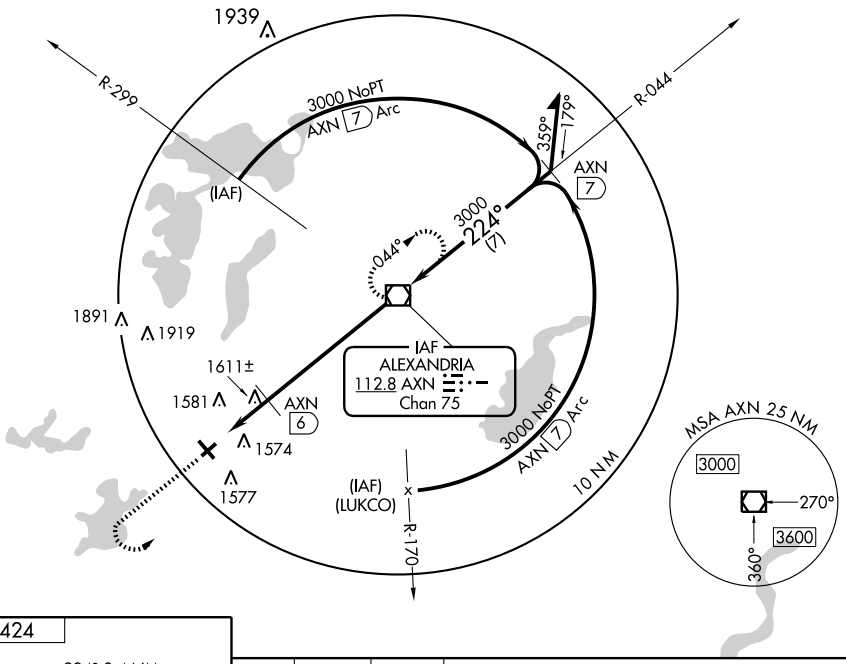
VOR/DME AXN	APP CRS	Rwy Idg	4099
112.8	224°	TDZE	1423
Chan 75		Apt Elev	1424

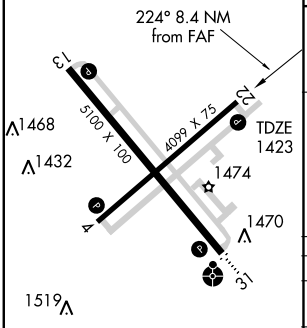
VOR RWY 22

ALEXANDRIA/CHANDLER FIELD (AXN)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct to AXN VOR/DME and hold.

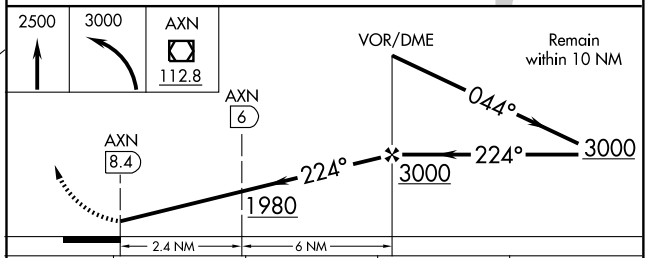
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L





REIL Rwys 4, 13 and 22 L
MIRL Rwys 4-22 and 13-31 L

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48



CATEGORY	A	B	C	D
S-22	1980-1 557 (600-1)		1980-1 ½ 557 (600-1½)	1980-1¾ 557 (600-1¾)
CIRCLING	1980-1 556 (600-1)		1980-1 ½ 556 (600-1½)	1980-2 556 (600-2)
DME MINIMUMS				
S-22	1880-1 457 (500-1)		1880-1 ¼ 457 (500-1¼)	1880-1½ 457 (500-1½)
CIRCLING	1920-1 496 (500-1)		1920-1 ½ 496 (500-1½)	1980-2 556 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

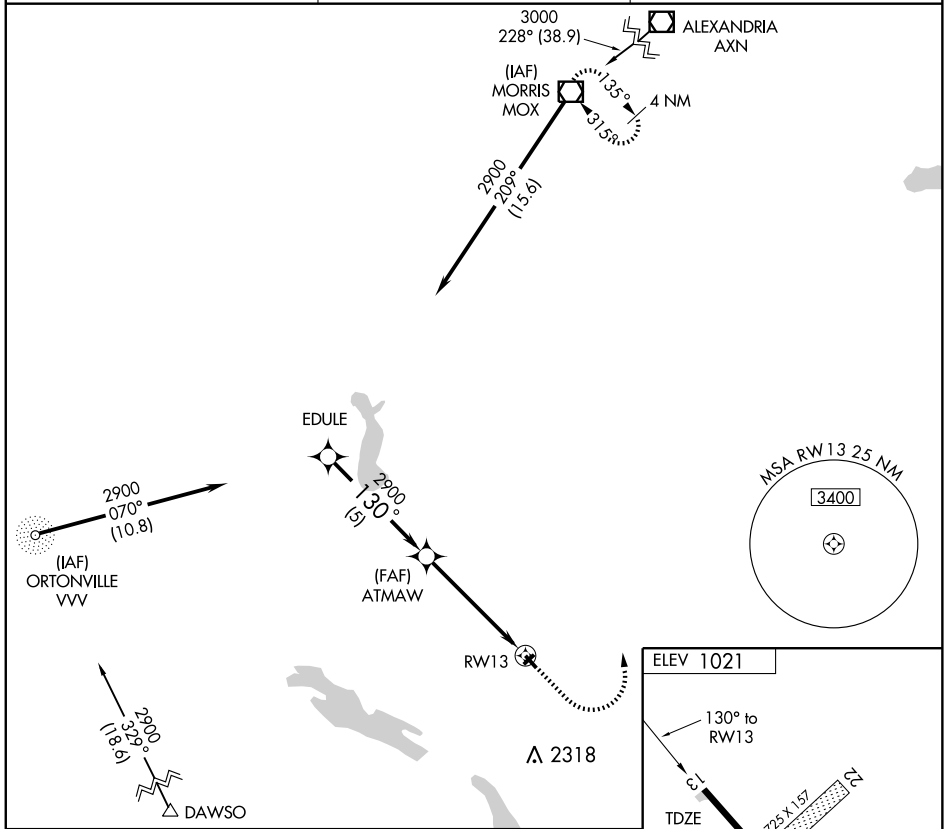
APP CRS	Rwy Idg	3500
130°	TDZE	1021
	Apt Elev	1021

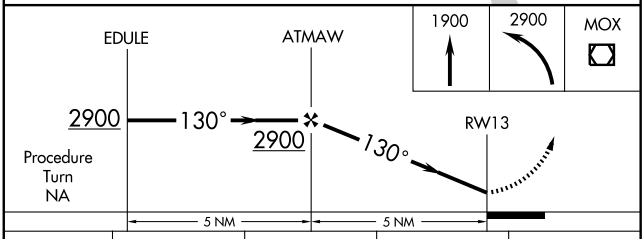
GPS RWY 13
APPLETON MUNI (AQP)

NA

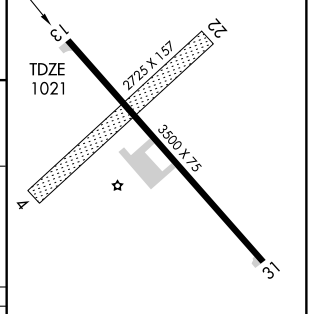
MISSED APPROACH: Climb to 1900, then climbing left turn to 2900 direct MOX VOR/DME and hold.

AWOS-3	PRINCETON RADIO	CTAF
356	122.45	122.9 L





CATEGORY	A	B	C	D
S-13	1480-1	459 (500-1)	1480-1¼ 459 (500-1¼)	NA
CIRCLING	1480-1	459 (500-1)	1480-1½ 459 (500-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

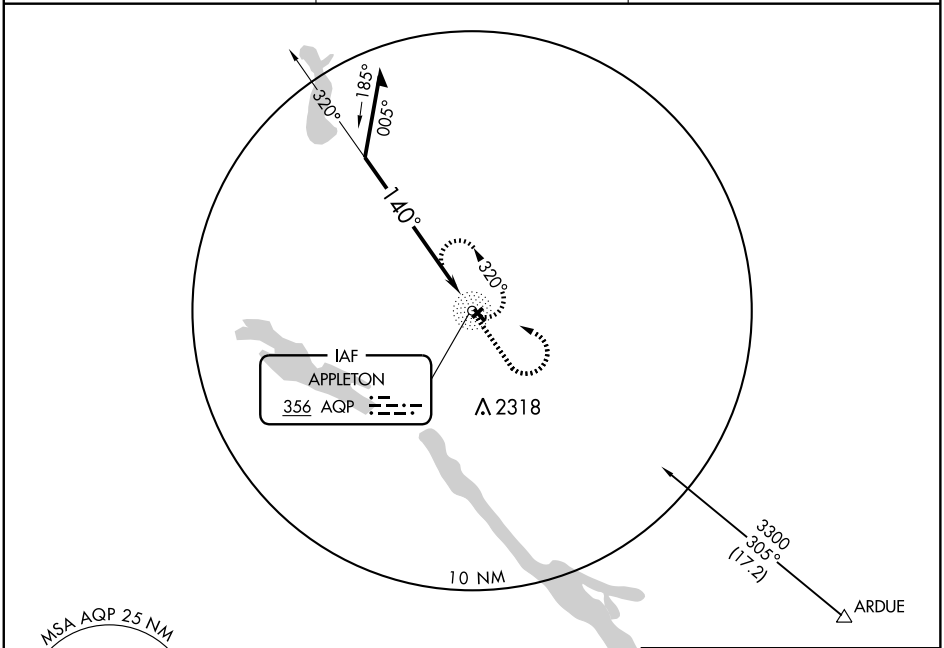
NDB AQP	APP CRS		
356	140°	Rwy Idg	3500
		TDZE	1021
		Apt Elev	1021

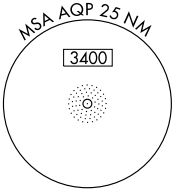
NDB RWY 13
APPLETON MUNI (AQP)

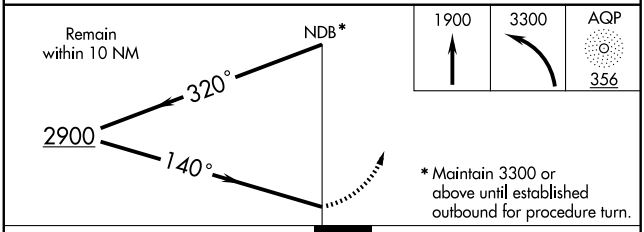
NA

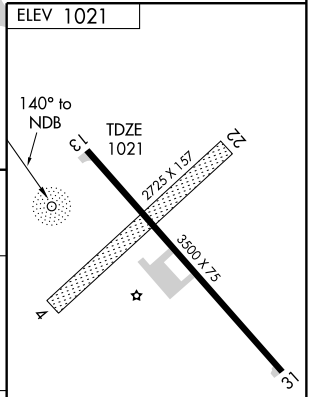
MISSED APPROACH: Climb to 1900 then climbing left turn to 3300 direct AQP NDB and hold.

AWOS-3	PRINCETON RADIO	CTAF
356	122.45	122.9 L









CATEGORY	A	B	C	D
S-13	1600-1	579 (600-1)	1600-1½ 579 (600-1½)	NA
CIRCLING	1600-1	579 (600-1)	1600-1½ 579 (600-1½)	NA

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-AUM	APP CRS	Rwy Idg	5800
110.55	351°	TDZE	1234
		Apt Elev	1234

ILS or LOC RWY 35

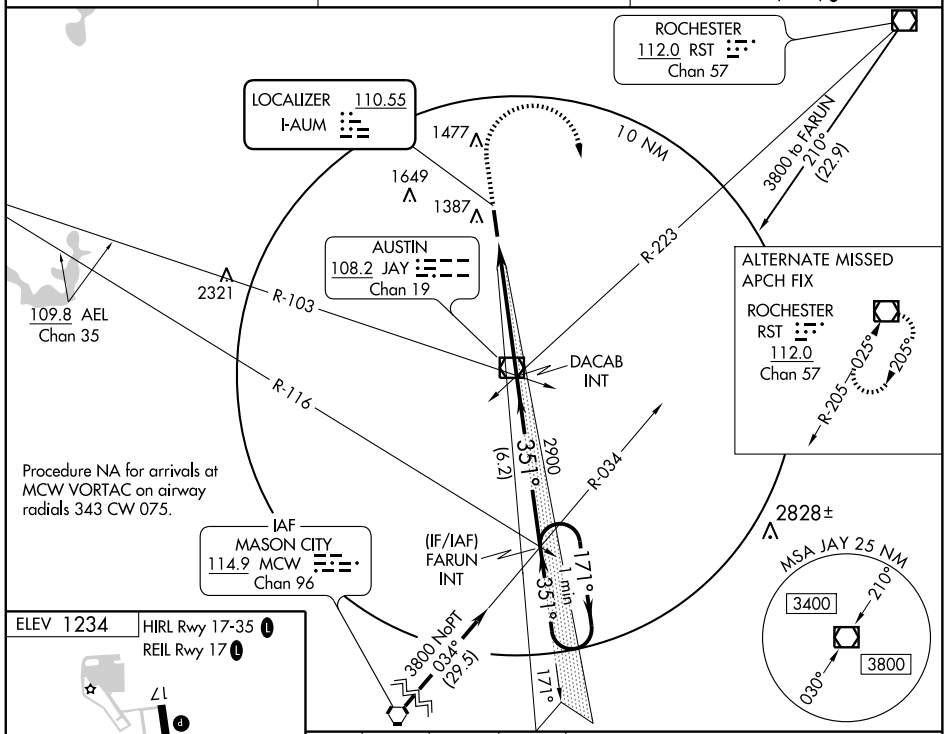
AUSTIN MUNI (AUM)

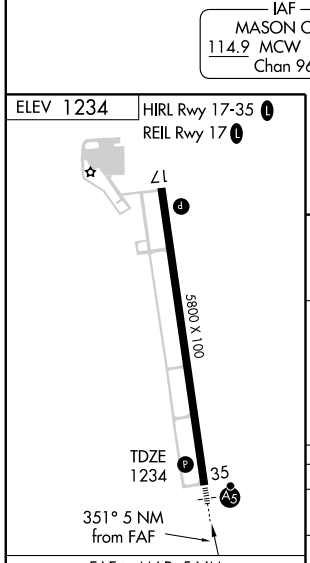
T NA — Inoperative table does not apply to S-ILS 35 when using local altimeter setting. When local altimeter setting not received, use Albert Lea altimeter setting and increase DA to 1532 feet and all MDAs 60 feet, increase S-LOC 35 Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 35 Cat A/B visibility to 1 mile, when using Albert Lea altimeter setting increase S-LOC 35 Cat A/B visibility to 1 mile.

MALSR (A5)

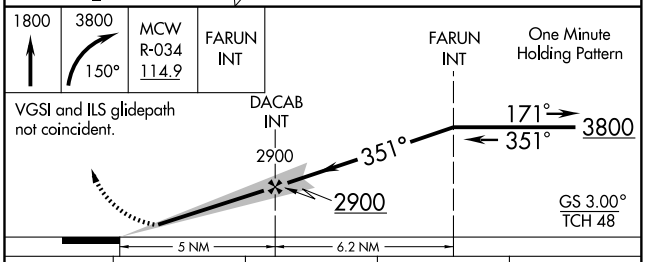
MISSED APPROACH: Climb to 1800 then climbing right turn to 3800 via heading 150° and MCW VORTAC R-034 to FARUN INT and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 35	1484-¾ 250 (300-¾)			
S-LOC 35	1700-¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5800
169°	TDZE	1231
	Apt Elev	1234

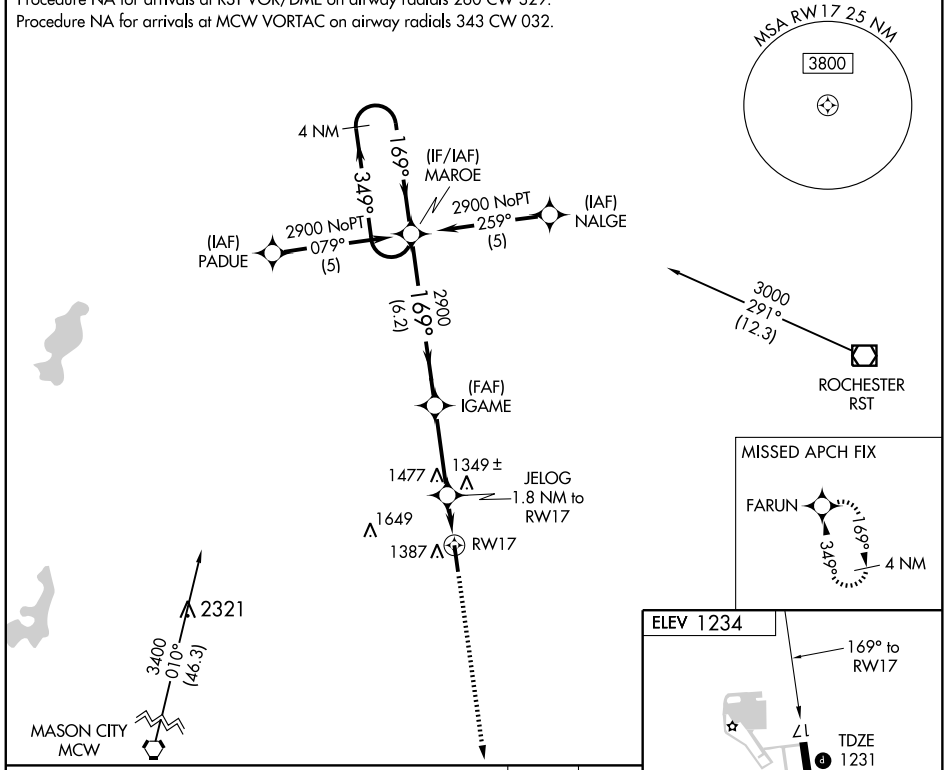
RNAV (GPS) RWY 17
AUSTIN MUNI (AUM)

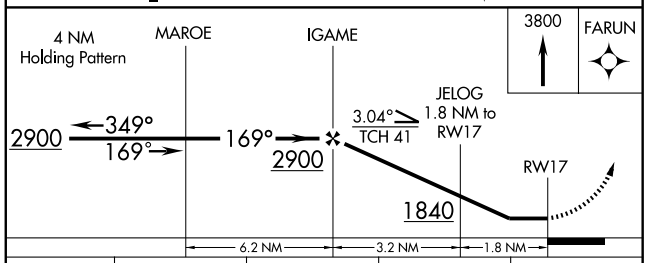
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and LNAV Cat C/D visibility ¼ mile.

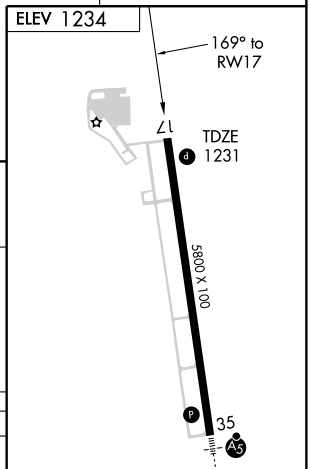
MISSED APPROACH: Climb to 3800 direct FARUN and hold.

AWOS-3	ROCHESTER APP CON★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

Procedure NA for arrivals at RST VOR/DME on airway radials 260 CW 329.
Procedure NA for arrivals at MCW VORTAC on airway radials 343 CW 032.







CATEGORY	A	B	C	D
LNAV MDA	1700-1	469 (500-1)	1700-1¼ 469 (500-1¼)	1700-1½ 469 (500-1½)
CIRCLING	1740-1	506 (600-1)	1740-1½ 506 (600-1½)	1800-2 566 (600-2)

HIRL Rwy 17-35 L
REIL Rwy 17 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5800
CH 99506	349°	TDZE	1234
W35A		Apt Elev	1234

RNAV (GPS) RWY 35

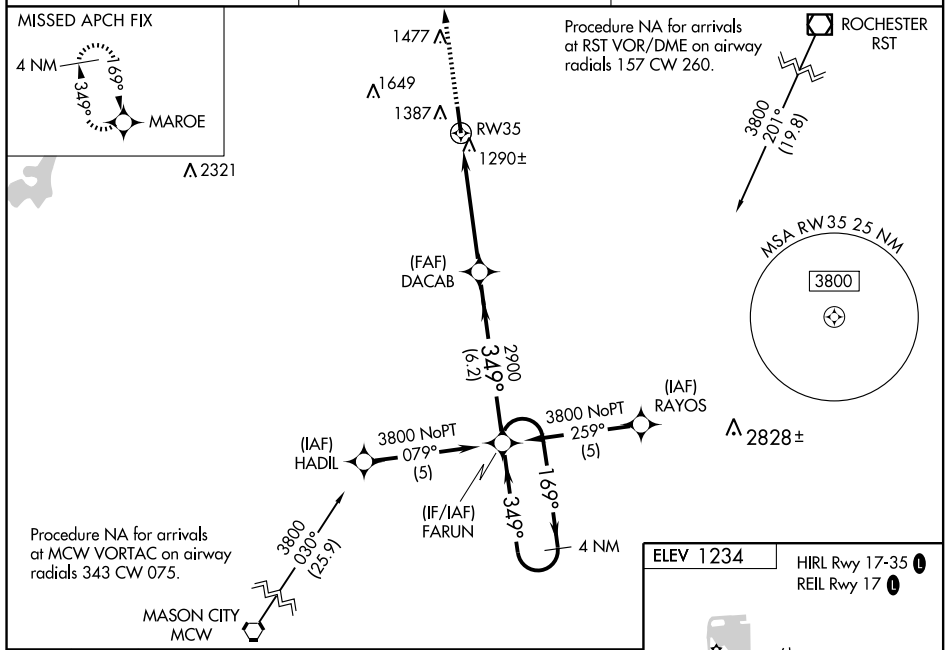
AUSTIN MUNI (AUM)

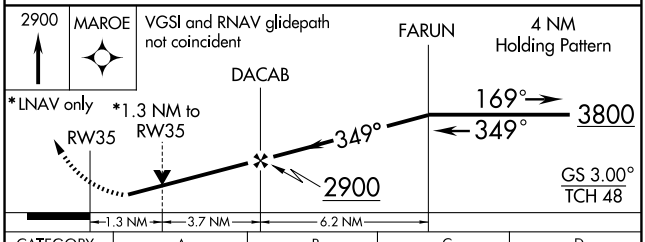
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Albert Lea altimeter setting. When local altimeter setting not received, use Albert Lea altimeter setting and increase all DAs 48 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cat C/D visibility ¼ mile.
For inoperative MALSR, when using Albert Lea altimeter setting, increase LPV visibility to 1¼ mile all Cats.

MALSR

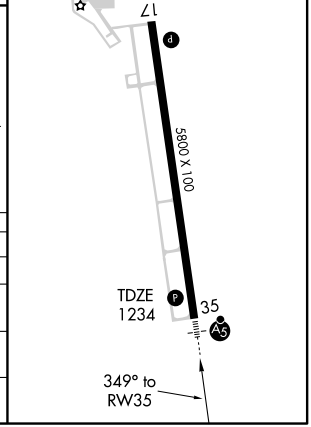
MISSED APPROACH: Climb to 2900 direct MAROE and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1527-¾ 293 (300-¾)			
LNAV/VNAV DA	1578-¾ 344 (400-¾)			
LNAV MDA	1700-¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)



NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME RST	APP CRS	Rwy Idg	N/A
112.0	240°	TDZE	N/A
Chan 57		Apt Elev	1234

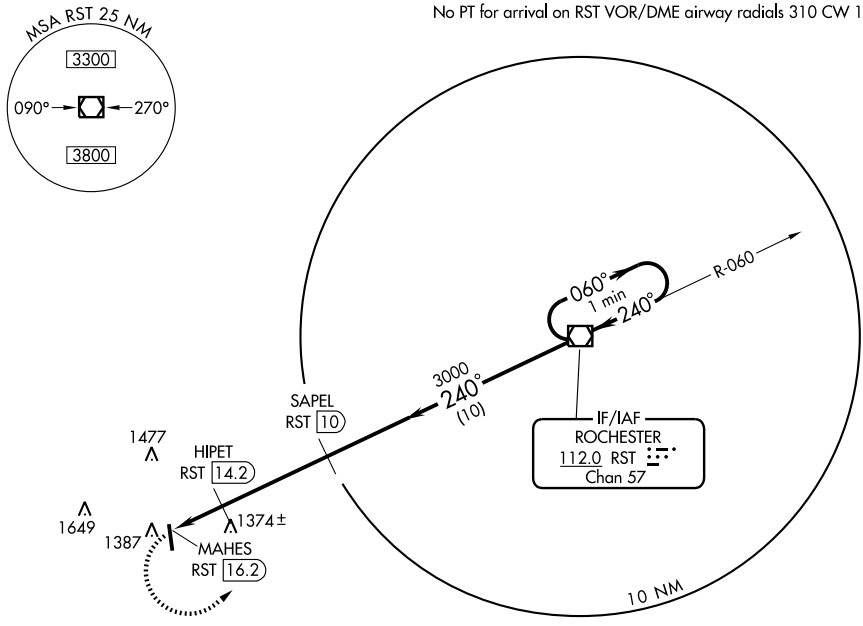
VOR/DME-A
AUSTIN MUNI (AUM)

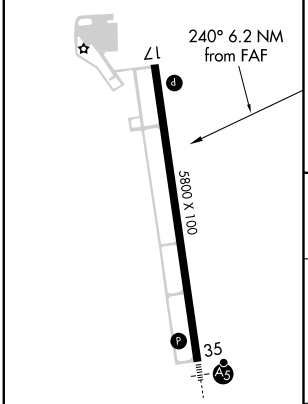
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct RST VOR/DME and hold.

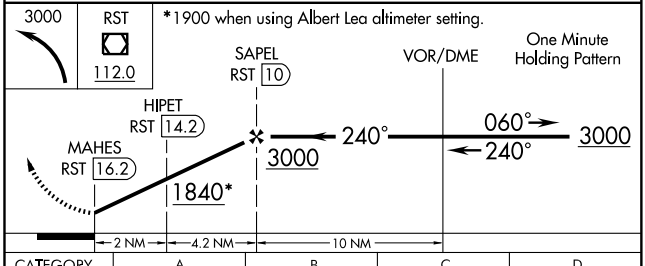
AWOS-3	ROCHESTER APP CON*	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

No PT for arrival on RST VOR/DME airway radials 310 CW 168.





HIRL Rwy 17-35 L
REIL Rwy 17 L



CATEGORY	A	B	C	D
CIRCLING	1740-1	506 (600-1)	1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

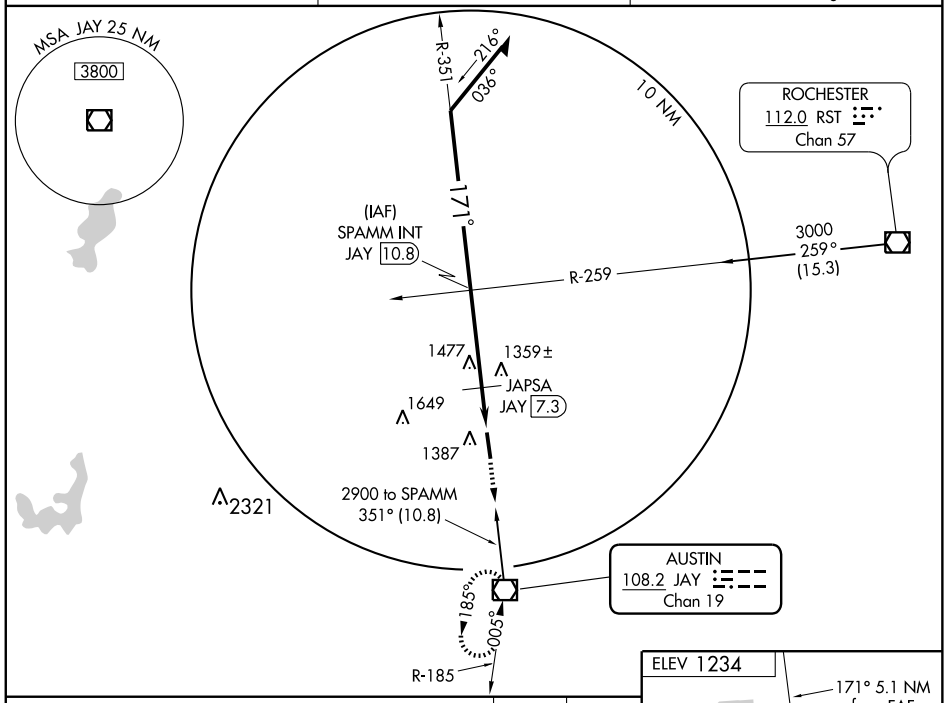
VOR/DME JAY	APP CRS	Rwy Idg	5800
108.2	171°	TDZE	1231
Chan 19		Apt Elev	1234

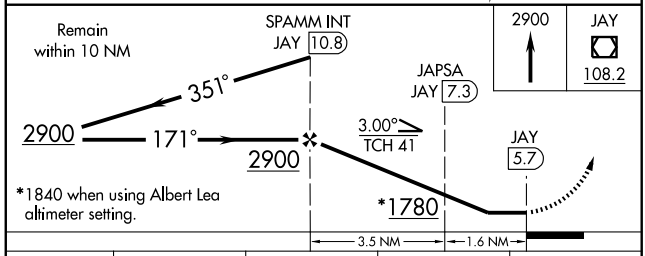
VOR RWY 17
AUSTIN MUNI (AUM)

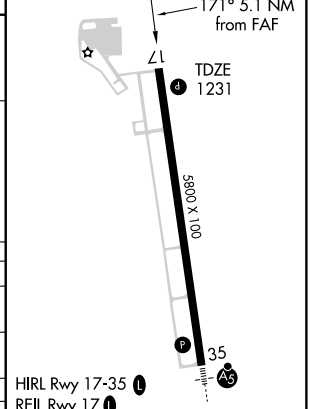
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and S-17 Cat. C/D and circling Cat. C visibility ¼ mile. Increase JAPSA FIX MINIMUMS S-17 Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct JAY VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	1780-1 549 (600-1)		1780-1½ 549 (600-1½)	1780-1¾ 549 (600-1¾)
CIRCLING	1780-1 546 (600-1)		1780-1½ 546 (600-1½)	1800-2 566 (600-2)
JAPSA FIX MINIMUMS				
S-17	1620-1 389 (400-1)			1620-1¼ 389 (400-1¼)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME JAY	APP CRS	Rwy Idg	5800
108.2	351°	TDZE	1234
Chan 19		Apt Elev	1234

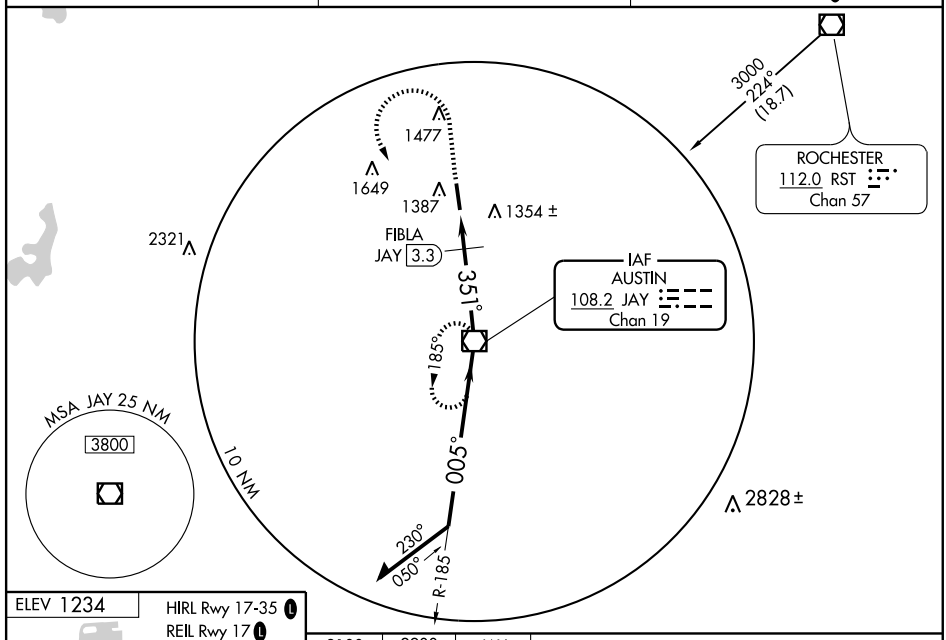
VOR RWY 35
AUSTIN MUNI (AUM)

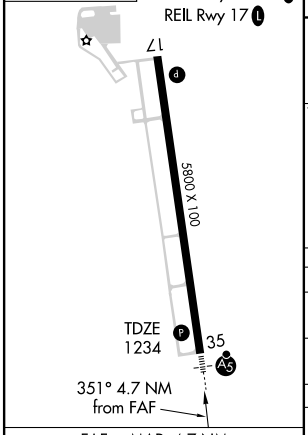
T NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and S-35 Cats C/D visibility ¼ mile.
For inoperative MALSR, increase S-35 Cats A/B visibility to 1 mile and FIBLA FIX MINIMUMS S-35 Cats A/B/C visibility to 1 mile and Cat D to 1¼ mile, when using Albert Lea altimeter setting increase S-35 Cats A/B and FIBLA FIX MINIMUMS S-35 Cats A/B visibility to 1 mile.

MALSR (A5)

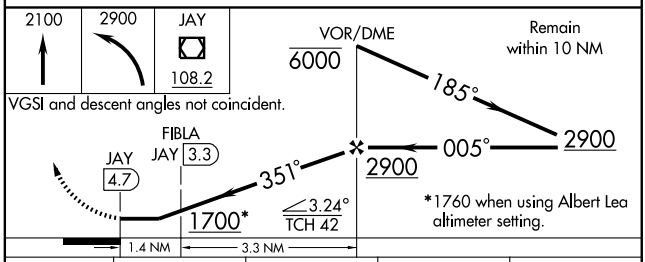
MISSED APPROACH: Climb to 2100 then climbing left turn to 2900 direct JAY VOR/DME and hold.

AWOS-3	ROCHESTER APP CON *	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-35	1700- ¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)
	FIBLA FIX MINIMUMS			
S-35	1620- ¾ 386 (400-¾)			1620-1 386 (400-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

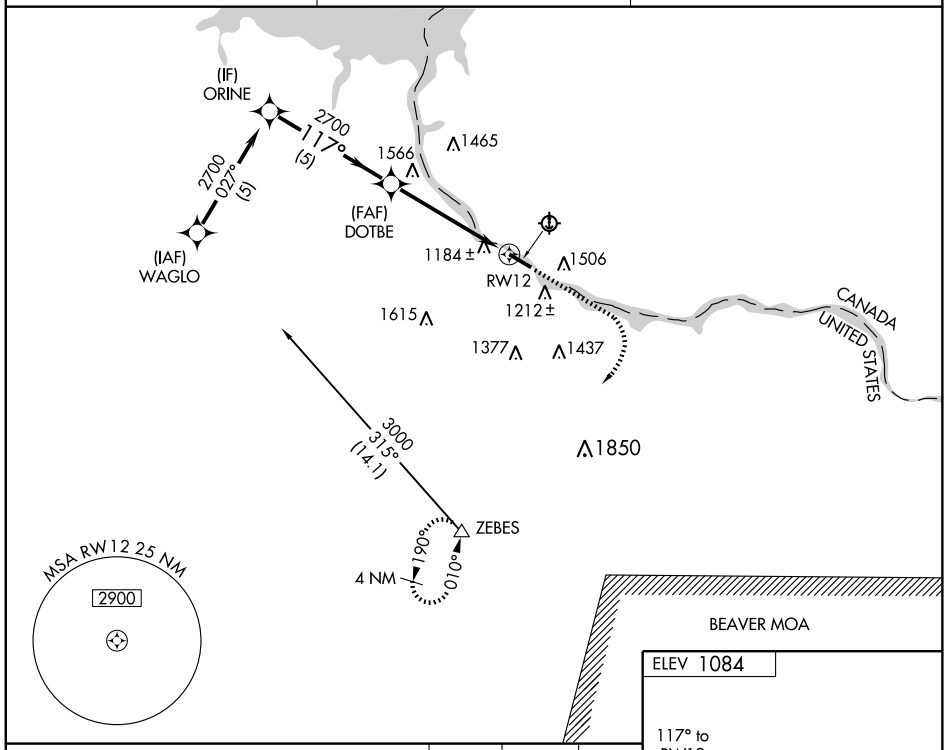
APP CRS	Rwy Idg	5499
117°	TDZE	1084
	Apt Elev	1084

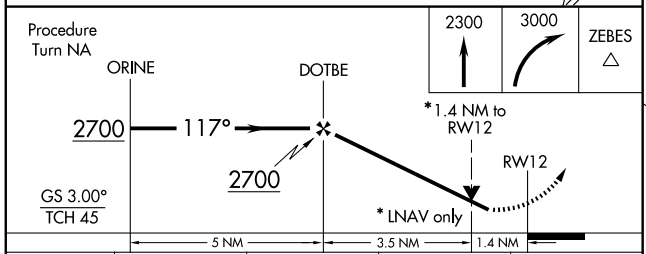
RNAV (GPS) RWY 12
BAUDETTE INTL (BDE)

T A NA W — Baro-VNAV NA below -17°C (2°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

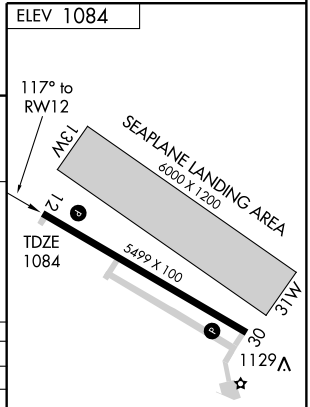
MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct ZEBES WP and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1¼ 356 (400-1¼)			
LNAV MDA	1560-1 476 (500-1)		1560-1¼ 476 (500-1¼)	1560-1½ 476 (500-1½)
CIRCLING	1860-1¼ 776 (800-1¼)		1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)



NC-1. 08 APR 2010 to 06 MAY 2010

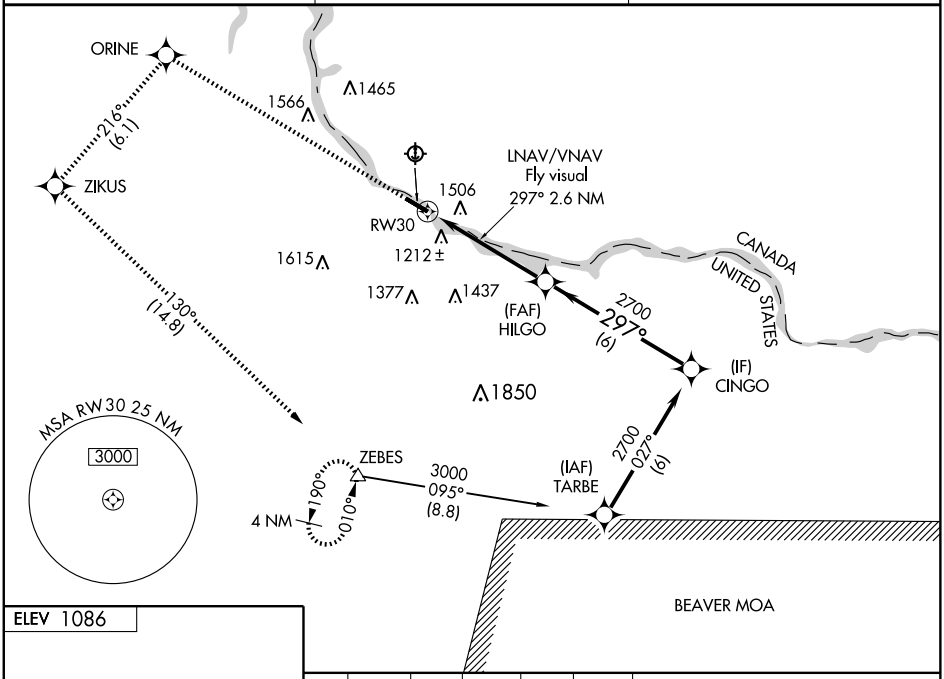
WAAS	APP CRS	Rwy Idg	5499
CH 81814	297°	TDZE	1085
W30A		Apt Elev	1086

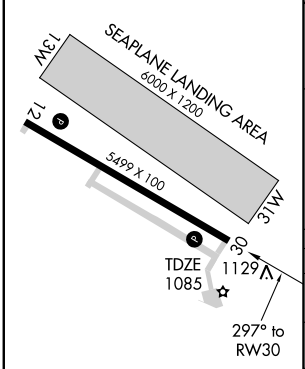
RNAV (GPS) RWY 30
BAUDETTE INTL (BDE)

Circling NA northeast of Rwy 12-30.
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Warroad altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV NA below -17°C (2F°).
Baro-VNAV and VDP NA when using Warroad altimeter setting.

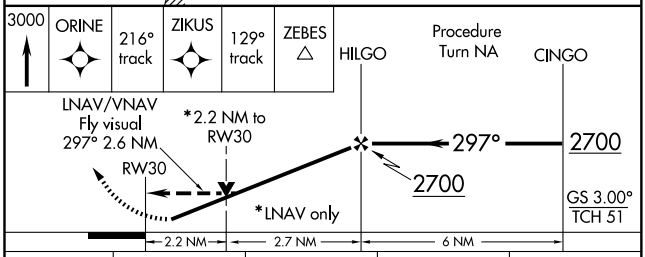
MISSED APPROACH: Climb to 3000 direct ORINE and via 216° track to ZIKUS and via 129° track to ZEBES and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L





MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L



CATEGORY	A	B	C	D
LPV DA	1360-1 275 (300-1)			
LNAV/VNAV DA	1960-2 875 (900-2)		1960-2½ 875 (900-2½)	1960-2¾ 875 (900-2¾)
LNAV MDA	1820-1 735 (800-1)		1820-2 735 (800-2)	1820-2¼ 735 (800-2¼)
CIRCLING	1960-3 874 (900-3)			

NC-1. 08 APR 2010 to 06 MAY 2010

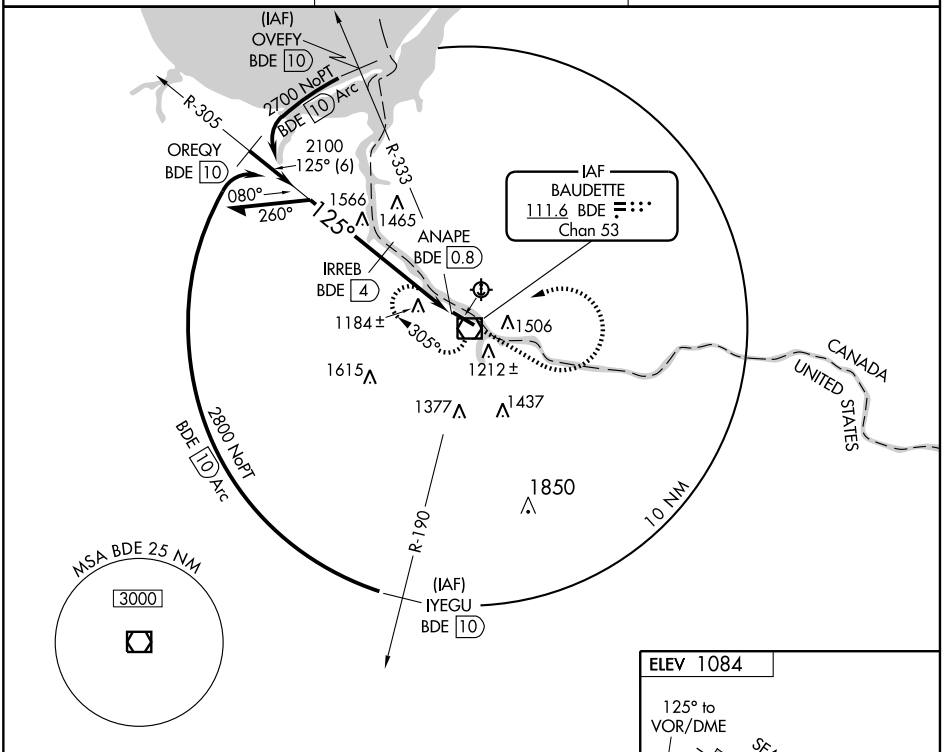
VOR/DME BDE	APP CRS	Rwy Idg	5499
111.6	125°	TDZE	1084
Chan 53		Apt Elev	1084

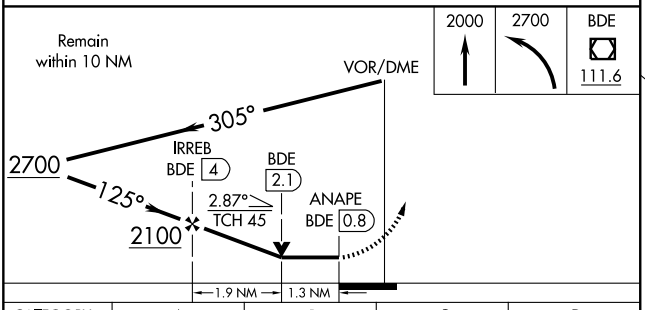
VOR/DME RWY 12

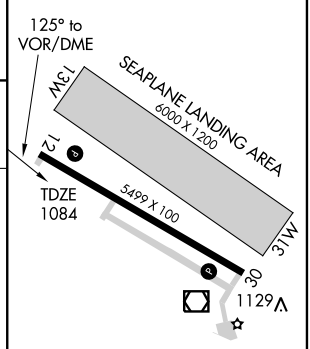
BAUDETTE INTL (BDE)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct BDE VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1540-1	456 (500-1)	1540-1¼ 456 (500-1¼)	1540-1½ 456 (500-1½)
CIRCLING	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

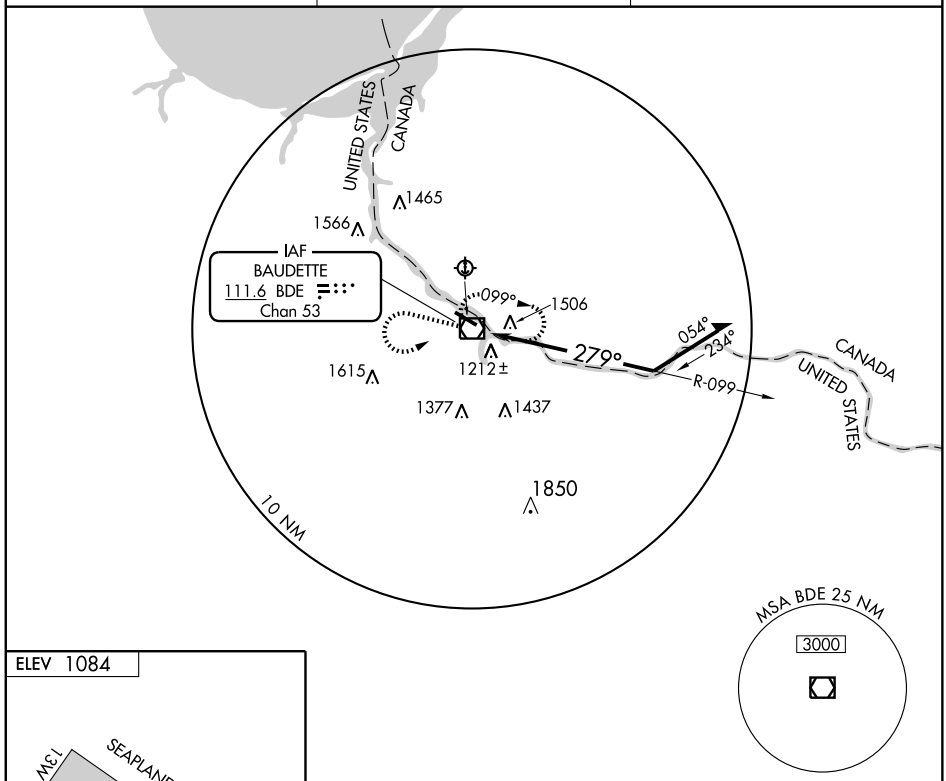
NC-1. 08 APR 2010 to 06 MAY 2010

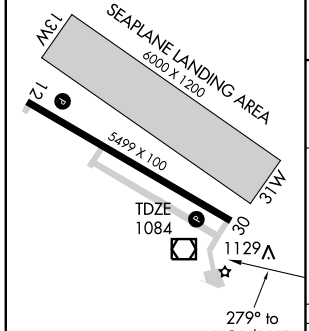
VOR/DME BDE	APP CRS	Rwy Idg	5499
111.6	279°	TDZE	1084
Chan 53		Apt Elev	1084

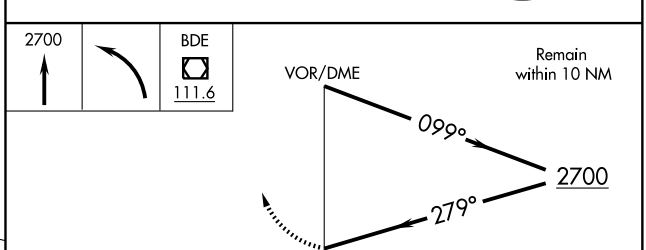
VOR RWY 30
BAUDETTE INTL (BDE)

MISSED APPROACH: Climb to 2700 then left turn direct BDE VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)
CIRCLING	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BJI	APP CRS	Rwy Idg	5700
109.35	250°	TDZE	1389
Chan 30 (Y)		Apt Elev	1391

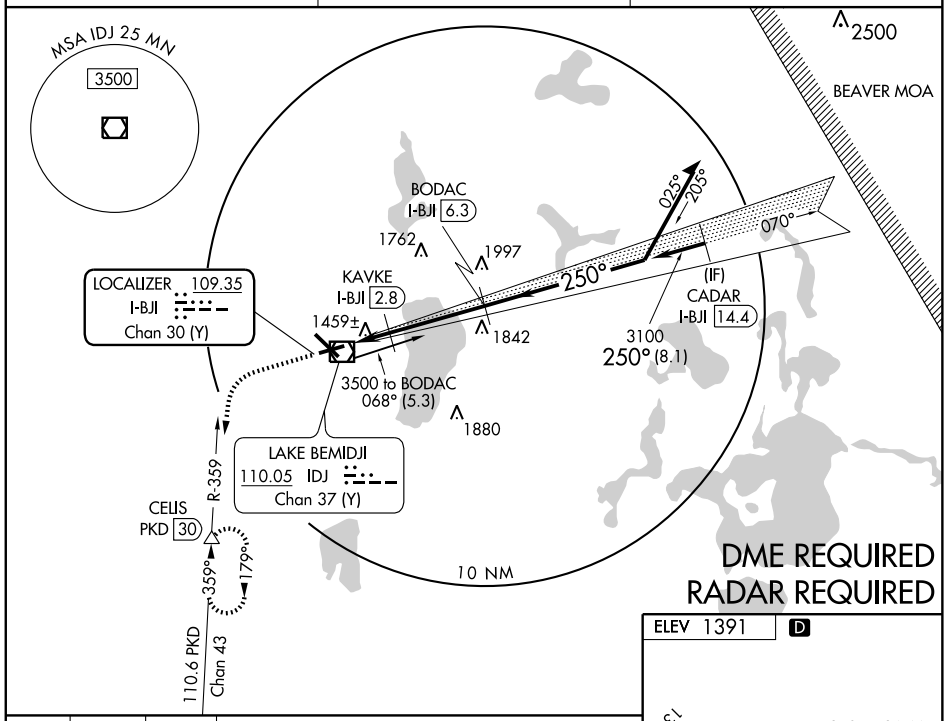
ILS or LOC/DME RWY 25

BEMIDJI RGNL (BJI)

V A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Park Rapids altimeter setting and increase DA 93 feet and all MDA 100 feet, increase S-ILS 25 all Cats visibility and S-LOC 25 Cat C visibility ¼ mile, S-LOC 25 Cat D visibility ½ mile. VDP NA with Park Rapids altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3400 via PKD VOR/DME R-359 to CELIS/PKD 30 DME and hold.

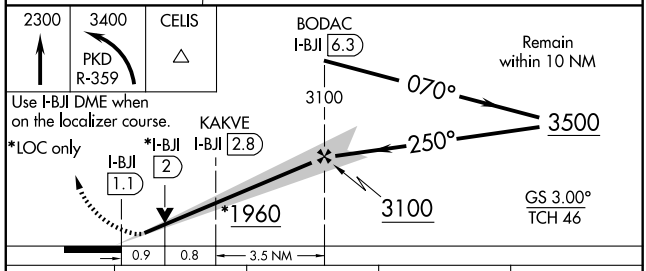
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L



2300	3400	CELIS
	PKD R-359	△

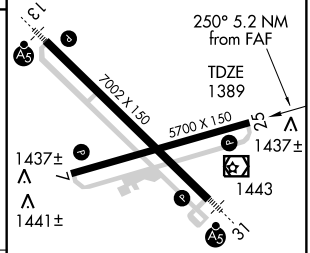
Use I-BJI DME when on the localizer course.

*LOC only



CATEGORY	A	B	C	D
S-ILS 25	1589-¾ 200 (200-¾)			
S-LOC 25	1720-1 331 (400-1)			
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

ELEV 1391 D



HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 25, and 31 L

NC-1, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 31

BEMIDJI RGNL (BJI)

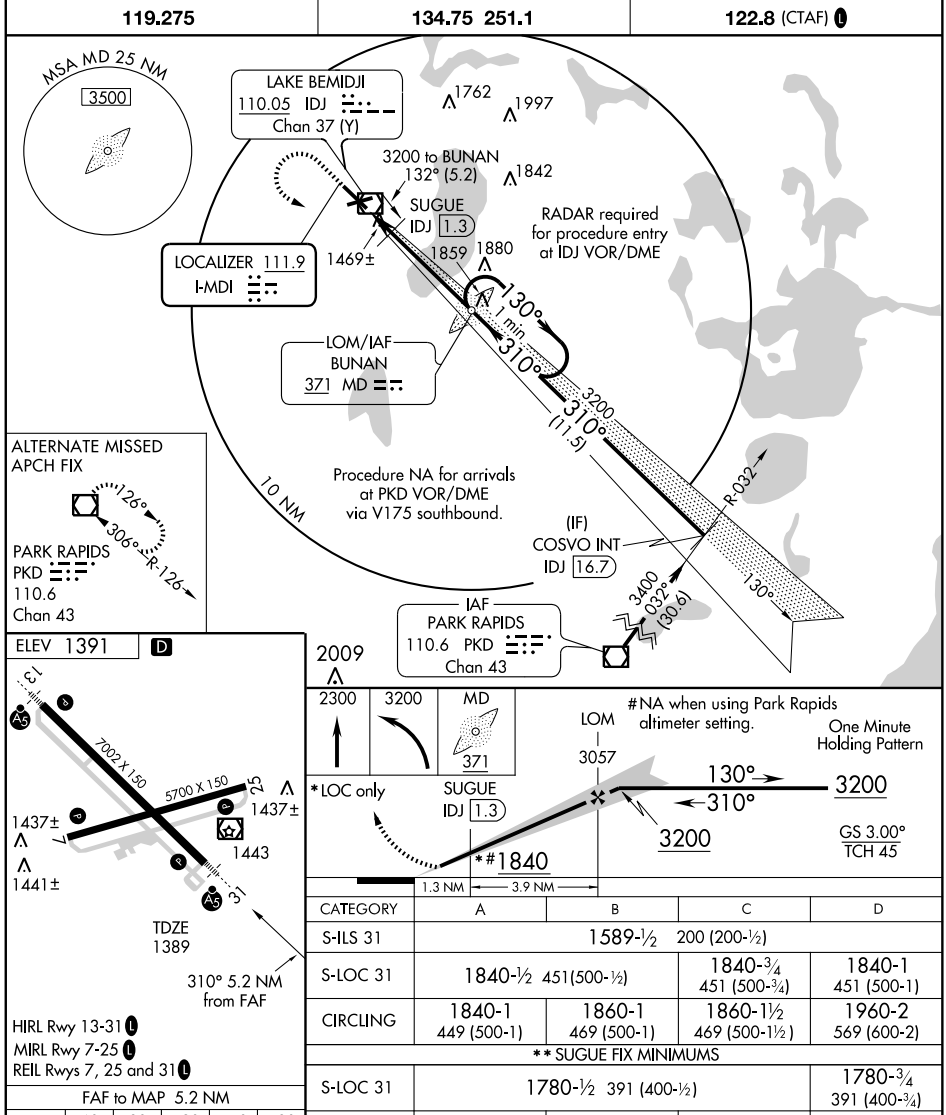
LOC I-MDI	APP CRS	Rwy ldg	7002
111.9	310°	TDZE	1389
		Apt Elev	1391

T A NA — ADF required. Autopilot coupled approach NA below 2093. When local altimeter setting not received, use Park Rapids altimeter setting and increase DA 93 feet and all MDA 100 feet, increase S-LOC 31 Cat C/D visibility ¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase S-ILS 31 all Cats visibility to 1 mile. SUGUE Fix minimums NA when using Park Rapids altimeter setting. **DME from IDJ VOR/DME.

MALSR

MISSED APPROACH: Climb to 2300 then climbing left turn to 3200 direct BUNAN LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L



HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 25 and 31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 31	1589-½ 200 (200-½)			
S-LOC 31	1840-½ 451(500-½)		1840-¾ 451 (500-¾)	1840-1 451 (500-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)
** SUGUE FIX MINIMUMS				
S-LOC 31	1780-½ 391 (400-½)			1780-¾ 391 (400-¾)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7002
130°	TDZE	1391
	Apt Elev	1391

RNAV (GPS) RWY 13

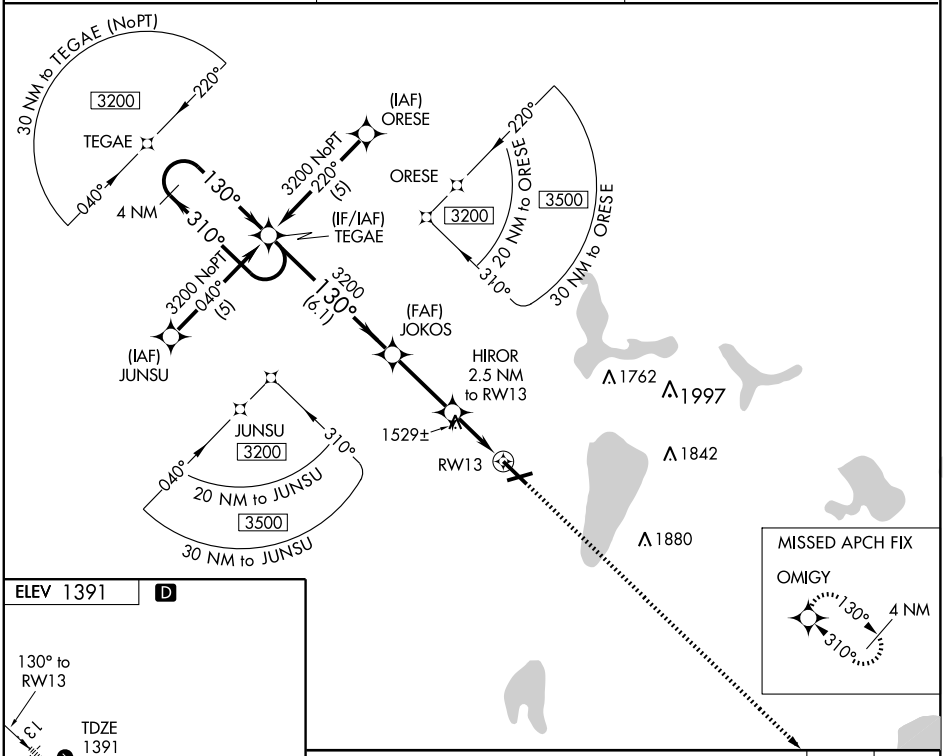
BEMIDJI RGNL (BJI)

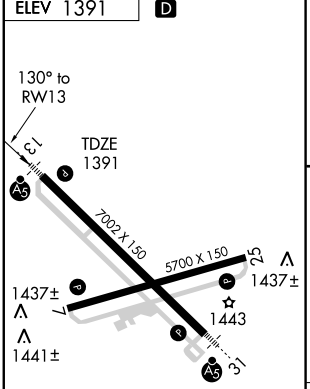
For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 mile, Cat D visibility to 1¼ mile. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Park Rapids altimeter setting. When local altimeter setting not received, use Park Rapids altimeter setting, and increase all MDA 100 feet. For inoperative MALSR when using Park Rapids altimeter setting, increase LNAV Cats A/B visibilities to 1 mile.

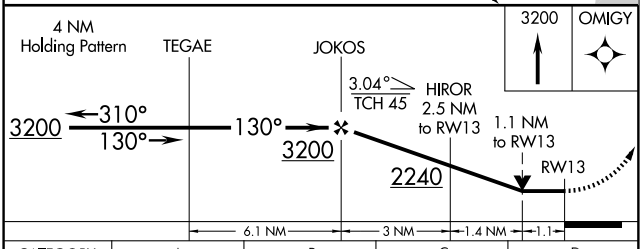
MALSR

MISSED APPROACH: Climb to 3200 direct OMIGY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 389 (400-¾)			1780-1 389 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy ldg	7002
CH 99711	310°	TDZE	1389
W31A		Apt Elev	1391

RNAV (GPS) RWY 31

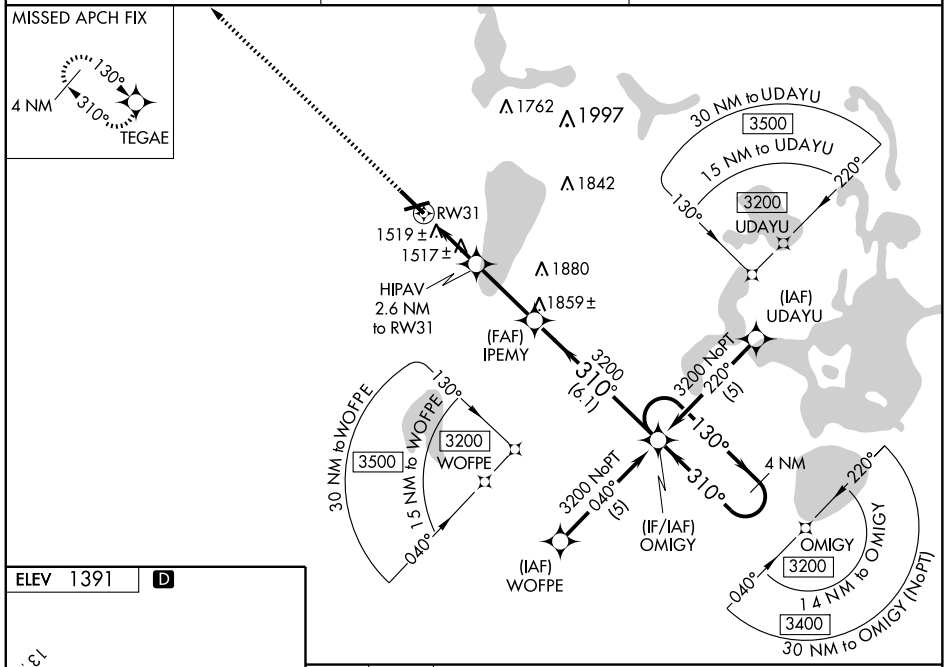
BEMIDJI RGNL (BJI)

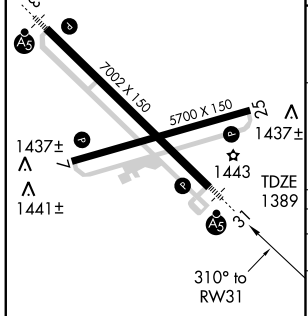
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Park Rapids altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. VDP NA when using Park Rapids altimeter setting. When local altimeter setting not received, use Park Rapids altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase LPV visibility to 1 mile all Cats.

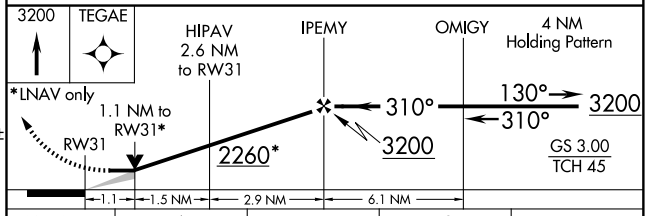
MALSR

MISSED APPROACH: Climb to 3200 direct TEGAE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1589-½ 200 (300-½)			
LNAV/VNAV DA	1825-1 436 (500-1)			
LNAV MDA	1780-½ 391 (400-½)			1780-1 391 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME IDJ	APP CRS	Rwy Idg	7002
110.05	123°	TDZE	1391
Chan 37 (Y)		Apt Elev	1391

VOR/DME RWY 13

BEMIDJI RGNL (BJI)

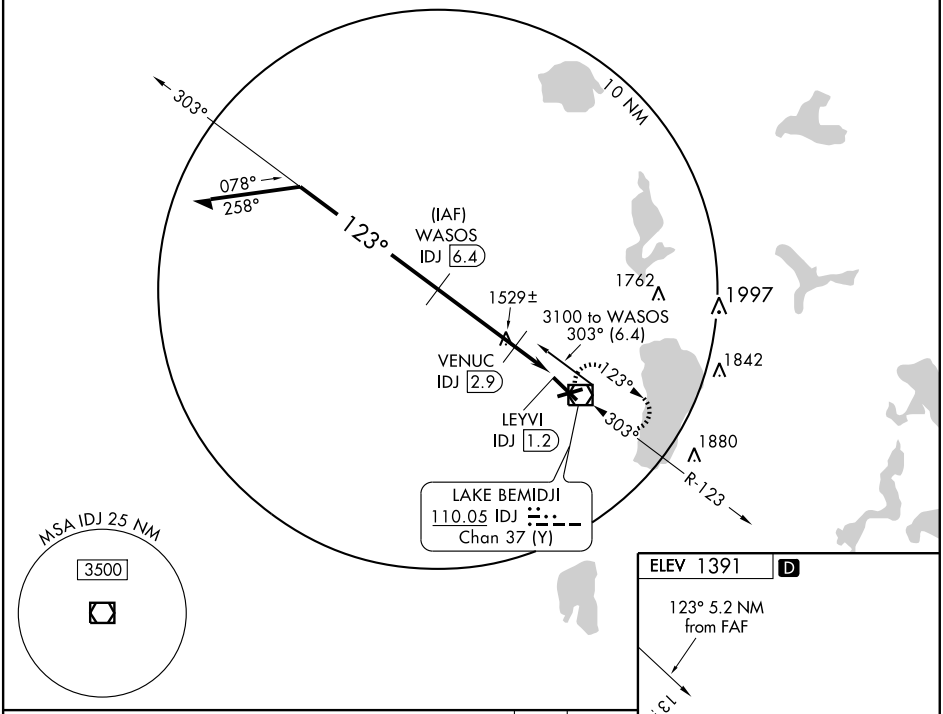
T NA When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet. VDP NA with Park Rapids altimeter setting. For inoperative MALSR increase S-13 Cats A, B and C visibility to 1 mile and Cat D visibility to 1¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase S-13 Cats A and B visibility to 1 mile.

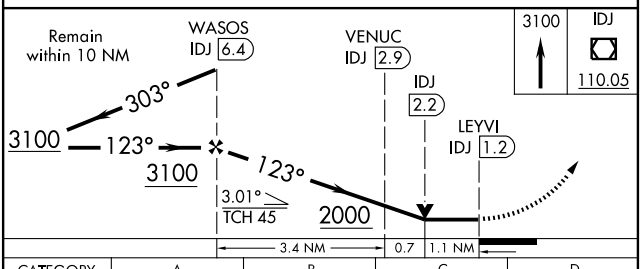
MALSR A5

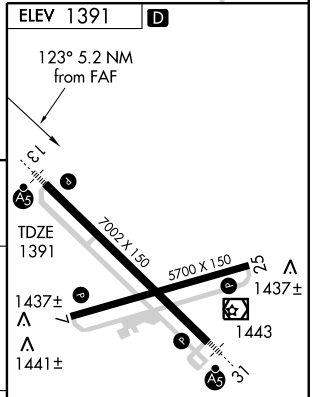
MISSED APPROACH: Climb to 3100 direct IDJ VOR/DME and hold, continue to climb-in-hold to 3100.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
S-13	1780-¾ 389 (400-¾)			1780-1 389 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 31

BEMIDJI RGNL (BJI)

VOR/DME IDJ	APP CRS	Rwy Idg	7002
110.05	328°	TDZE	1389
Chan 37 (Y)		Apt Elev	1391

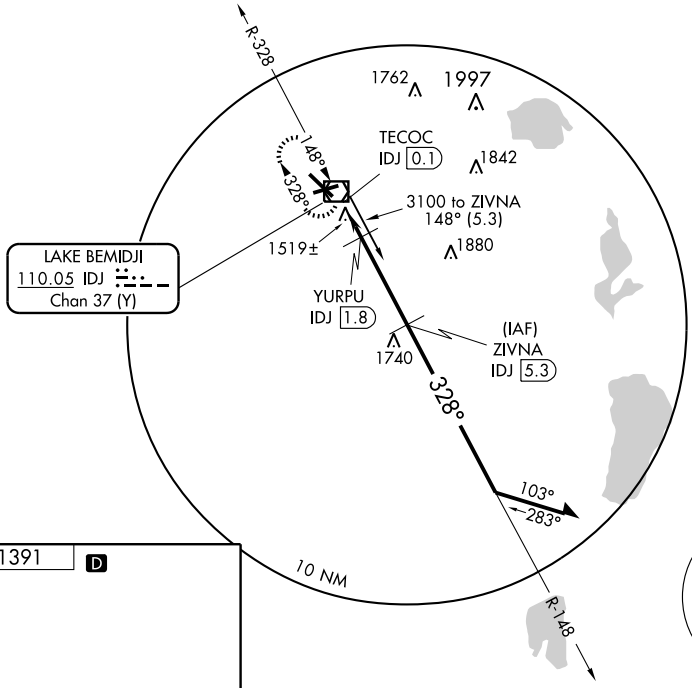
T A NA When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet, increase S-31 Cat C visibility ¼ mile. VDP NA with Park Rapids altimeter setting. For inoperative MALSR, increase S-31 Cat D visibility to 1¼ mile.

MALSR (A5)

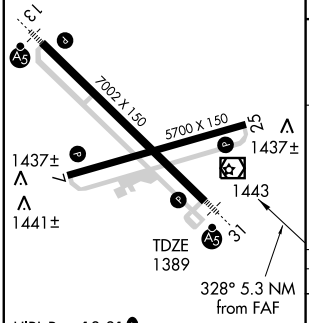
MISSED APPROACH: Climb to 3100 direct IDJ VOR/DME and hold, continue climb-in-hold to 3100.

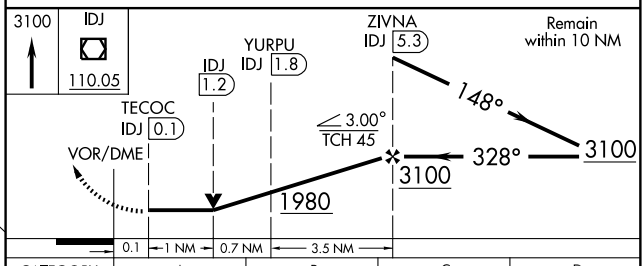
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L

RADAR REQUIRED



ELEV 1391 D





CATEGORY	A	B	C	D
S-31	1780-½ 391 (400-½)			1780-1 391 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

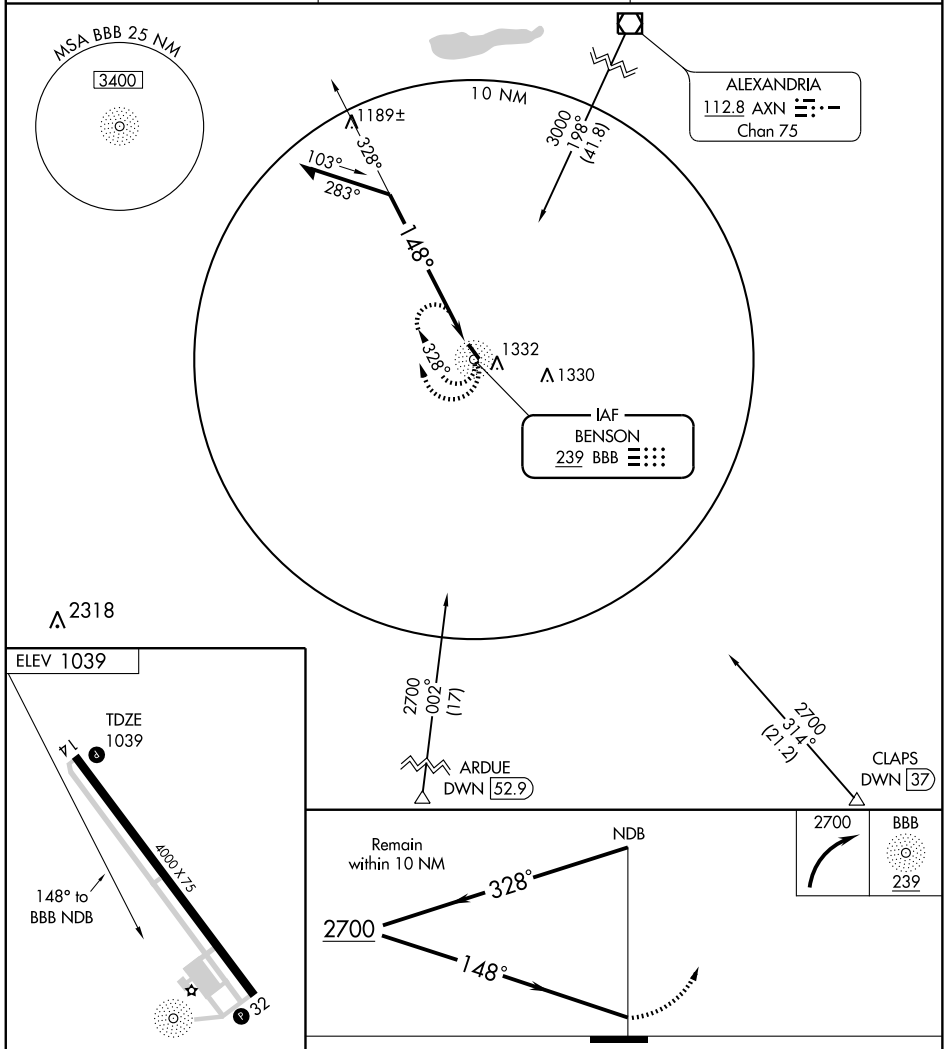
NDB BBB 239	APP CRS 148°	Rwy Idg 4000 TDZE 1039 Apt Elev 1039

NDB RWY 14
BENSON MUNI (BBB)

T
NA — If local altimeter setting not recieved, use Appleton altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2700 in BBB NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	125.5 323.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1700-1	661 (700-1)	NA	
CIRCLING	1740-1	701 (800-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH **49210** **W14A**	APP CRS **138°**	Rwy Idg **4000** TDZE **1039** Apt Elev **1039**

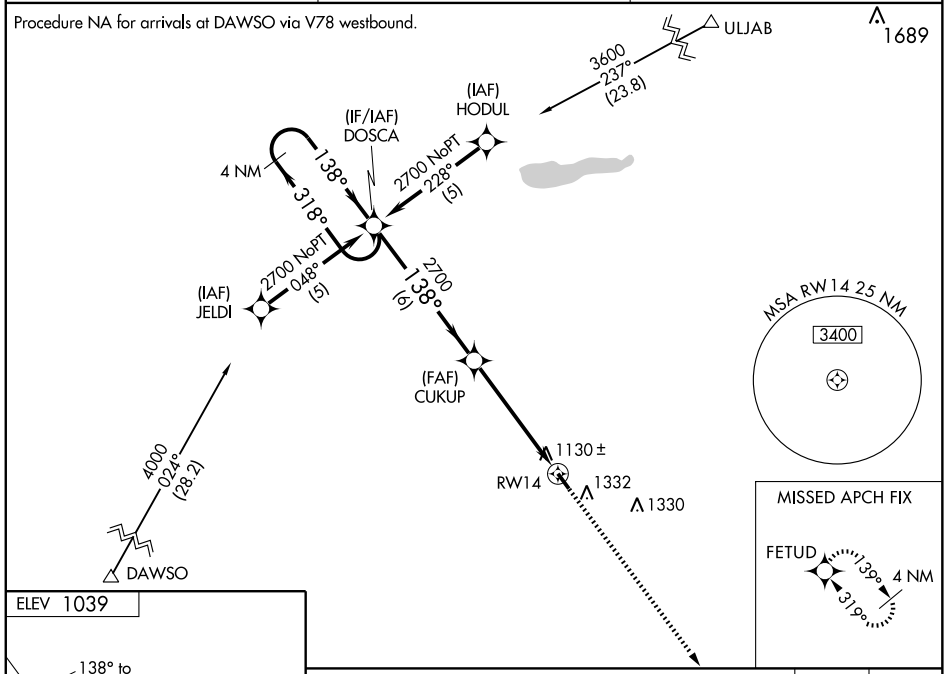
RNAV (GPS) RWY 14
BENSON MUNI (BBB)

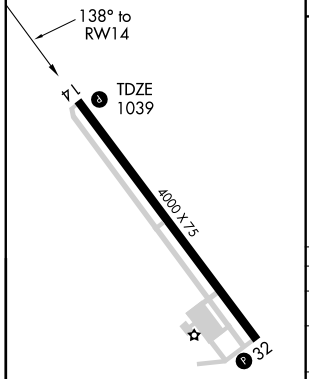
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA.
Baro-VNAV and VDP NA when using Appleton altimeter setting.
When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct FETUD and hold.

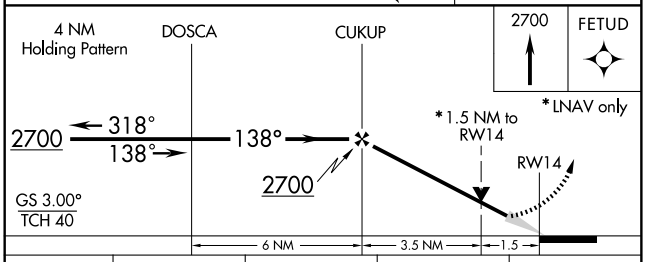
AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	**125.5 323.1**	**122.8** (CTAF) L

Procedure NA for arrivals at DAWSO via V78 westbound.





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	1382-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	1426-1½	387 (400-1½)	NA	
LNAV MDA	1540-1	501 (600-1)	NA	
CIRCLING	1740-1	701 (800-1)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 99710	319°	TDZE	1039
W32A		Apt Elev	1039

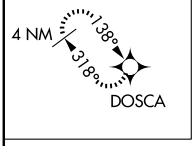
RNAV (GPS) RWY 32
BENSON MUNI (BBB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Appleton altimeter setting.
When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct DOSCA and hold.

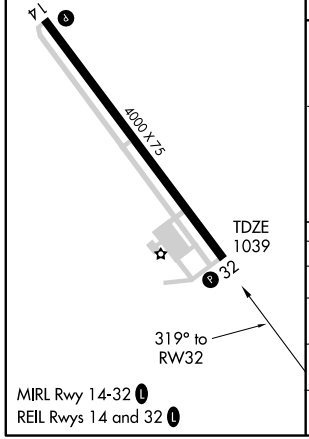
AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	125.5 323.1	122.8 (CTAF) L

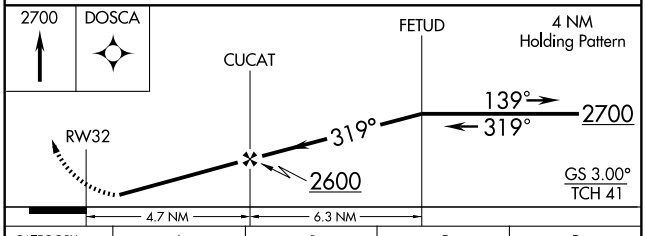
MISSED APCH FIX



Procedure NA for arrivals at ARMUW via V175 northbound.

ELEV 1039





CATEGORY	A	B	C	D
LPV DA	1426-1½ 387 (400-1½)		NA	
LNAV/VNAV DA	1710-2½ 671 (700-2½)		NA	
LNAV MDA	1700-1 661 (700-1)		NA	
CIRCLING	1740-1 701 (800-1)		NA	

NC-1. 08 APR 2010 to 06 MAY 2010

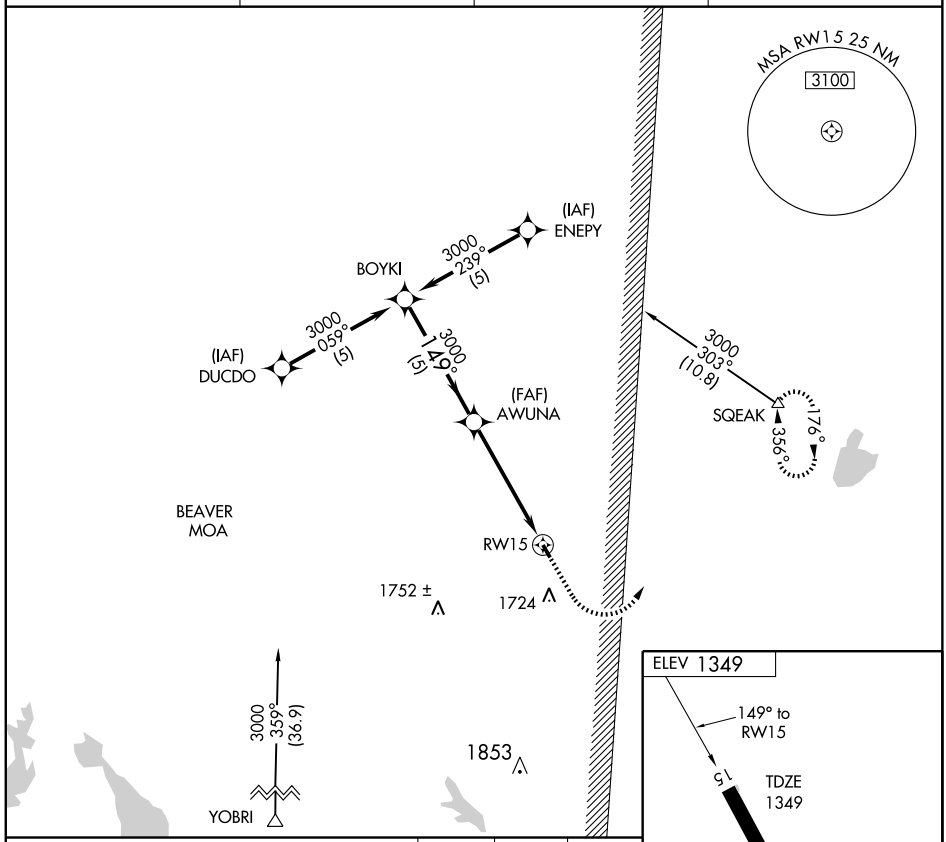
APP CRS	Rwy Idg	3100
149°	TDZE	1349
	Apt Elev	1349

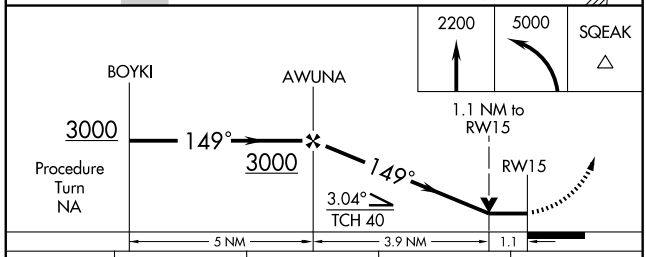
GPS RWY 15
BIGFORK MUNI (FOZ)

NA

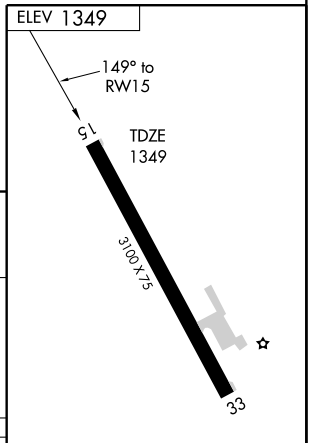
MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 direct SQEAK and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
345	127.9 281.45	121.725	122.9 L





CATEGORY	A	B	C	D
S-15	1740-1	391 (400-1)	NA	
CIRCLING	1780-1 431 (500-1)	1800-1 451 (500-1)	NA	



MIRL Rwy 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB FOZ	APP CRS		
345	160°	Rwy Idg	3100
		TDZE	1346
		Apt Elev	1348

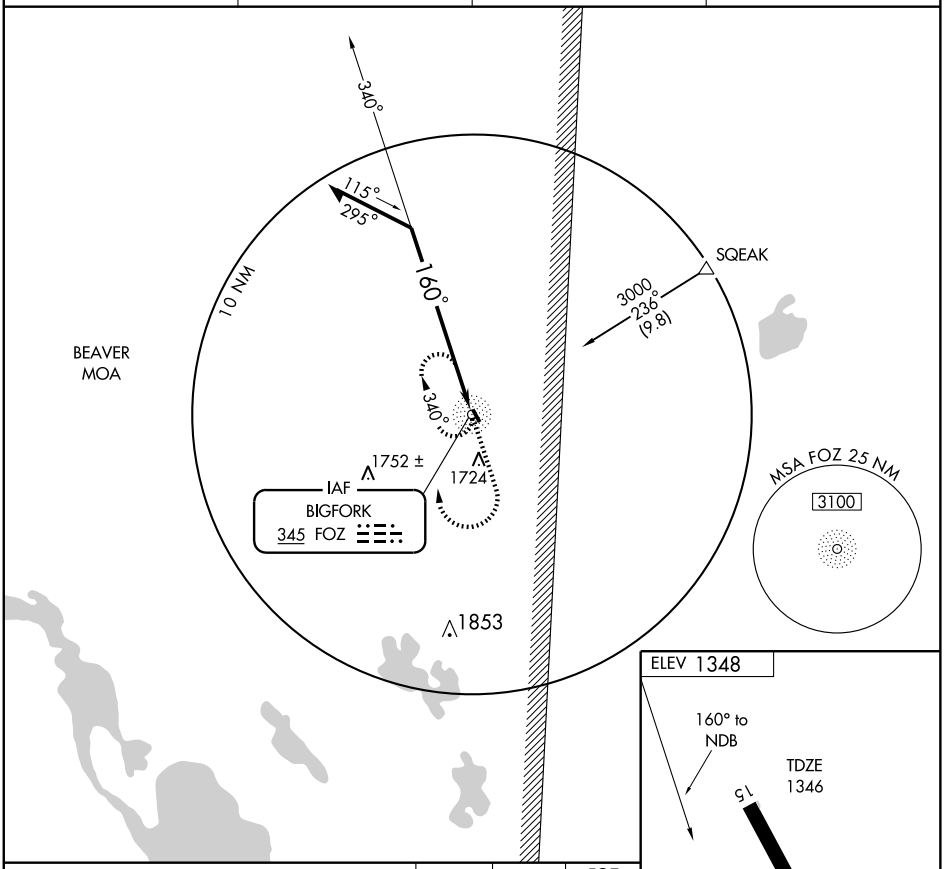
NDB RWY 15
BIGFORK MUNI (FOZ)

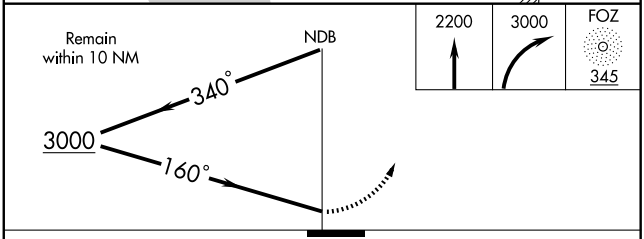
Procedure not authorized when BEAVER MOA is active.

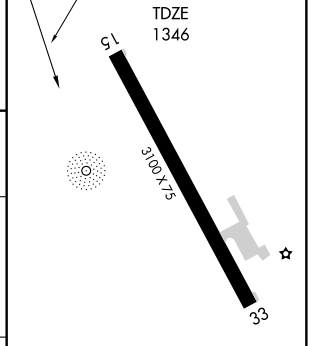
NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FOZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
345	127.9 281.45	121.725	122.9 L







CATEGORY	A	B	C	D
S-15	1840-1	494 (500-1)	NA	
CIRCLING	1840-1	494 (500-1)	NA	

MIRL Rwy 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB SBU 332	APP CRS 330°	Rwy Idg 3399 TDZE 1107 Apt Elev 1107

NDB or GPS RWY 34

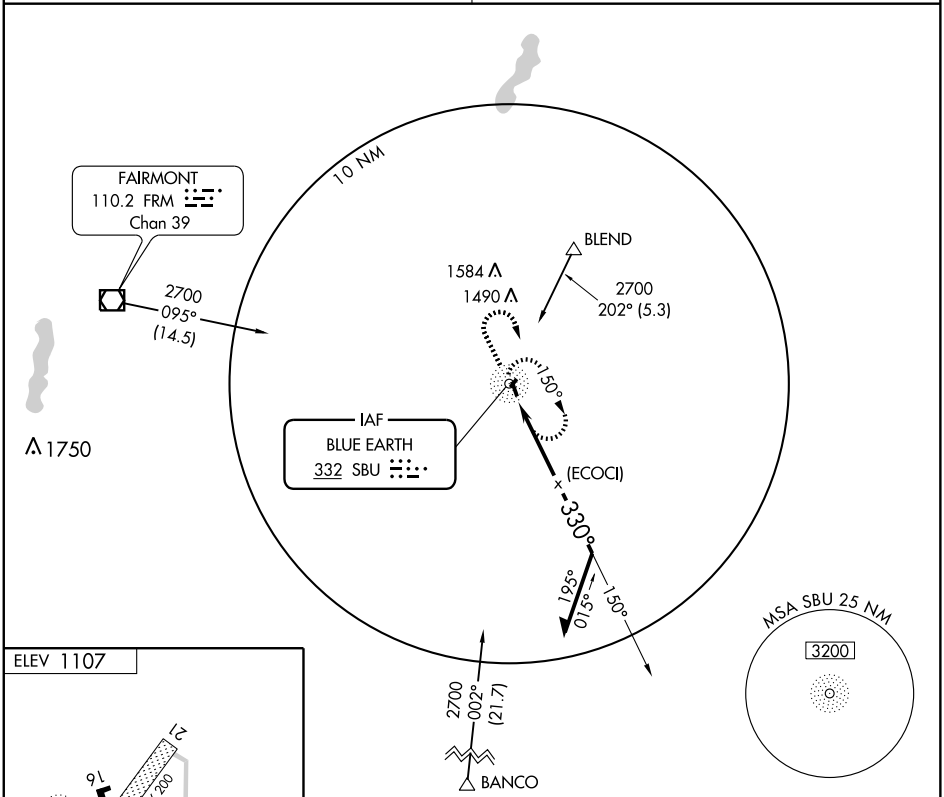
BLUE EARTH MUNI (SBU)

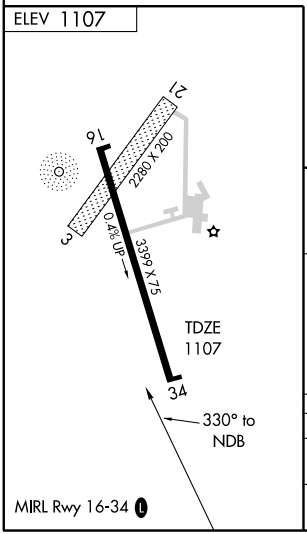
NA Use Fairmont altimeter setting.

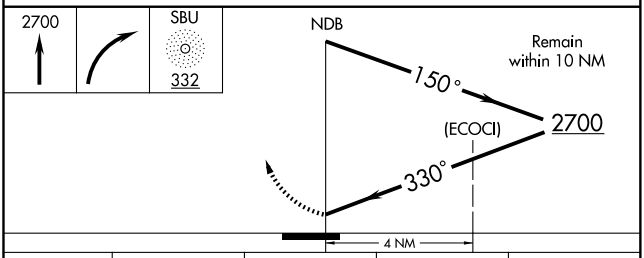
MISSED APPROACH: Climb to 2700 then right turn direct SBU NDB and hold.

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1700-1	593 (600-1)	1700-1½ 593 (600-1½)	NA
CIRCLING	1700-1	593 (600-1)	1700-1½ 593 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-BRD	APP CRS	Rwy Idg	6514
109.9	231°	TDZE	1224
		Apt Elev	1232

ILS or LOC RWY 23

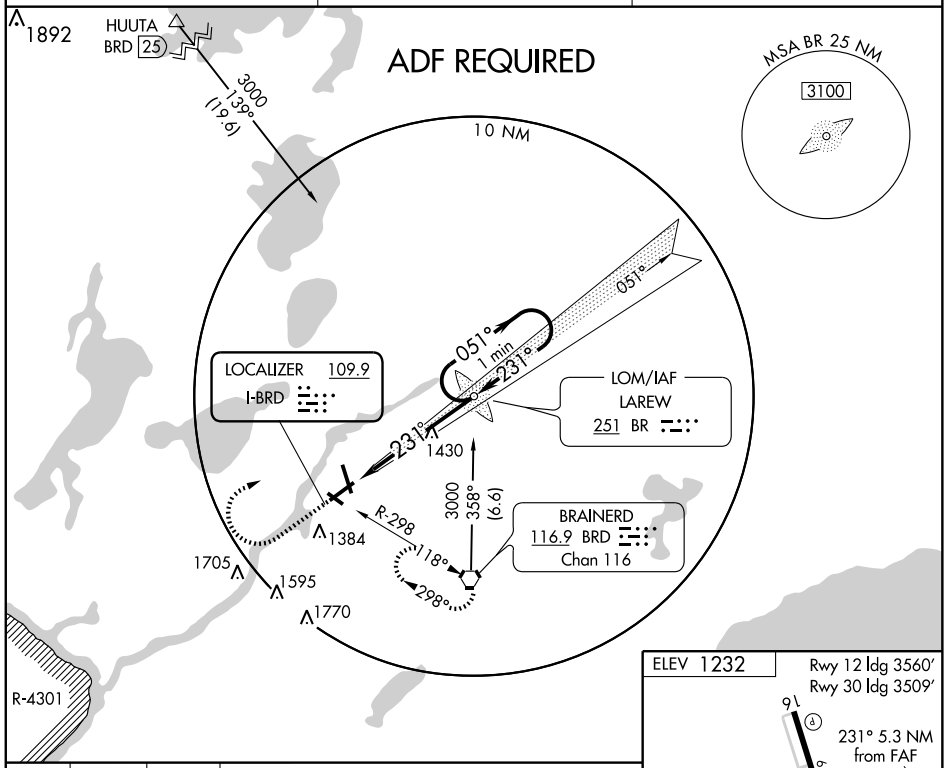
BRAINERD LAKES RGNL (BRD)

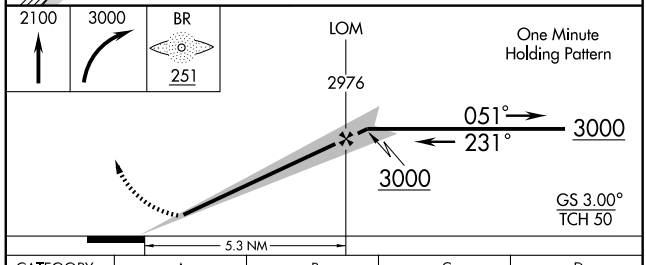
If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DAs 52 feet, all MDAs 60 feet.

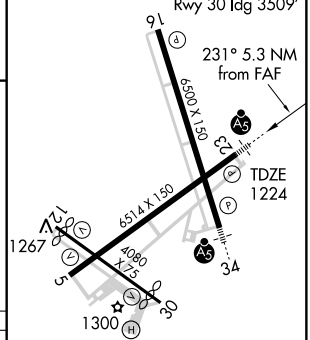
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct LAREW LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	1424-½ 200 (200-½)			
S-LOC 23	1680-½ 456 (500-½)		1680-¾ 456 (500-¾)	1680-1 456 (500-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-LER	APP CRS	Rwy ldg	6500
109.7	340°	TDZE	1232
		Apt Elev	1232

ILS or LOC RWY 34

BRAINERD LAKES RGNL (BRD)

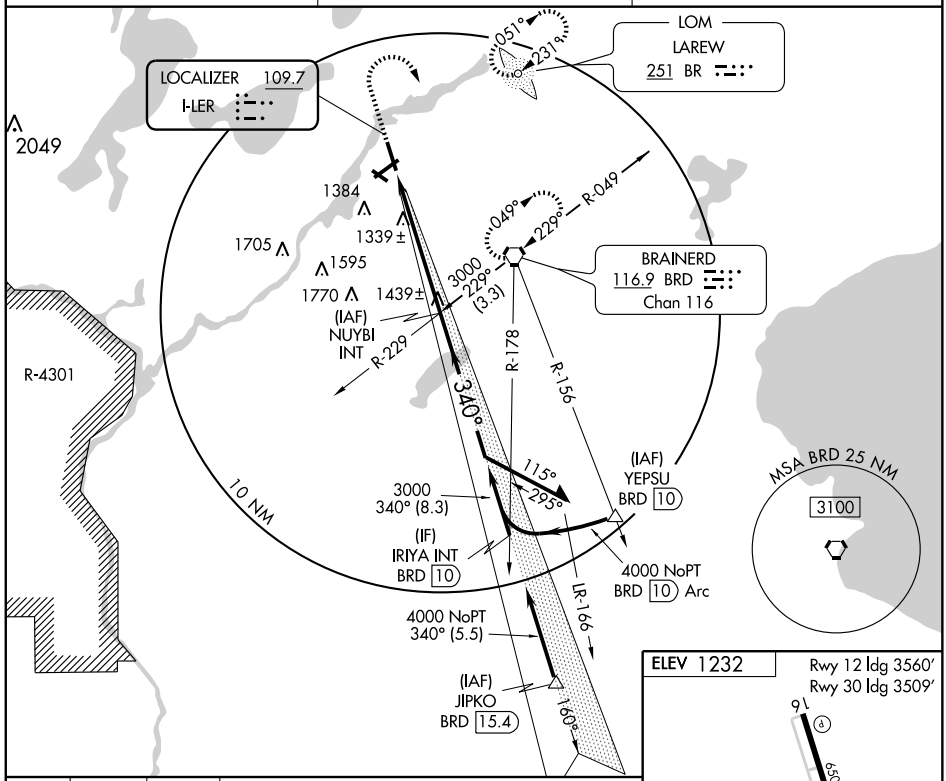
If local altimeter setting not received, use Aitkin altimeter setting and increase DA 52 feet and increase all MDAs 60 feet.

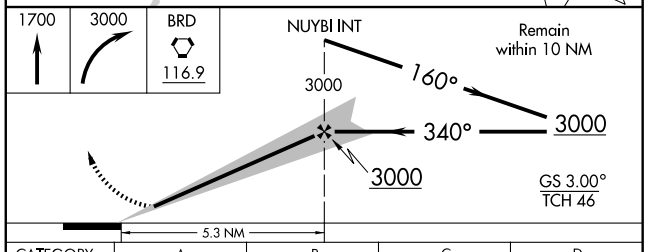
NA

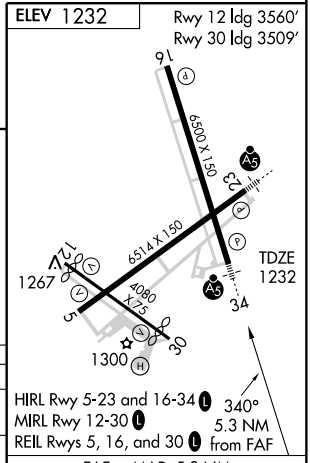
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct BRD VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 34	1432-½ 200 (200-½)			
S-LOC 34	1600-½ 368 (400-½)			1600-¾ 368 (400-¾)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1. 08 APR 2010 to 06 MAY 2010

LOM BR	APP CRS	Rwy Idg	6514
251	231°	TDZE	1224
		Apt Elev	1232

NDB RWY 23

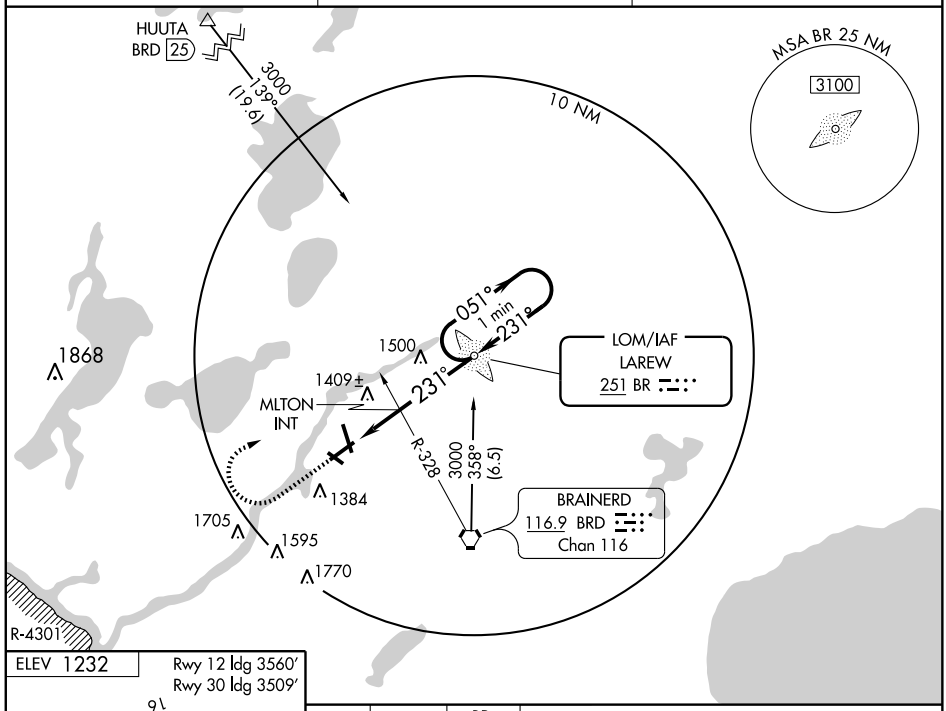
BRAINERD LAKES RGNL (BRD)

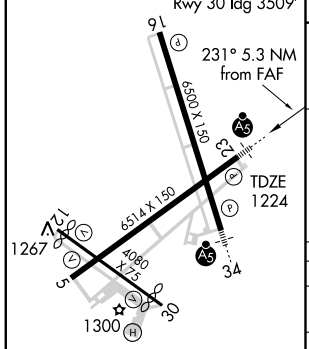
T A NA — If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct BR LOM and hold.

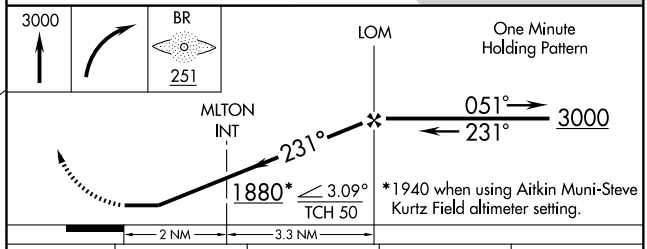
ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S- 23	1880-¾ 656 (700-¾)		1880-1¼ 656 (700-1¼)	1880-1¾ 656 (700-1¾)
CIRCLING	1880-1 648 (700-1)		1880-1¾ 648 (700-1¾)	1880-2 648 (700-2)
MLTON FIX MINIMUMS				
S- 23	1720-¾ 496 (500-¾)			1720-1¼ 496 (500-1¼)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6514
050°	TDZE	1223
	Apt Elev	1226

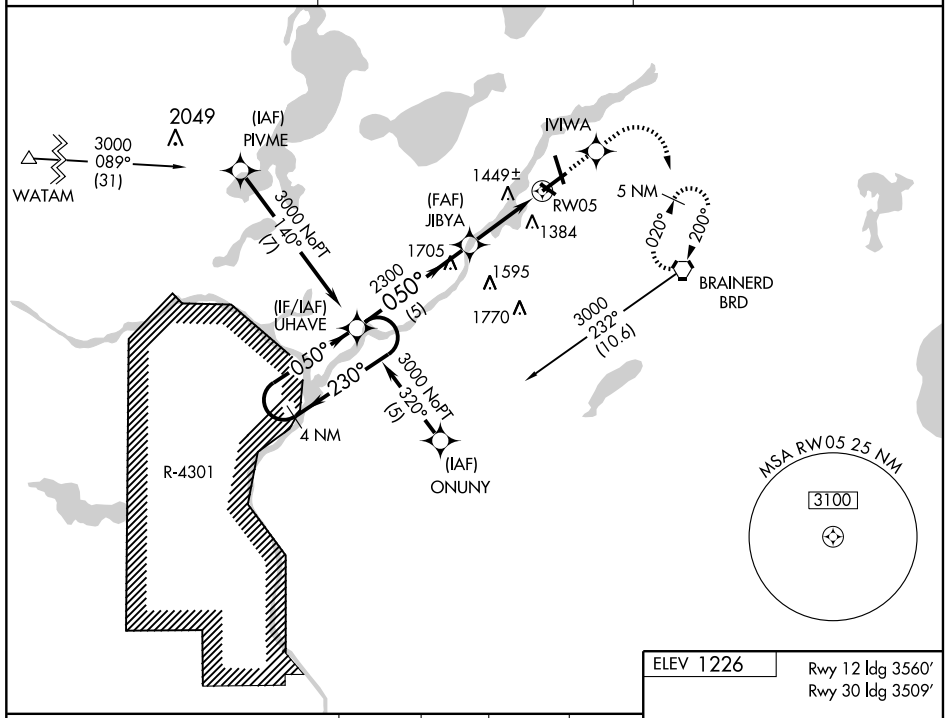
RNAV (GPS) RWY 5

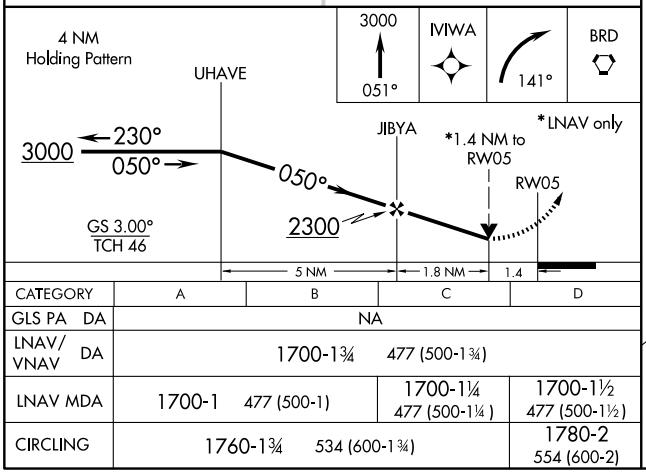
BRAINERD LAKES RGNL (BRD)

Baro-VNAV NA below -17°C (2°F).
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Holding in lieu of procedure turn NA when R-4301 is active.

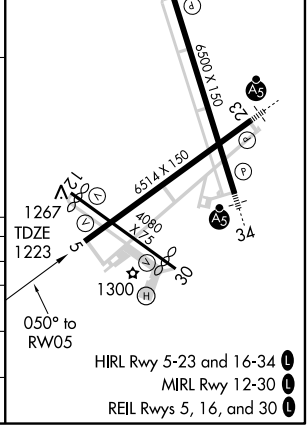
MISSED APPROACH: Climb to 3000 via 051° course to IVIWA WP then right turn via 141° course to BRD VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1¾ 477 (500-1¾)			
LNAV MDA	1700-1 477 (500-1)		1700-1¼ 477 (500-1¼)	1700-1½ 477 (500-1½)
CIRCLING	1760-1¾ 534 (600-1¾)			1780-2 554 (600-2)



NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3560
122°	TDZE	1225
	Apt Elev	1232

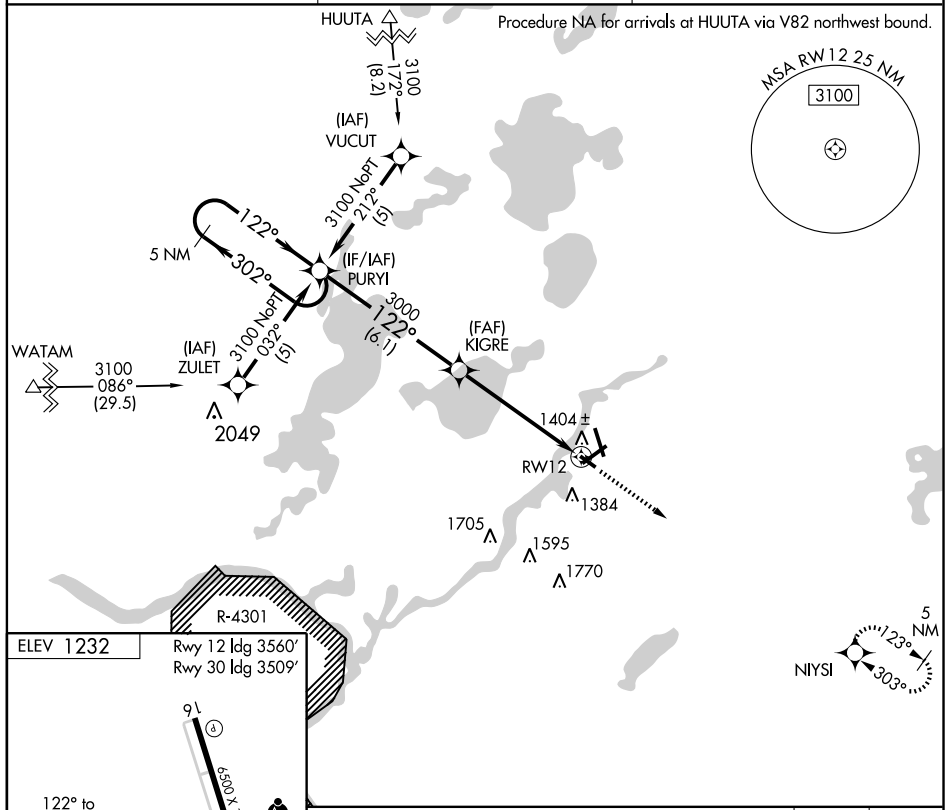
RNAV (GPS) RWY 12

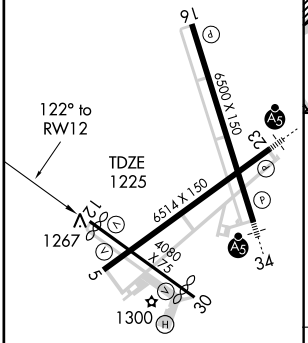
BRAINERD LAKES RGNL (BRD)

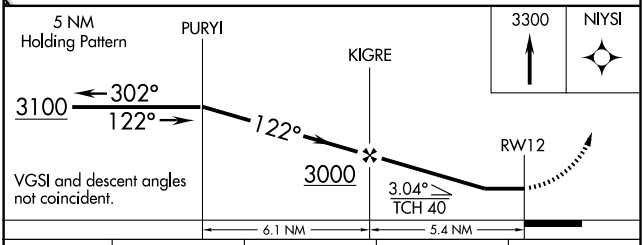
If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct NIYSI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	435 (500-1)	1660-1¼ 435 (500-1¼)	1660-1½ 435 (500-1½)
CIRCLING	1760-1	528 (600-1)	1760-1½ 528 (600-1½)	1800-2 568 (600-2)

HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6514
CH 82502	231°	TDZE	1224
W23A		Apt Elev	1232

RNAV (GPS) RWY 23

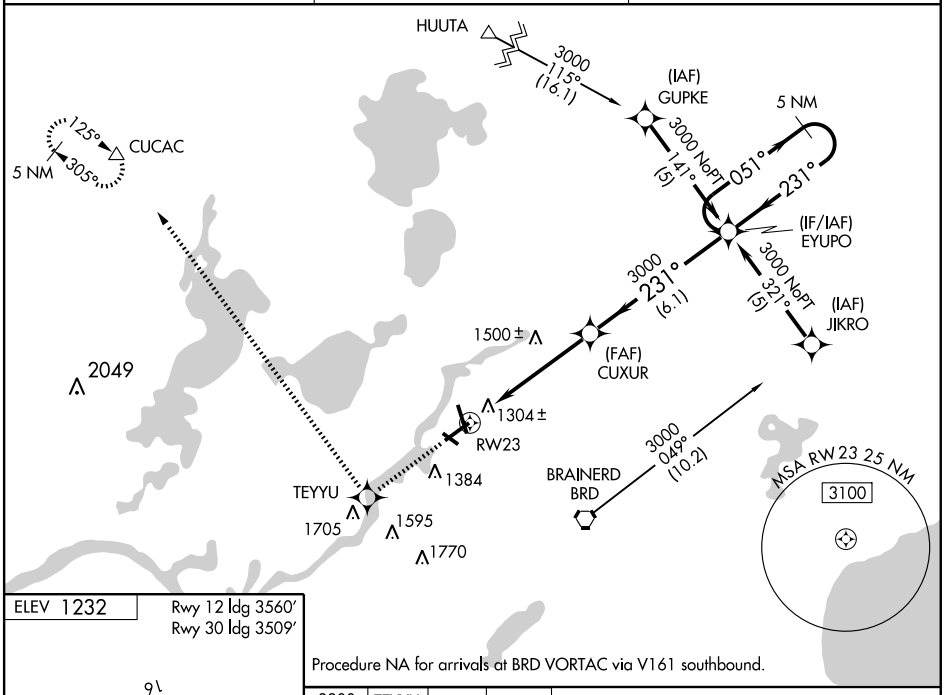
BRAINERD LAKES RGNL (BRD)

For inoperative MALSR, increase LPV all CATS visibility to 1 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA.
VDP and Baro-VNAV NA when using Aitkin Muni-Steve Kurtz Field altimeter setting. If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

MALSR

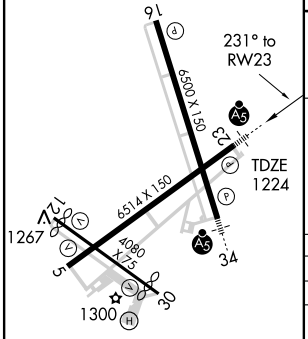
MISSED APPROACH: Climb to 3300 direct TEYYU and via 321° track to CUCAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L



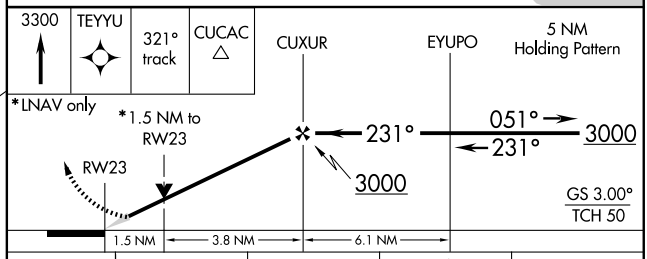
ELEV 1232

Rwy 12 ldg 3560'
Rwy 30 ldg 3509'



HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

Procedure NA for arrivals at BRD VORTAC via V161 southbound.



CATEGORY	A	B	C	D
LPV DA	1501-½ 277 (300-½)			
LNAV/VNAV DA	1573-¾ 349 (400-¾)			
LNAV MDA	1760-½ 536 (600-½)		1760-1 536 (600-1)	1760-1¼ 536 (600-1¼)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3509
303°	TDZE	1225
	Apt Elev	1232

RNAV (GPS) RWY 30

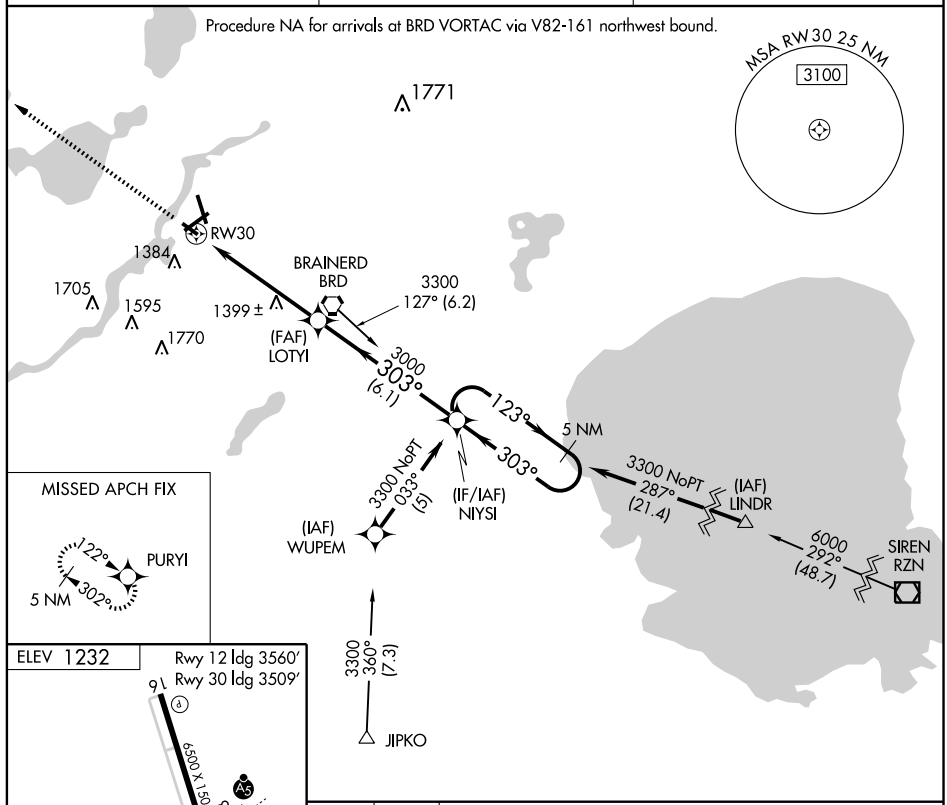
BRAINERD LAKES RGNL (BRD)

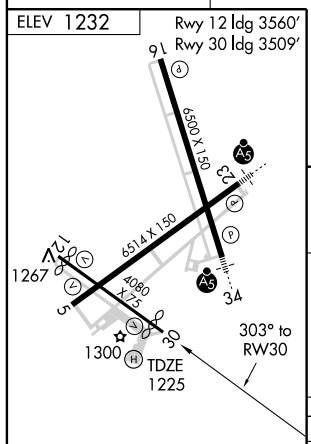
If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

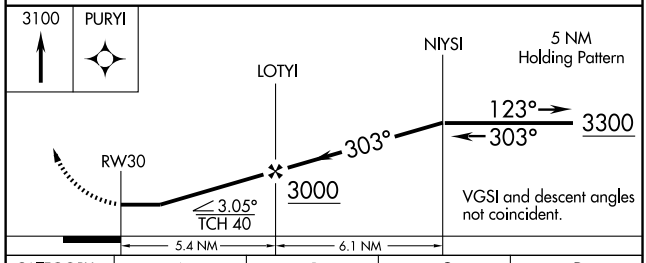
MISSED APPROACH: Climb to 3100 direct PURYI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L

Procedure NA for arrivals at BRD VORTAC via V82-161 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1660-1 435 (500-1)		1660-1¼ 435 (500-1¼)	1660-1½ 435 (500-1½)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 70711 W34A	APP CRS 340°	Rwy Idg 6500 TDZE 1232 Apt Elev 1232

RNAV (GPS) RWY 34

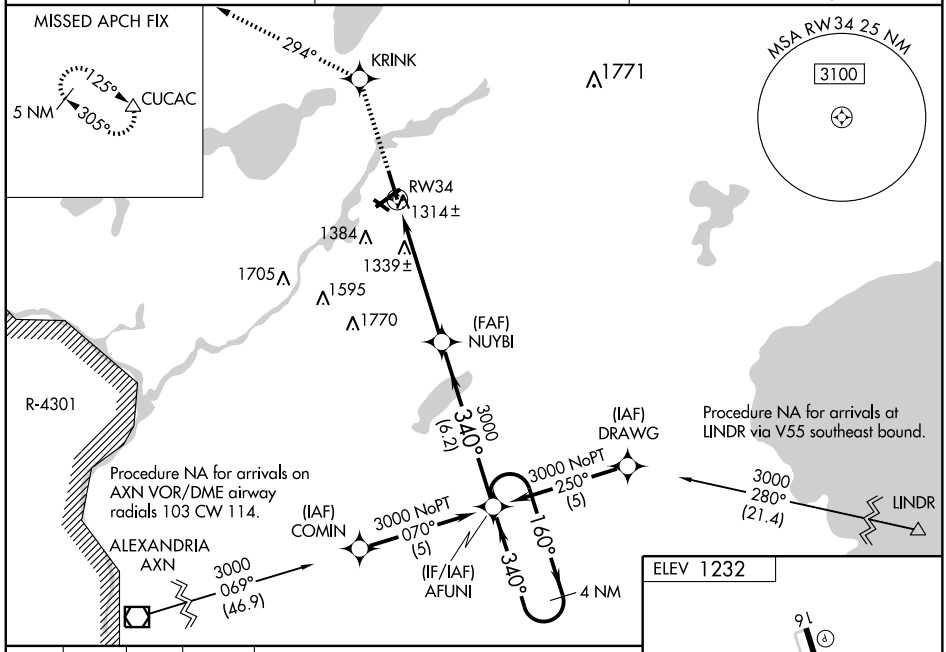
BRAINERD LAKES RGNL (BRD)

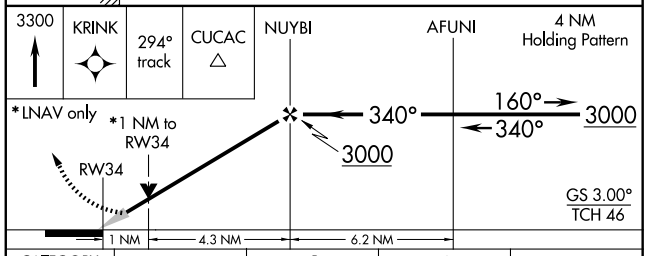
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Aitkin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Aitkin altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. VDP NA when using Aitkin altimeter setting.
For inoperative MALSR when using Aitkin altimeter setting, increase LNAV Cat D visibility to 1½ mile.

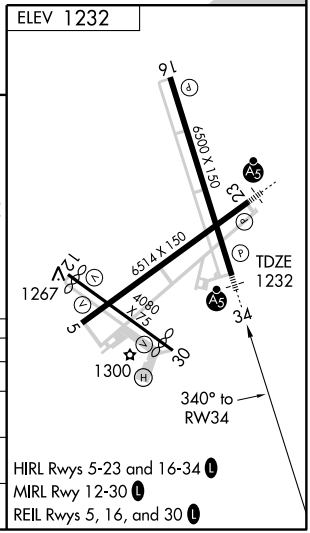
MALSR

MISSED APPROACH: Climb to 3300 direct KRINK and via 294° track to CUCAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1432-½ 200 (200-½)			
LNAV/VNAV DA	1584-¾ 352 (400-¾)			
LNAV MDA	1600-½ 368 (400-½)			1600-1 368 (400-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

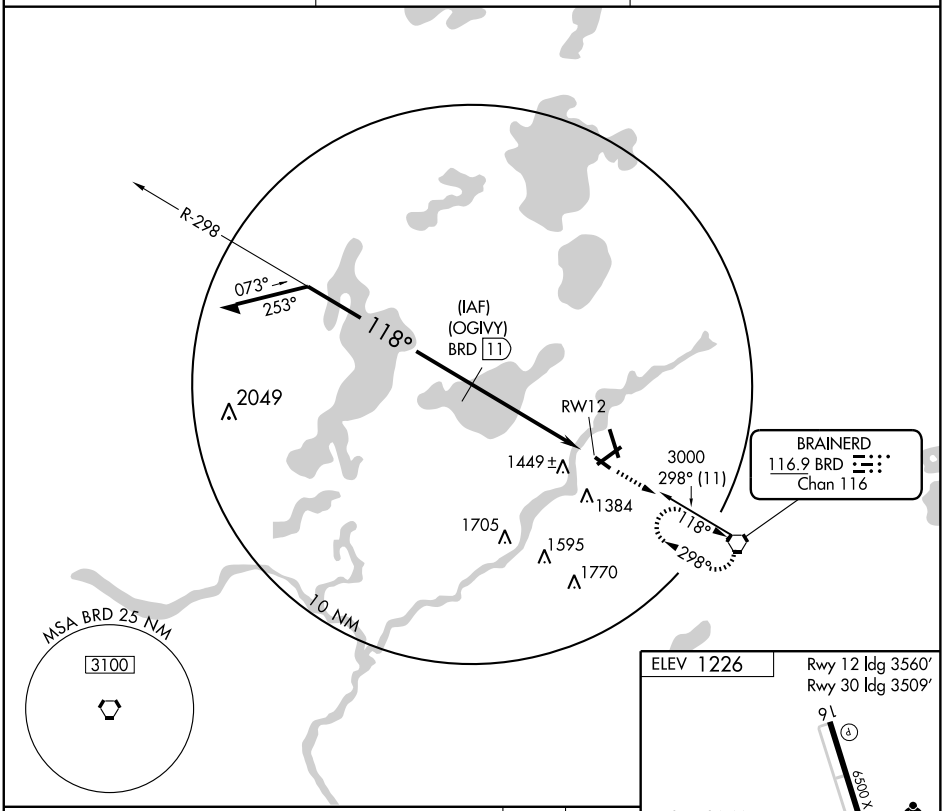
VORTAC BRD	APP CRS	Rwy Idg	3560
116.9	118°	TDZE	1225
Chan 116		Apt Elev	1226

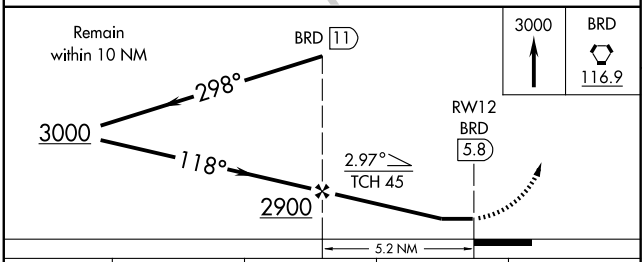
VOR/DME or GPS RWY 12

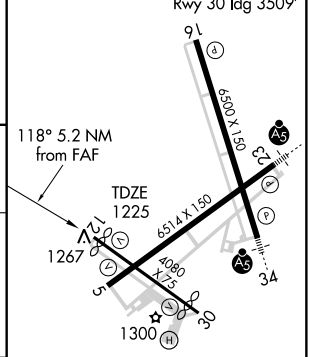
BRAINERD LAKES RGNL (BRD)

MISSED APPROACH: Climb to 3000 direct BRD VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-12	1700-1	475 (500-1)	1700-1¼ 475 (500-1¼)	1700-1½ 475 (500-1½)
CIRCLING	1760-1	534 (600-1)	1760-1½ 534 (600-1½)	1780-2 554 (600-2)

HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

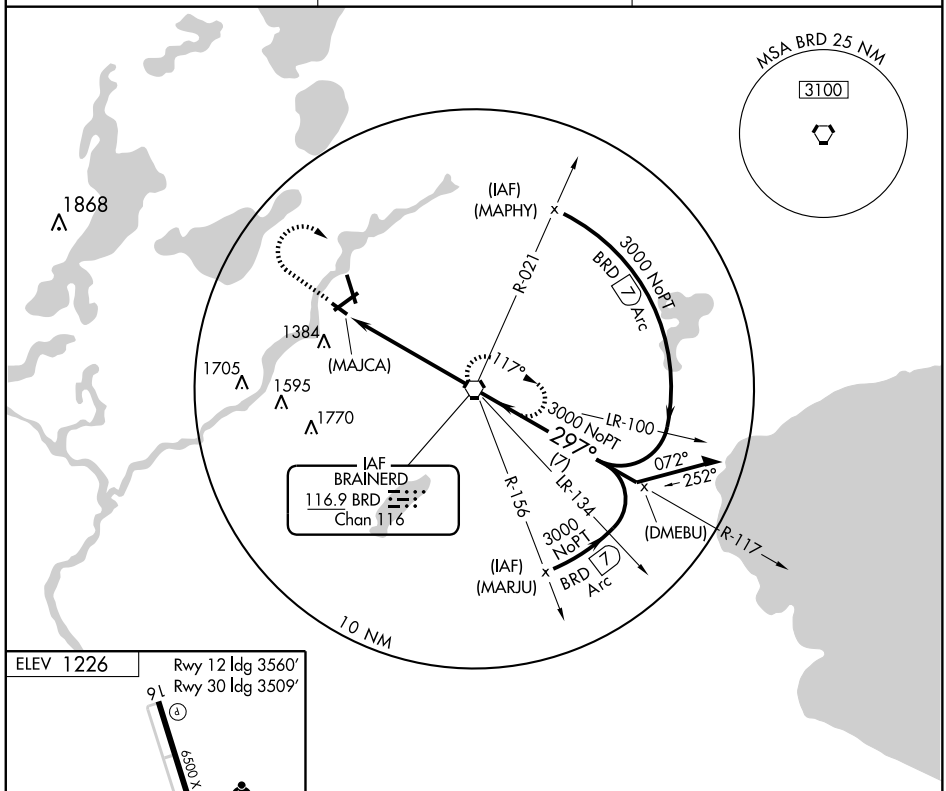
VORTAC BRD 116.9 Chan 116	APP CRS 297°	Rwy Idg 3509 TDZE 1225 Apt Elev 1226

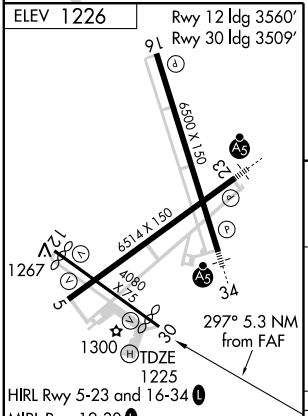
VOR or GPS RWY 30

BRAINERD LAKES RGNL (BRD)

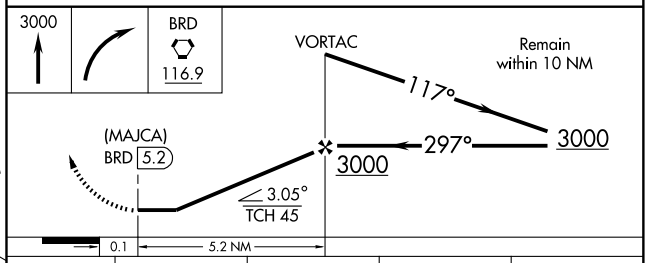
MISSED APPROACH: Climb to 3000 then right turn direct BRD VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





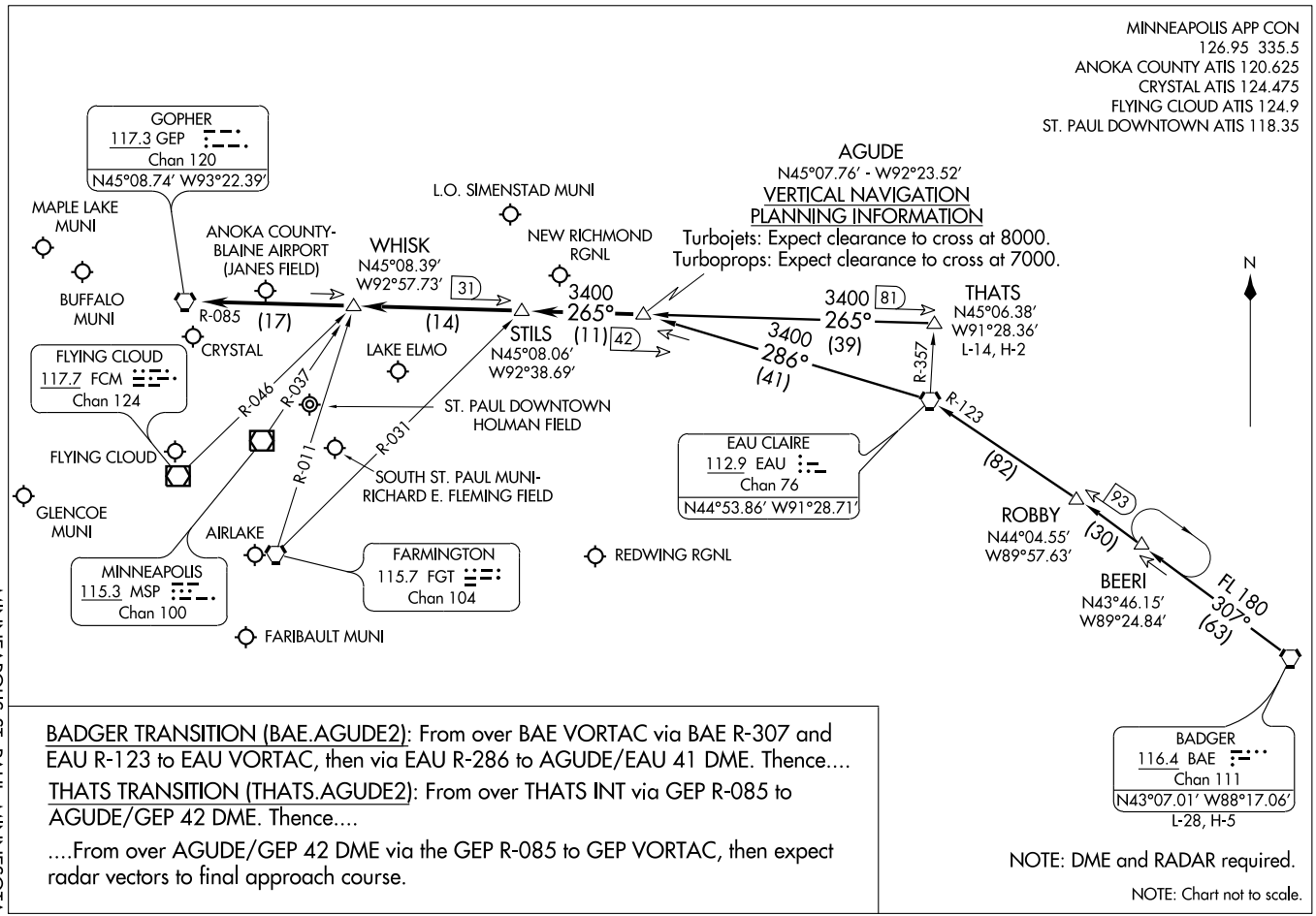
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-30	1660-1	435 (500-1)	1660-1¼ 435 (500-1¼)	1660-1½ 435 (500-1½)
CIRCLING	1760-1	534 (600-1)	1760-1½ 534 (600-1½)	1780-2 554 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

VORTAC GEP 117.3 Chan 120	APP CRS 266°	Rwy Idg N/A TDZE N/A Apt Elev 967

VOR or GPS-B

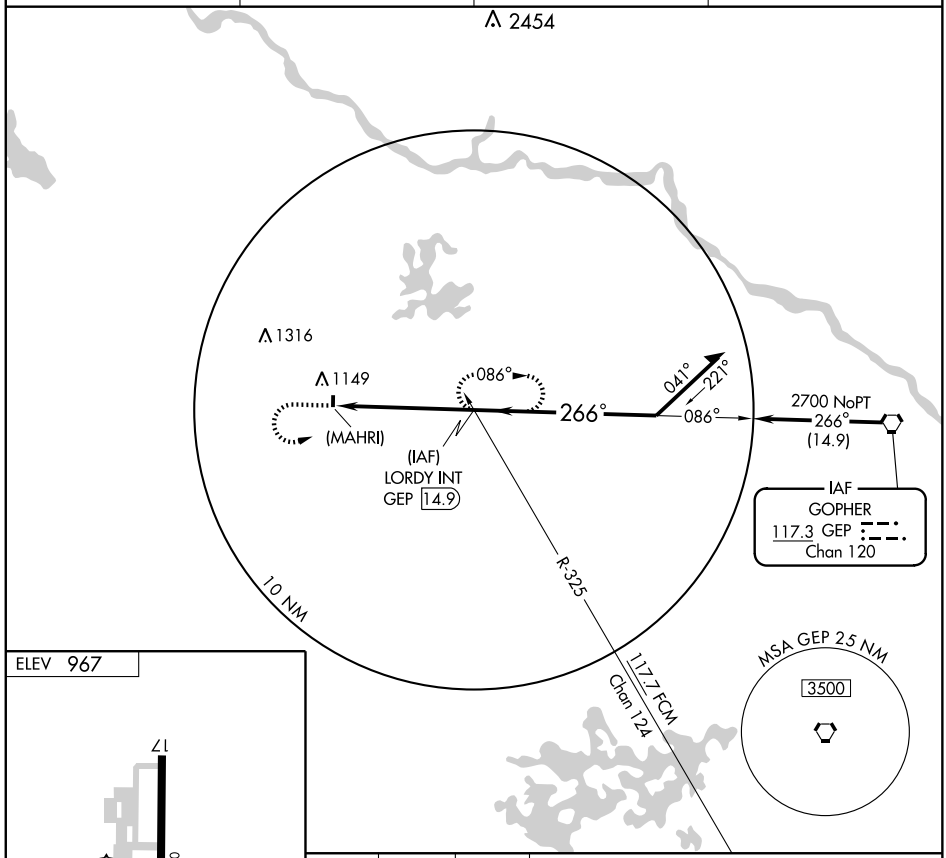
BUFFALO MUNI (CFE)

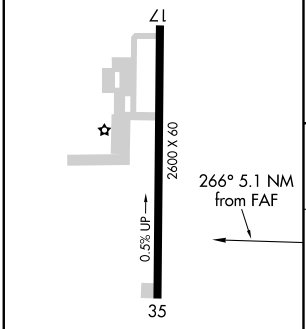
NA

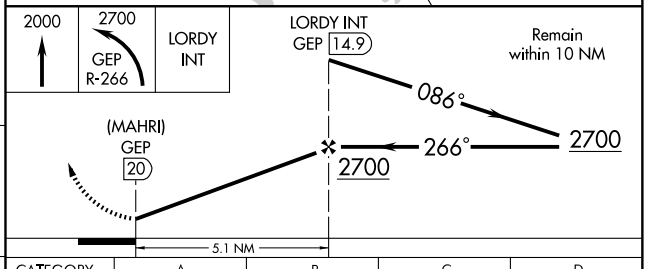
Use Princeton altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via GEP R-266 to LORDY Int and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.45	126.5 357.4	121.725	122.8 (CTAF)







LIRL Rwy 17-35

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1560-1	593 (600-1)	1560-1½ 593 (600-1½)	NA

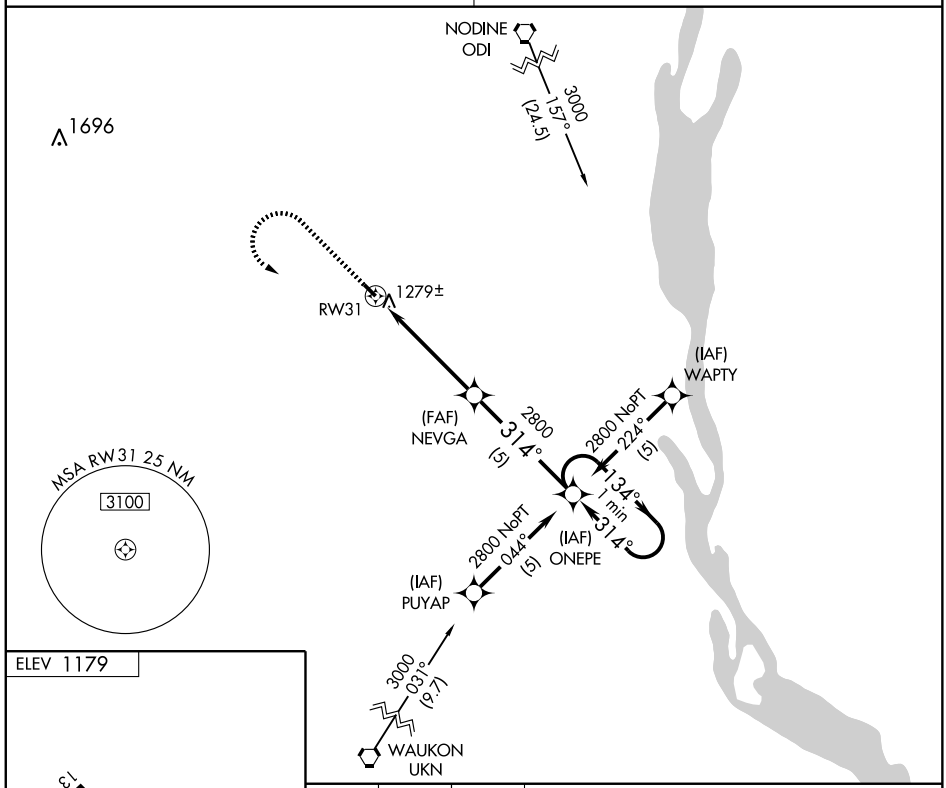
NC-1. 08 APR 2010 to 06 MAY 2010

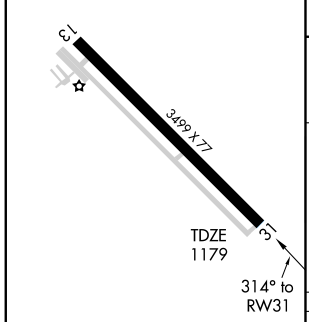
APP CRS	Rwy Idg	3499
314°	TDZE	1179
	Apt Elev	1179

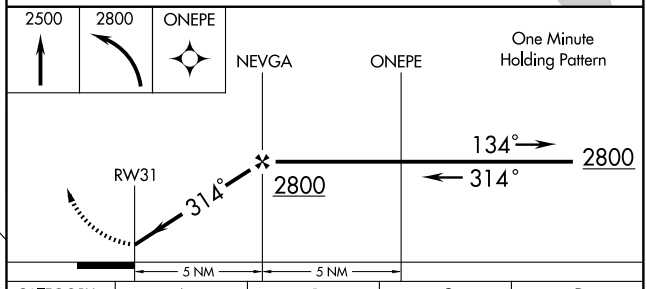
GPS RWY 31

CALEDONIA/HOUSTON COUNTY (CHU)

NA	MISSED APPROACH: Climb to 2500 then climbing left turn to 2800 direct ONEPE WP and hold.
Use La Crosse, WI altimeter setting.	
MINNEAPOLIS CENTER **128.6 363.0**	CTAF **122.9** L







CATEGORY	A	B	C	D
S-31	1660-1	481 (500-1)	1660-1¼ 481 (500-1¼)	NA
CIRCLING	1820-1	641 (700-1)	1820-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ODI 117.9 Chan 126	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 1179

VOR/DME or GPS-A

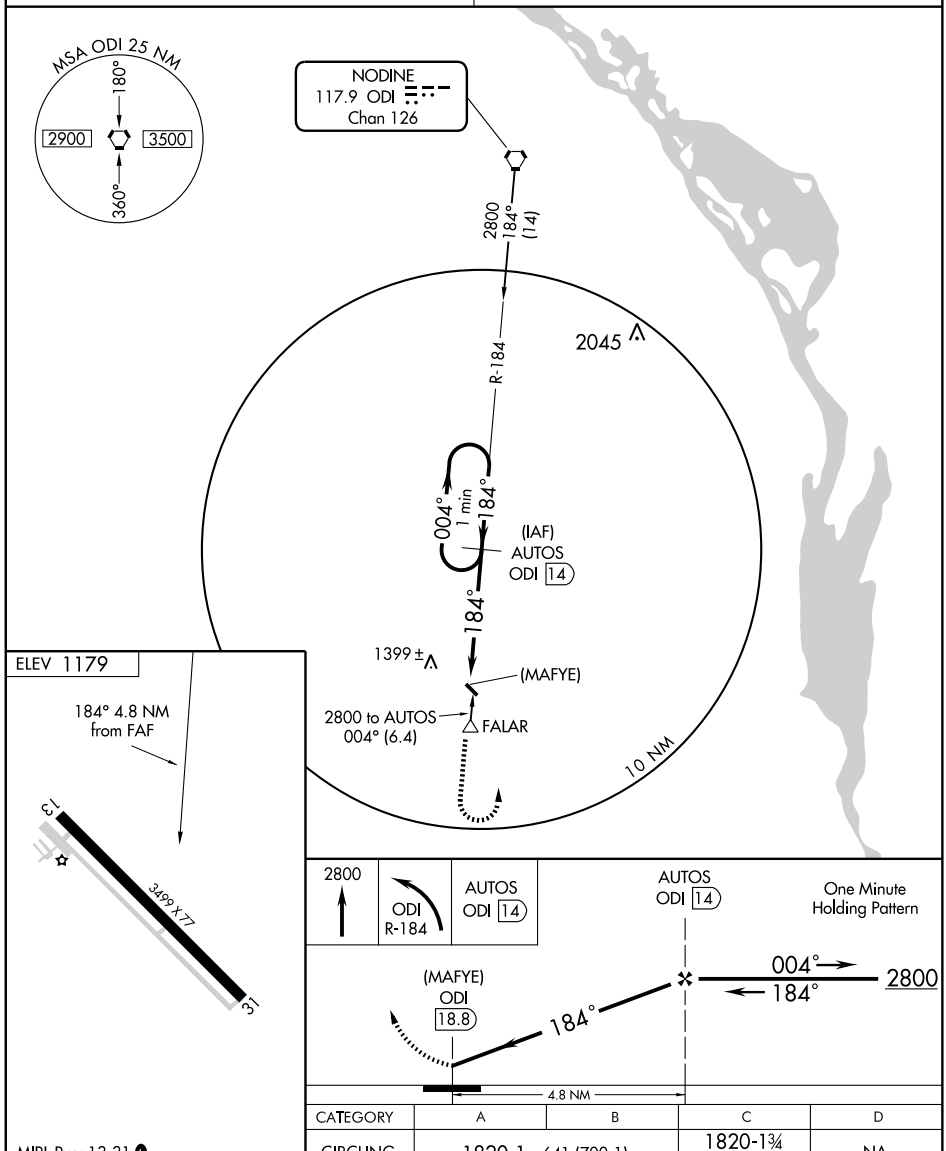
CALEDONIA/HOUSTON COUNTY (CHU)

NA

Use La Crosse, WI altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ODI R-184 to AUTOS/14 DME and hold.

MINNEAPOLIS CENTER	CTAF
128.6 363.0	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1820-1	641 (700-1)	1820-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB CBG	APP CRS	Rwy Idg	4000
350	350°	TDZE	945
		Apt Elev	945

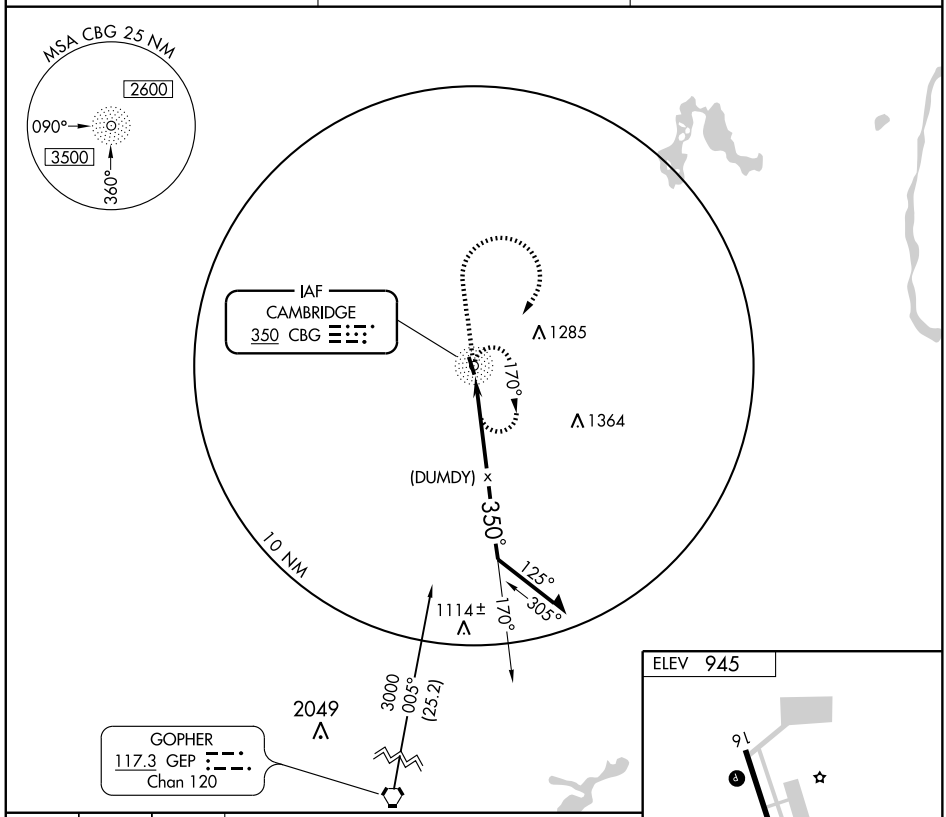
NDB or GPS RWY 34

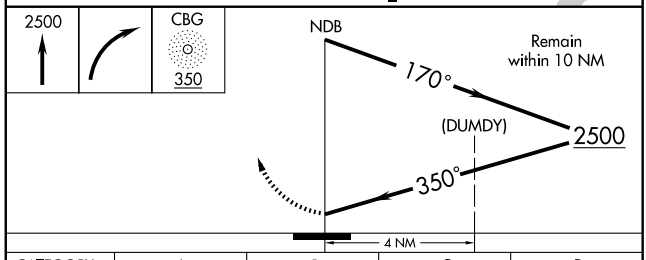
CAMBRIDGE MUNI (CBG)

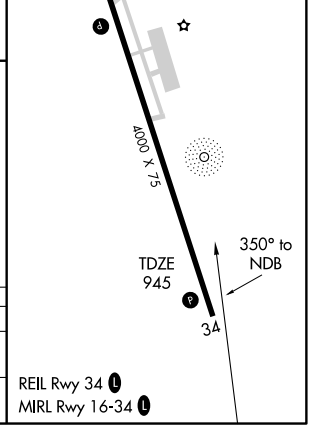
NA

MISSED APPROACH: Climb to 2500 then right turn direct CBG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	121.05 397.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1480-1	535 (600-1)	1480-1½ 535 (600-1½)	NA
CIRCLING	1480-1	535 (600-1)	1480-1½ 535 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 31

LOC I-RYM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.1	312°	6100 / 1149 / 1152

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

NA * When ALS inop, increase CAT D vis ¼mile.

MALSF

MISSED APPROACH: Climb to 2000, then climbing left turn to 3300 direct XCR NDB and hold. (TACAN equipped acft climb to 2000, then climbing left turn to 4200 via RYM R-220 to GARYE 15 DME and hold).

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35

ADF or TACAN REQUIRED

R-4301

Procedure NA when R-4301 is active.

BRAINERD 7000 216° (20.9) To XCR

MSA RYM 25 NM 3300

1674 1708 1419 1639

CAMP RIPLEY Chan 48 RYM

RIPLEY 404 XCR

R-080 3200 (IAF) RUSEE RYM 15

LOCALIZER 111.1 I-RYM

132° 5000 132° from XCR (5.7) 1299

5000 133° from RYM (6.6) 1644

When local altimeter setting not received, use Little Falls altimeter setting and increase DA to 1373, increase all MDAs 40 ft and S-LOC 31 CAT D vis by ¼ mile. 1570

1494 (IAF) PEGGO RYM 6.6 1680 1557

087° 267° 312° LR-125 LR-141

3200 No PT RYM 15 Arc

TODEE RYM 15 3200

(IAF) GARYE RYM 15 3200

R-220 10 NM 040° 220° 3200 No PT RYM 15 Arc

RYM 22

2000 3300 XCR

PEGGO RYM 6.6 Remain within 10 NM

5000 132° 3128 3300

TACAN .4 312° 312° 3200

GS 3.00° TCH 38

6.2 NM

ELEV 1152

132° 6100 x 100 35500 x 80 TDZE 1149

Assault Strip 1299 312° 312° 6.2 NM from FAF

HIRL Rwy 13-31 (L)

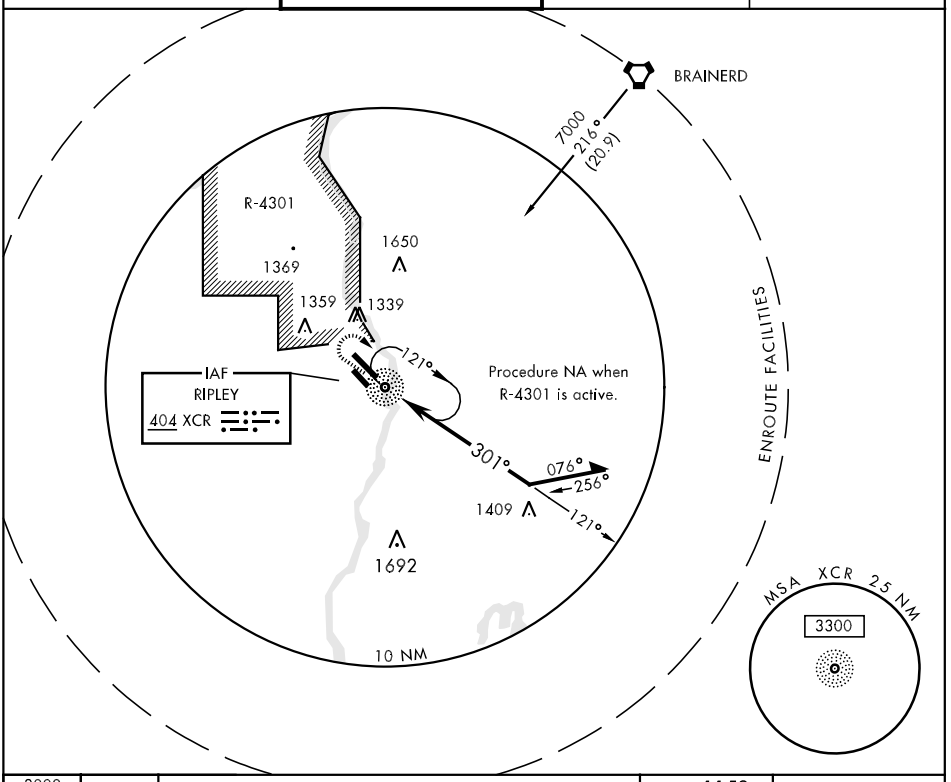
CATEGORY	A	B	C	D
S-ILS 31	1349-¾ 200 (200-¾)			
S-LOC 31 *	1580-¾ 431 (500-¾)		1580-1 431 (500-1)	1580-1¼ 431 (500-1¼)
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

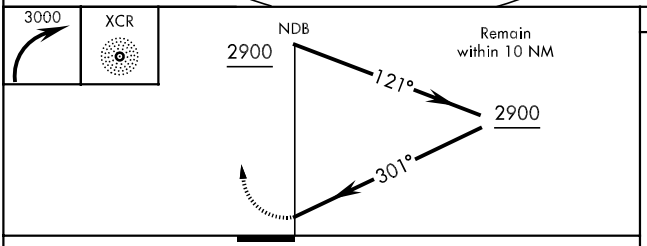
NDB RWY 31

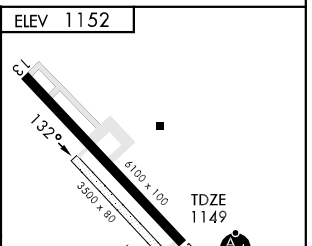
NDB XCR 404	APCH CRS 301°	Rwy Idg 6100 TDZE 1149 Arpt Elev 1152	AL-5226 [USA]	RAY S. MILLER AAF (KRYM)

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40'. NA Inop table does not apply to CAT C.	MALSF	MISSED APPROACH: Climbing right turn to 3000 in XCR NDB holding pattern.	

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 (L) 254.4 49.2	126.2	148.35







CATEGORY	A		B	C	D
S-31	1760-¾	611	(700-¾)	1760-1¾ 611 (700-1¾)	1760-2 611 (700-2)
CIRCLING	1760-1	608	(700-1)	1760-1¾ 608 (700-1¾)	1760-2 608 (700-2)

NC-1, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	6100
132°	TDZE	1152
	Arpt Elev	1152

AL-5226 [USA]

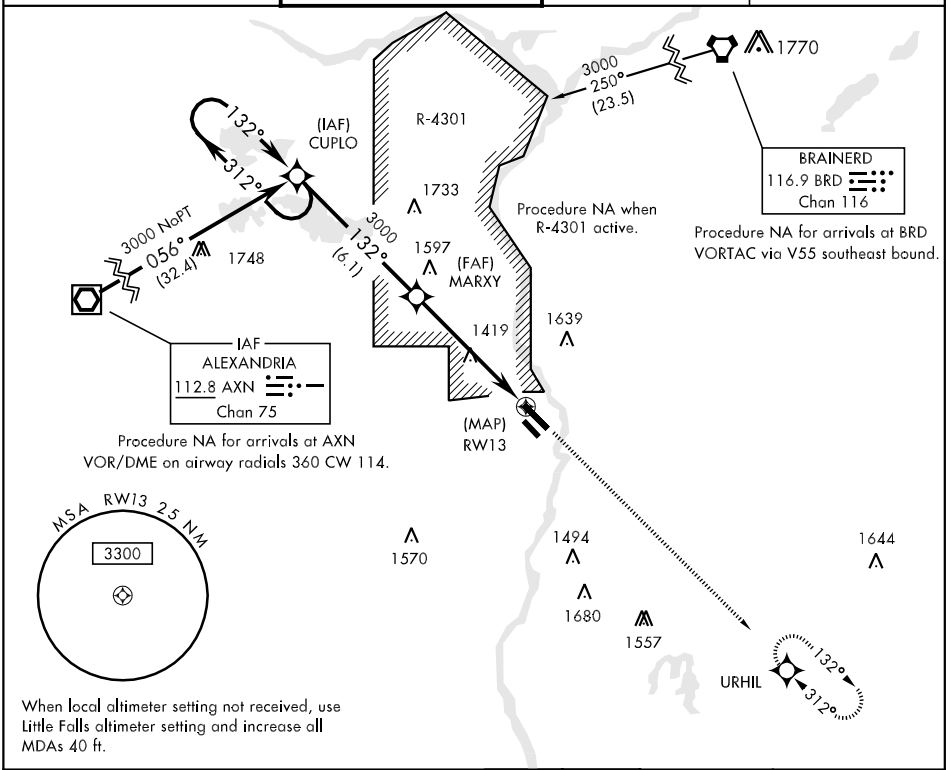
RAY S. MILLER AAF (KRYM)

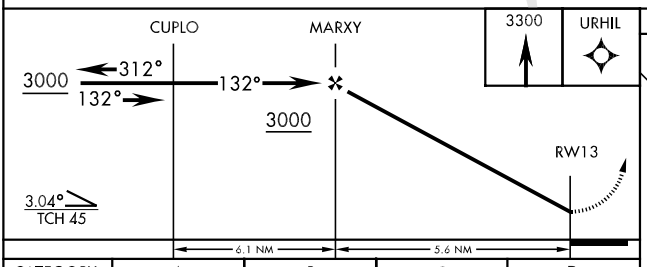
NA

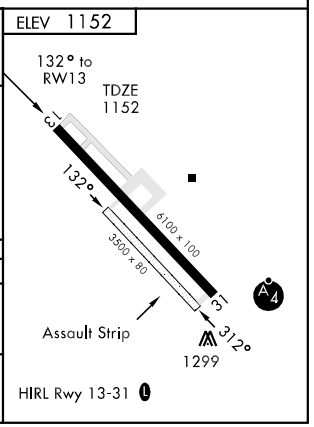
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct URHIL and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35







CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	1680-1¾ 528 (600-1¾)
CIRCLING	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	1720-2 568 (600-2)

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	6100
312°	TDZE	1149
	Arpt Elev	1152

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

NA

* When ALS inop, increase CAT D vis ¼ mile.
DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climbing right turn to 3300 direct URHIL WPT and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35

R-4301

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDAs 40 ft.

Procedure NA when R-4301 is active.

1419 1639 1570 1494 1680 1557 1299 1644 1610

(MAP) RW31

(FAF) PEGGO

(IAF) GITTI 3300

NoPT 3300 234° (8.5)

3200 312° (6.1)

(IAF) URHIL

132° 312°

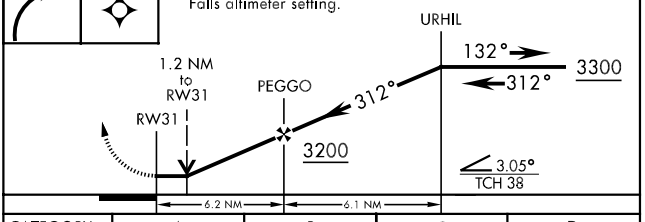
NoPT 3300 037° (15.6)

(IAF) INONY 3300

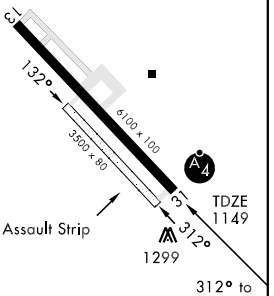
MSA RW31 25 NM 3300

3300 URHIL

VDP NA when using Little Falls altimeter setting.



ELEV 1152



HIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D
LNAV MDA *	1580- ¾ 431 (500-¾)		1580-1 431 (500-1)	1580-1¼ 431 (500-1¼)
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 13

TACAN RYM Chan 48	APCH CRS 128°	Rwy ldg 6100 TDZE 1152 Arpt Elev 1152

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

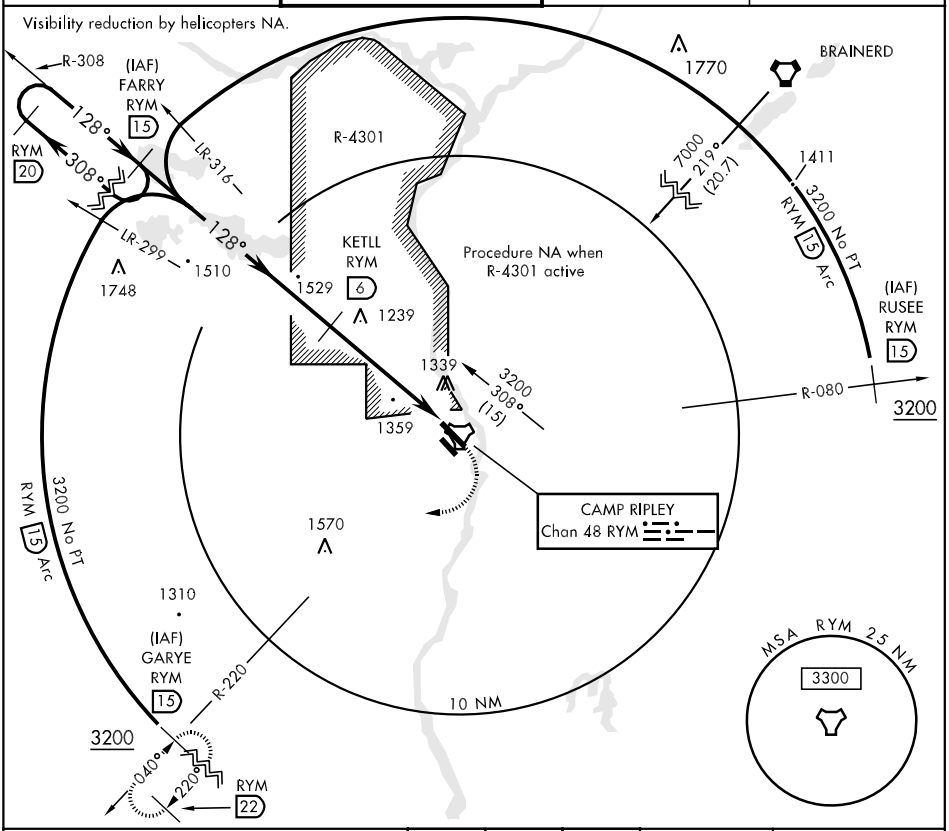
When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40'.

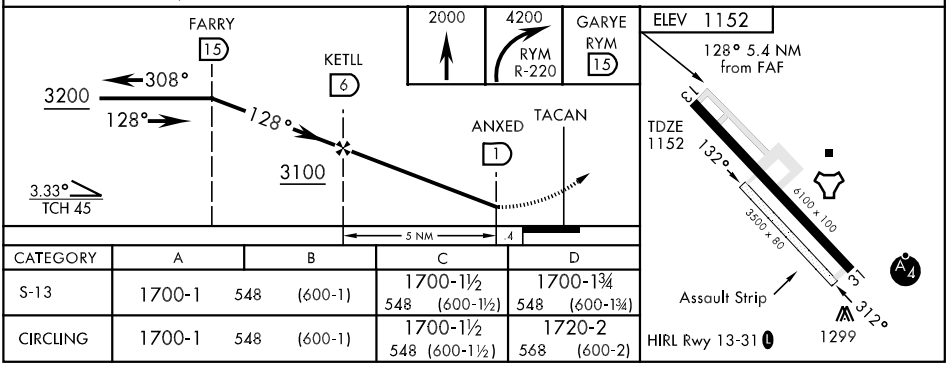
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 via RYM TACAN R-220 to GARYE (15 DME) and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 (L) 254.4 49.2	126.2	148.35

Visibility reduction by helicopters NA.





CATEGORY	A		B	C	D
S-13	1700-1	548	(600-1)	1700-1½ 548 (600-1½)	1700-1¾ 548 (600-1¾)
CIRCLING	1700-1	548	(600-1)	1700-1½ 548 (600-1½)	1720-2 568 (600-2)

TACAN RWY 31

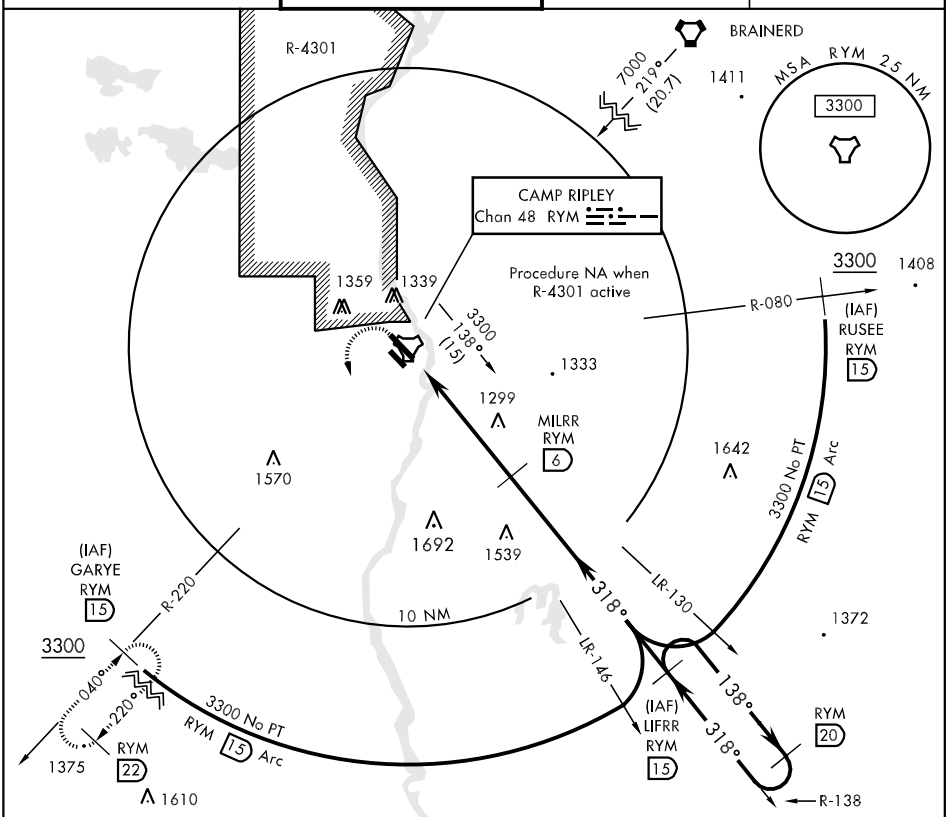
TACAN RYM Chan 48	APCH CRS 318°	Rwy ldg 6100 TDZE 1149 Arpt Elev 1152	AL-5226 [USA]	RAY S. MILLER AAF (KRYM)

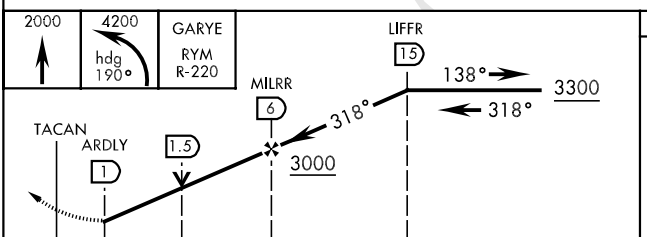
When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40' and INCR S-31 CAT D vis ¼ mile.
NA Inop table does not apply to CAT C.

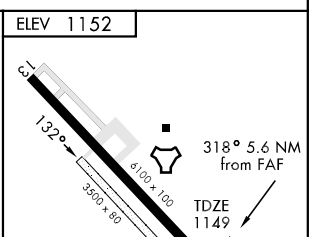
MALSF

MISSED APPROACH: Climb to 2000 then climbing left turn to 4200 via hdg 190° and RYM R-220 to GARYE (15 DME) and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 (L) 254.4 49.2	126.2	148.35







CATEGORY	A	B	C	D
S-31	1560-¾ 411 (500-¾)		1560-1¼ 411 (500-1¼)	
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

APP CRS	Rwy Idg	4648
115°	TDZE	1193
	Apt Elev	1193

RNAV (GPS) RWY 12

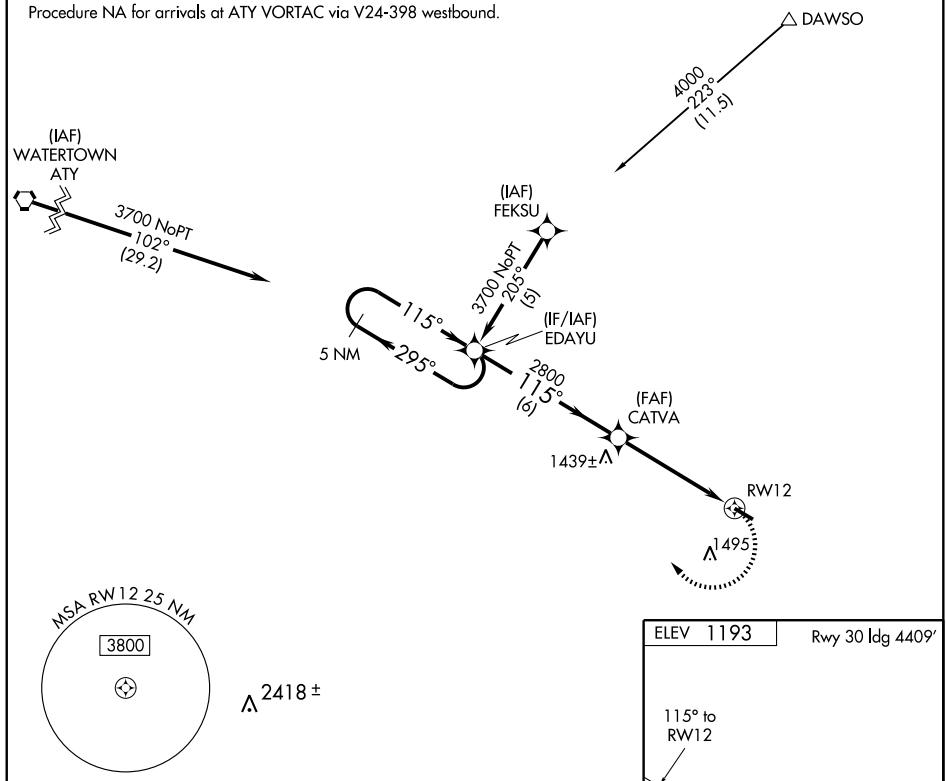
CANBY/MYERS FIELD (CNB)

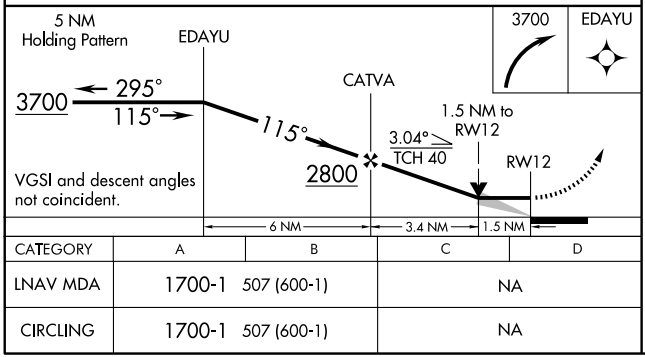
DME/DME RNP-0.3 NA.
VDP NA when using Lac Qui Parle County altimeter setting.
If local altimeter setting not received, use Lac Qui Parle County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3700 direct EDAYU and hold.

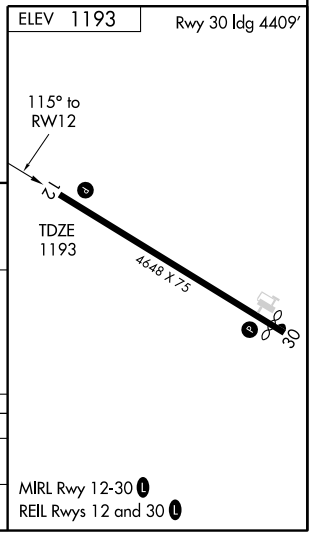
AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.575	128.5 306.2	121.725	122.9 L

Procedure NA for arrivals at ATY VORTAC via V24-398 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1700-1	507 (600-1)	NA	
CIRCLING	1700-1	507 (600-1)	NA	



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
295°	Rwy Idg	4409
	TDZE	1191
	Apt Elev	1193

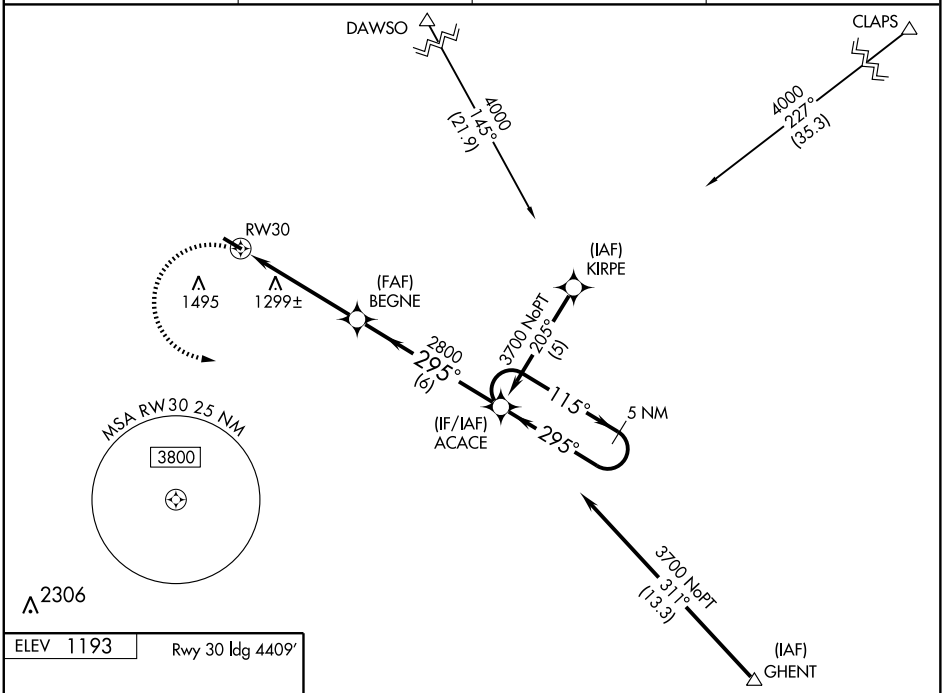
RNAV (GPS) RWY 30

CANBY/MYERS FIELD (CNB)

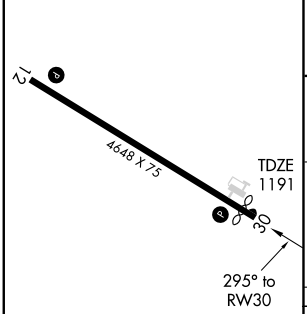
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lac Qui Parle County altimeter setting and increase all MDAs 60 feet.

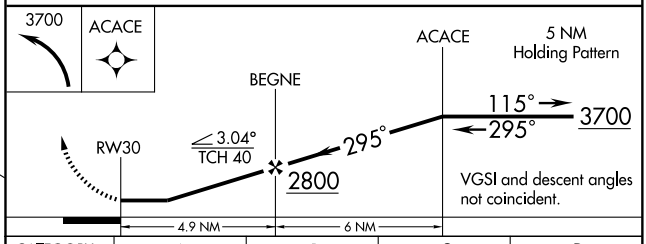
MISSED APPROACH: Climbing left turn to 3700 direct ACACE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.575	128.5 306.2	121.725	122.9 L



Procedure NA for arrivals at GHENT via V26 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	1600-1	409 (500-1)	NA	
CIRCLING	1600-1 407 (500-1)	1660-1 467 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 08 APR 2010 to 06 MAY 2010

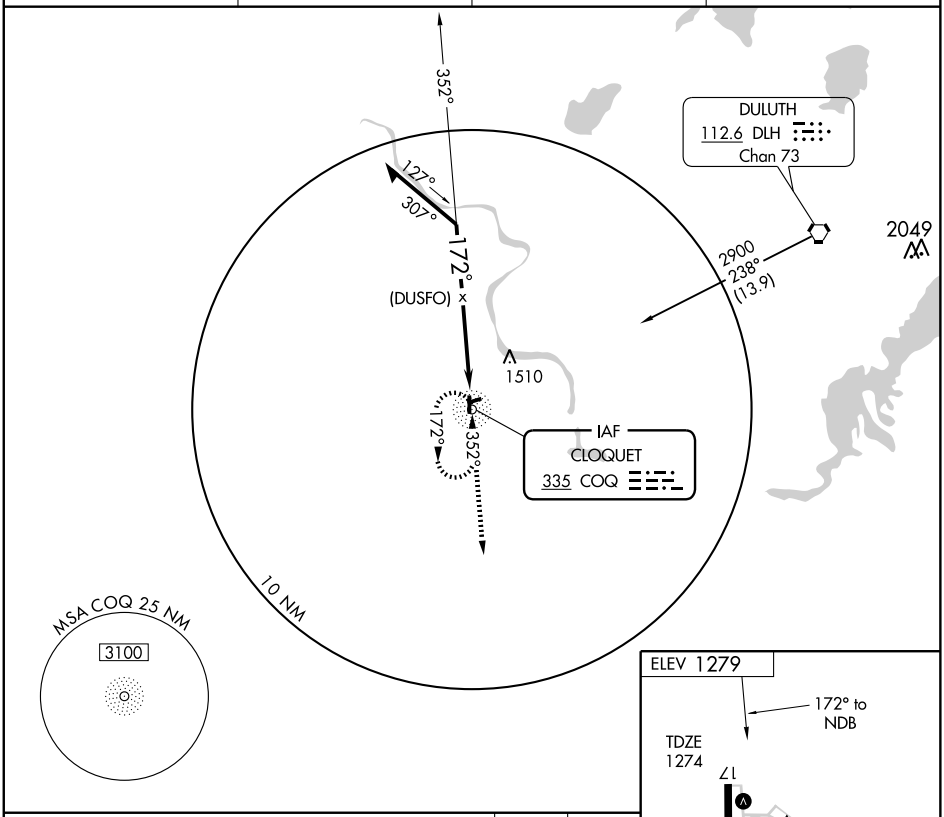
NDB COQ	APP CRS	Rwy Idg	4003
335	172°	TDZE	1274
		Apt Elev	1279

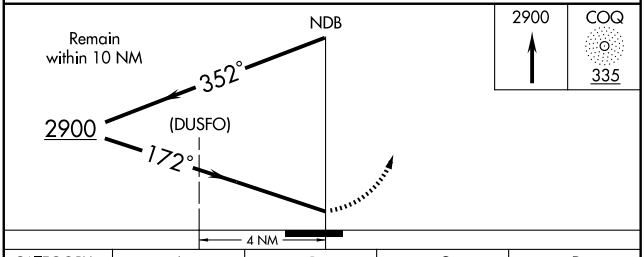
NDB or GPS RWY 17
CLOQUET CARLTON COUNTY (COQ)

T
NA

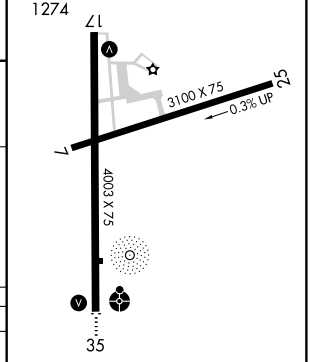
MISSED APPROACH: Climb to 2900 then direct COQ NDB and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1860-1	586 (600-1)	1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1	582 (600-1)	1860-1½ 582 (600-1½)	NA



MIRL Rwys 7-25 and 17-35 L
REIL Rwy 17 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB COQ 335	APP CRS 005°	Rwy Idg 4003 TDZE 1278 Apt Elev 1279

NDB RWY 35

CLOQUET CARLTON COUNTY (COQ)

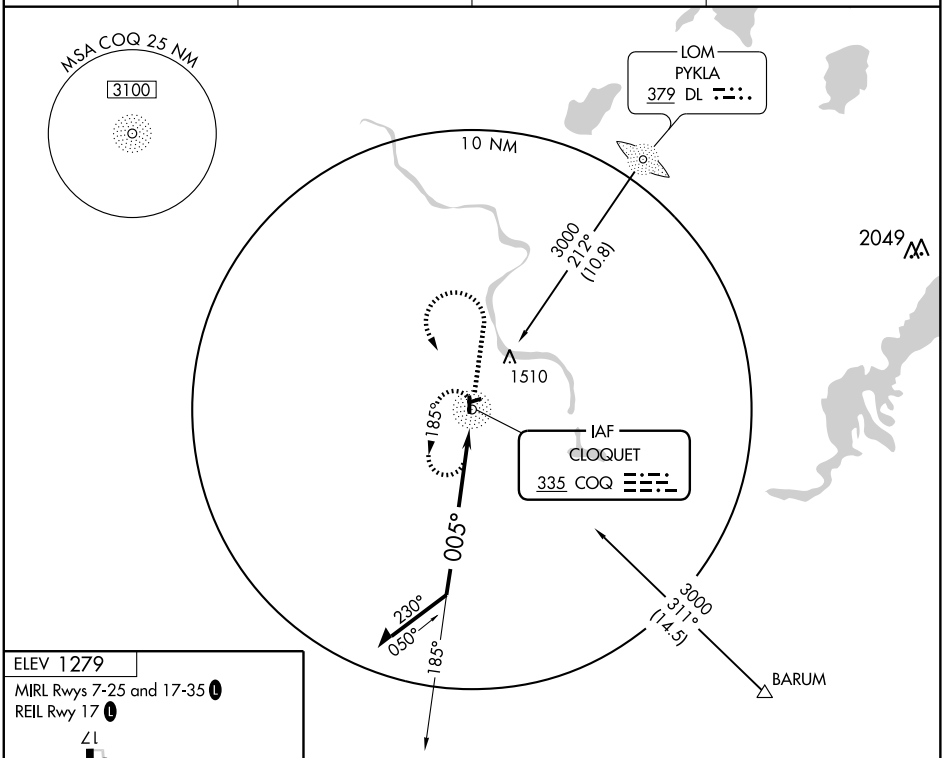
When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDAs 60 feet and increase S-35 and Circling Cat. C visibilities ¼ mile.

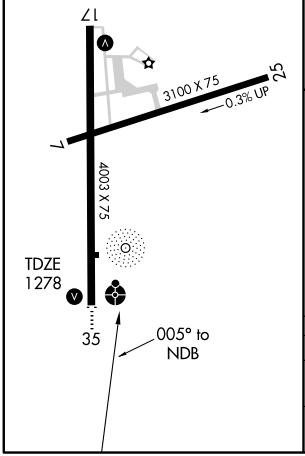
NA

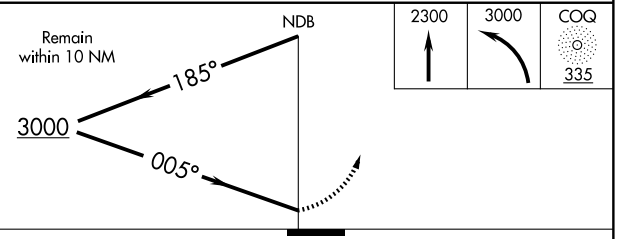
ODALS

MISSED APPROACH: Climb to 2300 then climbing left turn to 3000 direct COQ NDB and hold, continue climb-in-hold to 3000.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1860-1	582 (600-1)	1860-1½ 582 (600-1½)	NA
CIRCLING	1860-1	581 (600-1)	1860-1½ 581 (600-1½)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4003
356°	TDZE	1278
	Apt Elev	1279

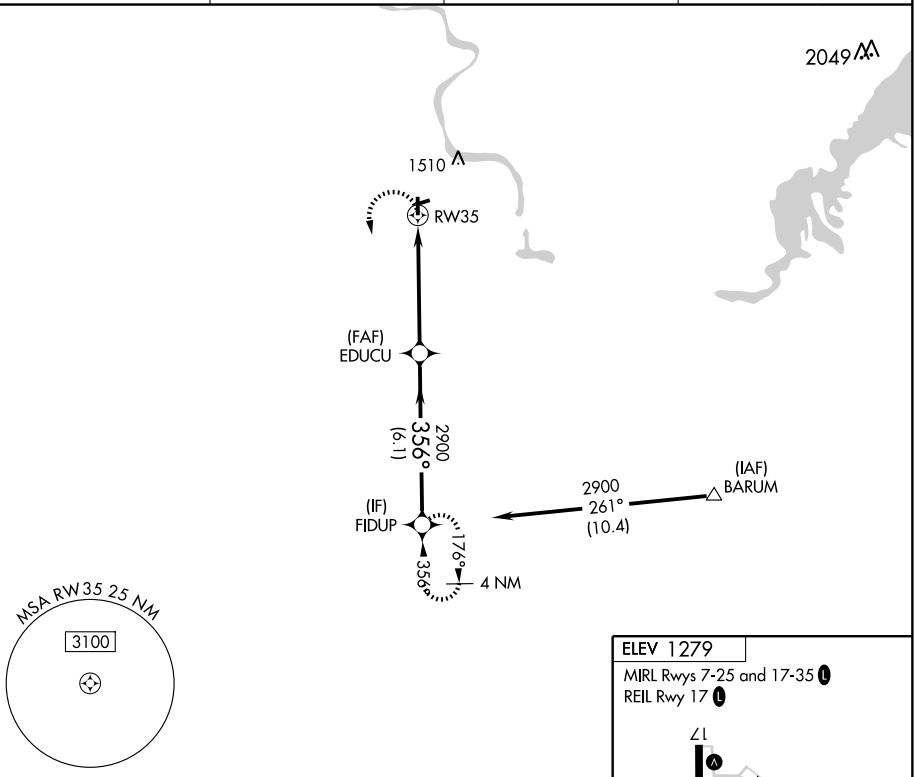
RNAV (GPS) RWY 35
CLOQUET CARLTON COUNTY (COQ)

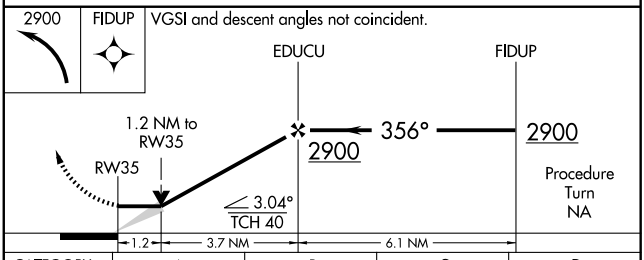
DME/DME RNP-0.3 NA.
VDP NA when using Duluth Intl altimeter setting.
When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDAs 60 feet and Cat. C Circling visibility ¼ mile.

ODALS

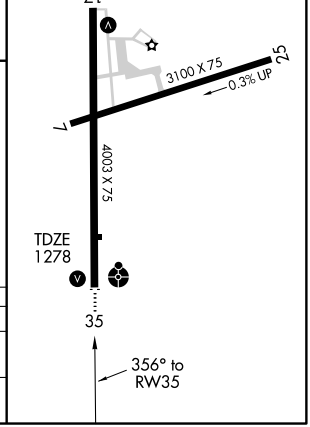
MISSED APPROACH: Climbing left turn to 2900 direct FIDUP and hold.

AWOS-3	DULUTH APP CON *	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1 402 (500-1)		1680-1¼ 402 (500-1¼)	NA
CIRCLING	1740-1 461 (500-1)	1780-1 501 (600-1)	1860-1½ 581 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC DLH 112.6 Chan 73	APP CRS 059°	Rwy Idg N/A TDZE N/A Apt Elev 1279

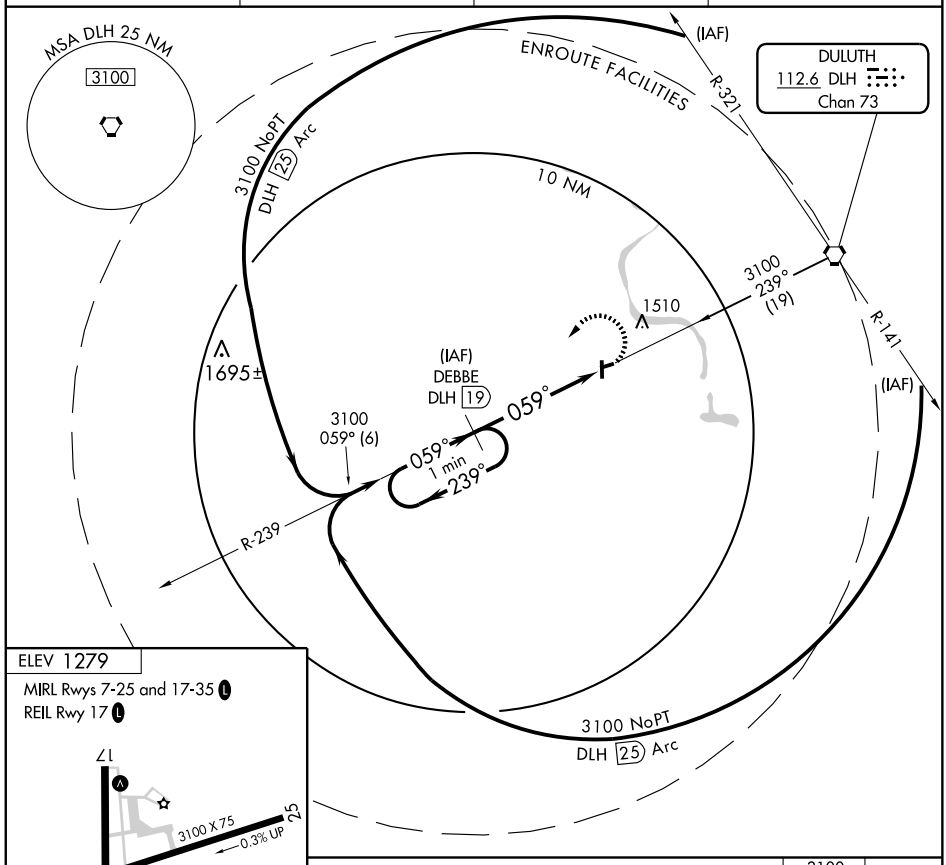
VOR/DME-A

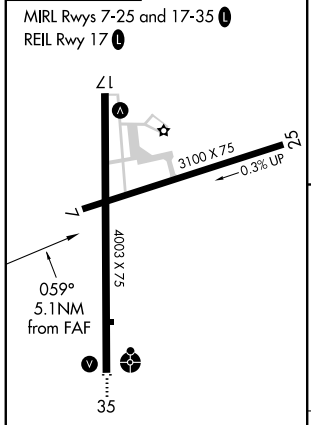
CLOQUET CARLTON COUNTY (COQ)

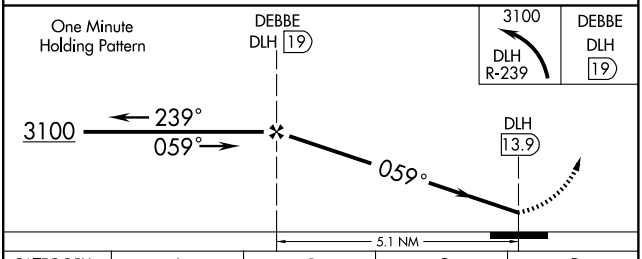
NA

MISSED APPROACH: Climbing left turn to 3100 via DLH R-239 to DEBBE DLH 19 DME and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1740-1 462 (500-1)	1760-1 482 (500-1)	1760-1½ 482 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

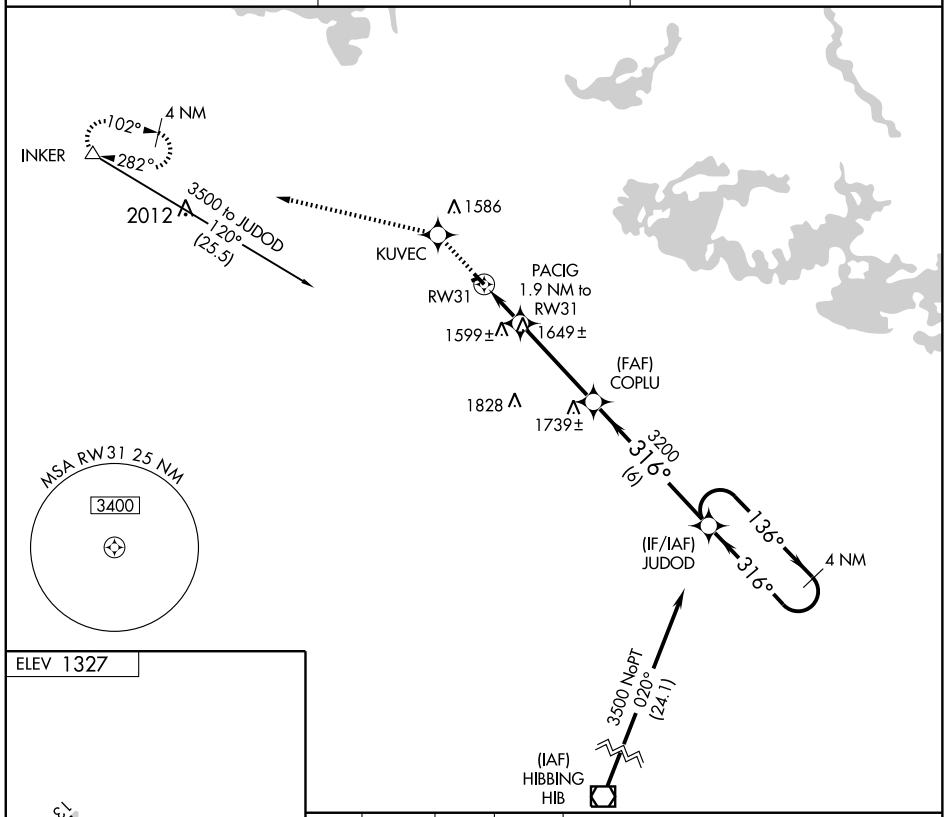
APP CRS	Rwy Idg	3200
316°	TDZE	1327
	Apt Elev	1327

RNAV (GPS) RWY 31
COOK MUNI (CQM)

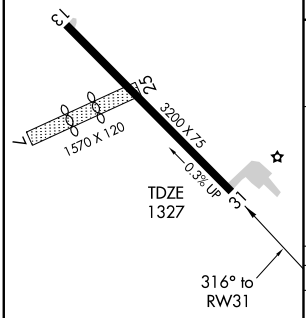
DME/DME RNP- 0.3 NA.
Procedure NA at night.

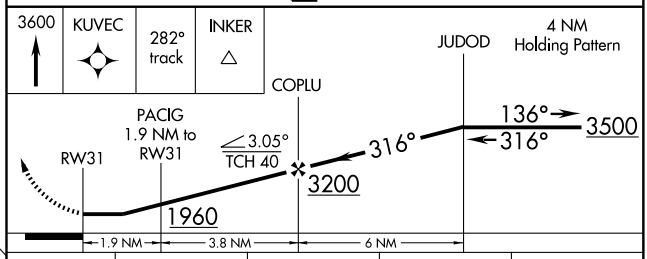
MISSED APPROACH: Climb to 3600 direct KUVEC and via 282° track to INKER and hold.

AWOS-3	PRINCETON RADIO	CTAF
118.175	122.45	122.9



ELEV 1327





CATEGORY	A	B	C	D
LNAV MDA	1820-1 493 (500-1)		NA	
CIRCLING	1900-1 573 (600-1)		NA	

MIRL Rwy 13-31

NC-1. 08 APR 2010 to 06 MAY 2010

NDB CKN	APP CRS	Rwy Idg	4300
400	118°	TDZE	896
		Apt Elev	900

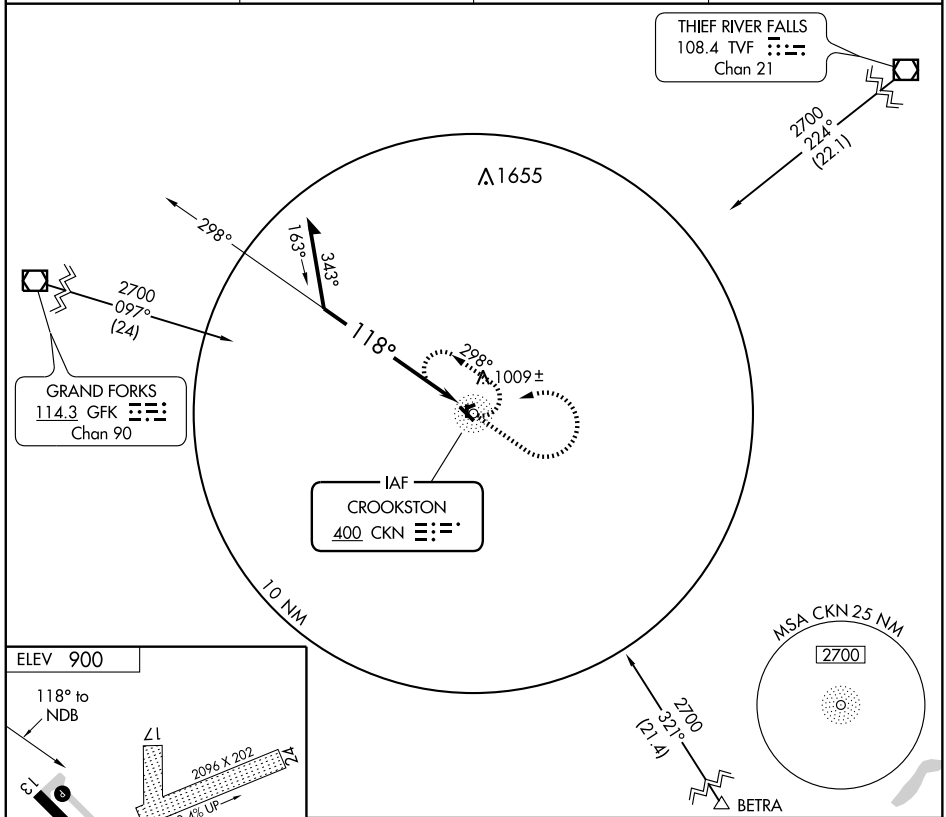
NDB RWY 13

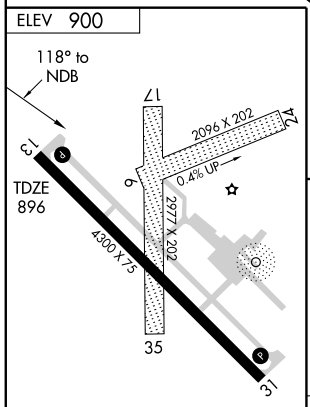
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

NA If local altimeter setting not received, use Grand Forks altimeter setting and increase all MDAs 80 feet.

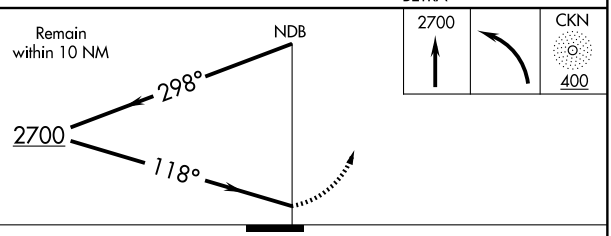
MISSED APPROACH: Climb to 2700 then left turn direct CKN NDB and hold.

AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	1360-1	464 (500-1)	1360-1¼ 464 (500-1¼)	NA
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 72704 W13A	APP CRS 128°	Rwy Idg 4300 TDZE 896 Apt Elev 900

RNAV (GPS) RWY 13

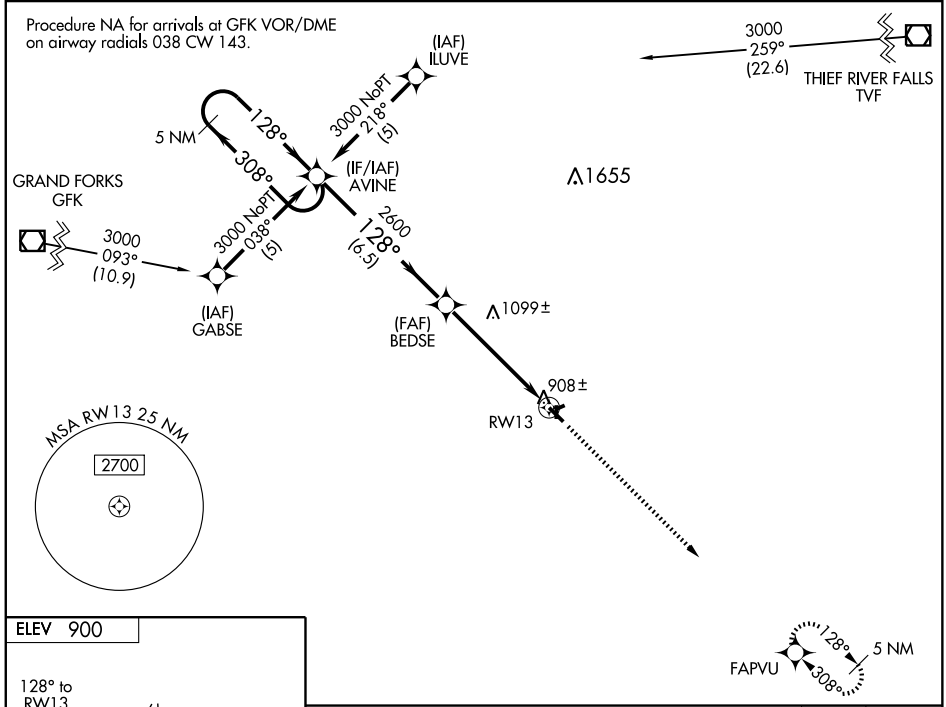
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

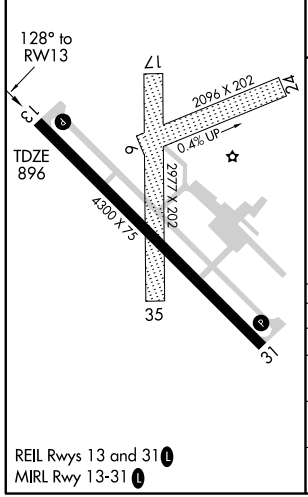
Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Grand Forks altimeter setting and increase all DAs 62 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct FAPVU and hold.

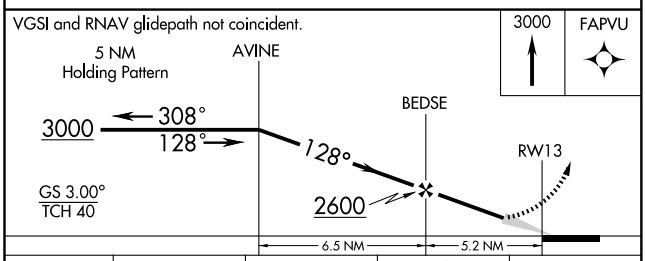
AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L

Procedure NA for arrivals at GFK VOR/DME on airway radials 038 CW 143.





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1146-1 250 (300-1)			NA
LNAV/VNAV DA	1210-1 314 (400-1)			NA
LNAV MDA	1360-1 464 (500-1)		1360-1¼ 464 (500-1¼)	NA
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 69304 W31A	APP CRS 308°	Rwy Idg 4300 TDZE 897 Apt Elev 900

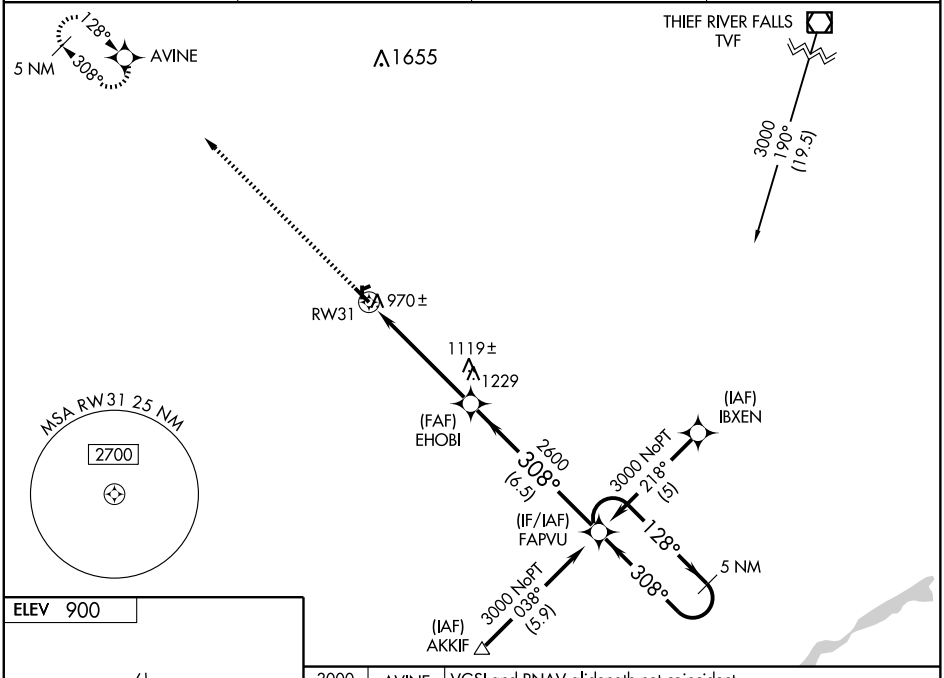
RNAV (GPS) RWY 31

CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

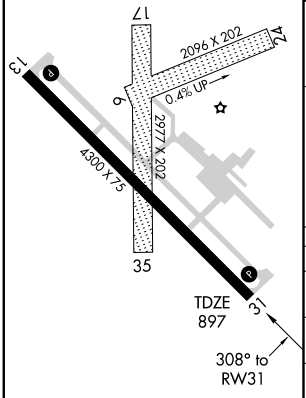
Baro-VNAV NA when using Grand Forks altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
If local altimeter setting not received, use Grand Forks altimeter setting and increase all DAs 62 feet and all MDAs 80 feet.
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AVINE and hold.

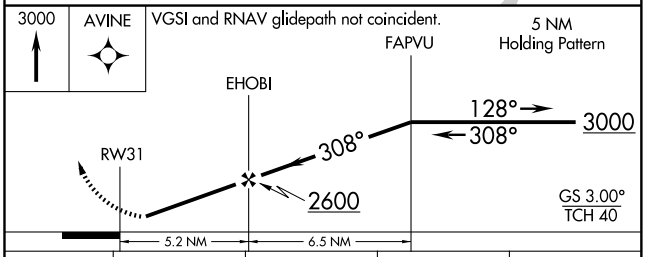
AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L



ELEV 900



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1157-1 260 (300-1)			NA
LNAV/VNAV DA	1320-1½ 423 (500-1½)			NA
LNAV MDA	1380-1 483 (500-1)		1380-1¼ 483 (500-1¼)	NA
CIRCLING	1380-1 480 (500-1)		1380-1½ 480 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

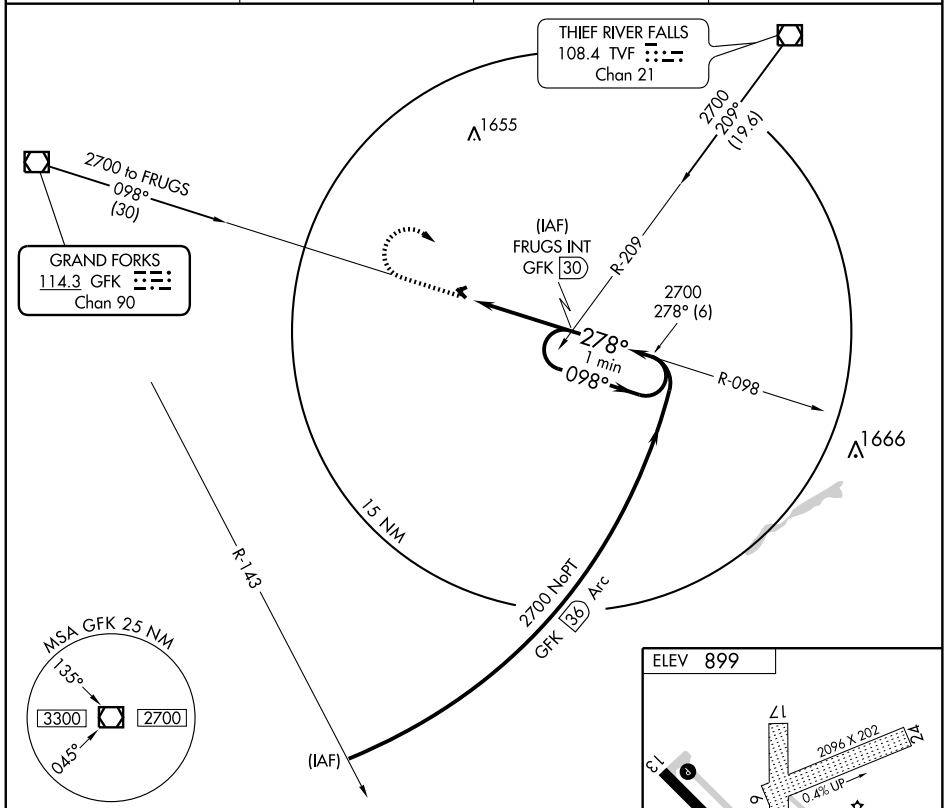
VOR/DME GFK	APP CRS	Rwy Idg	4300
114.3	278°	TDZE	896
Chan 90		Apt Elev	899

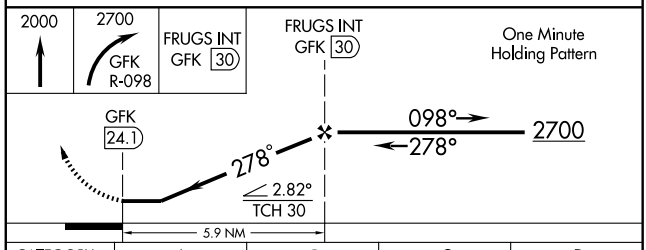
VOR RWY 31

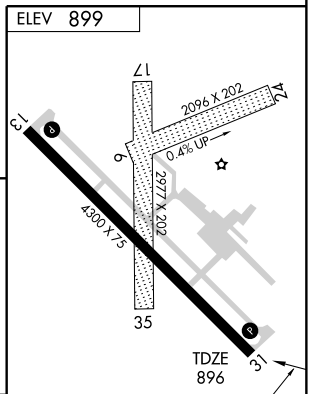
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via GFK R-098 to FRUGS Int and hold.

AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L







REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

278° 5.9 NM from FAF

CATEGORY	A	B	C	D
S-31	1700-1 804 (900-1)	1700-1¼ 804 (900-1¼)	1700-2¼ 804 (900-2¼)	NA
CIRCLING	1700-1 801 (900-1)	1700-1¼ 801 (900-1¼)	1700-2¼ 801 (900-2¼)	NA

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4500
135°	TDZE	1397
	Apt Elev	1397

RNAV (GPS) RWY 13

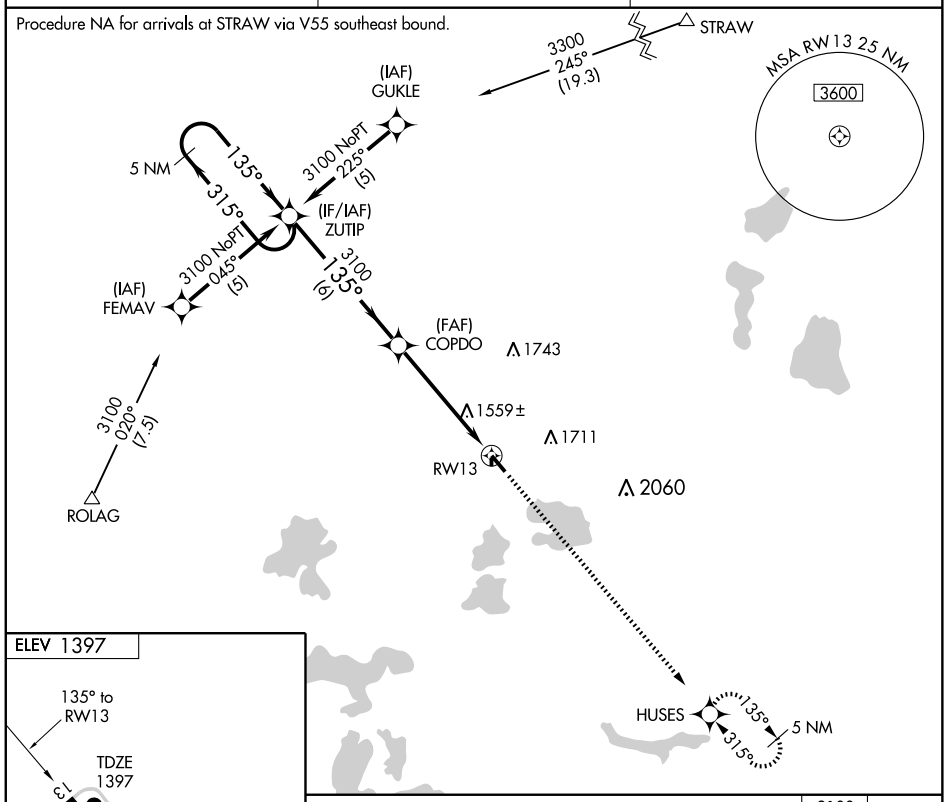
DETROIT LAKES-WETHING FIELD (DTL)

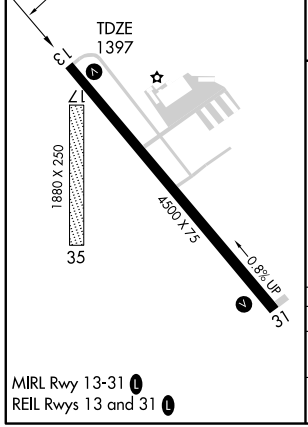
When VGSI inoperative, straight-in/circling Rwy 13 procedure NA at night.
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Park Rapids altimeter setting and increase DA/MDAs 100 feet.

MISSED APPROACH: Climb to 3100 direct HUSES and hold.

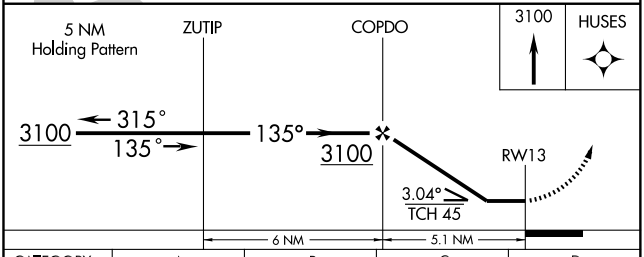
AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L

Procedure NA for arrivals at STRAW via V55 southeast bound.





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 423 (500-1)		1820-1¼ 423 (500-1¼)	
CIRCLING	1880-1 483 (500-1)	1940-1 543 (600-1)	1940-1½ 543 (600-1½)	2080-2¼ 683 (700-2¼)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 86704 W31A	APP CRS 315°	Rwy Idg 4500 TDZE 1390 Apt Elev 1397

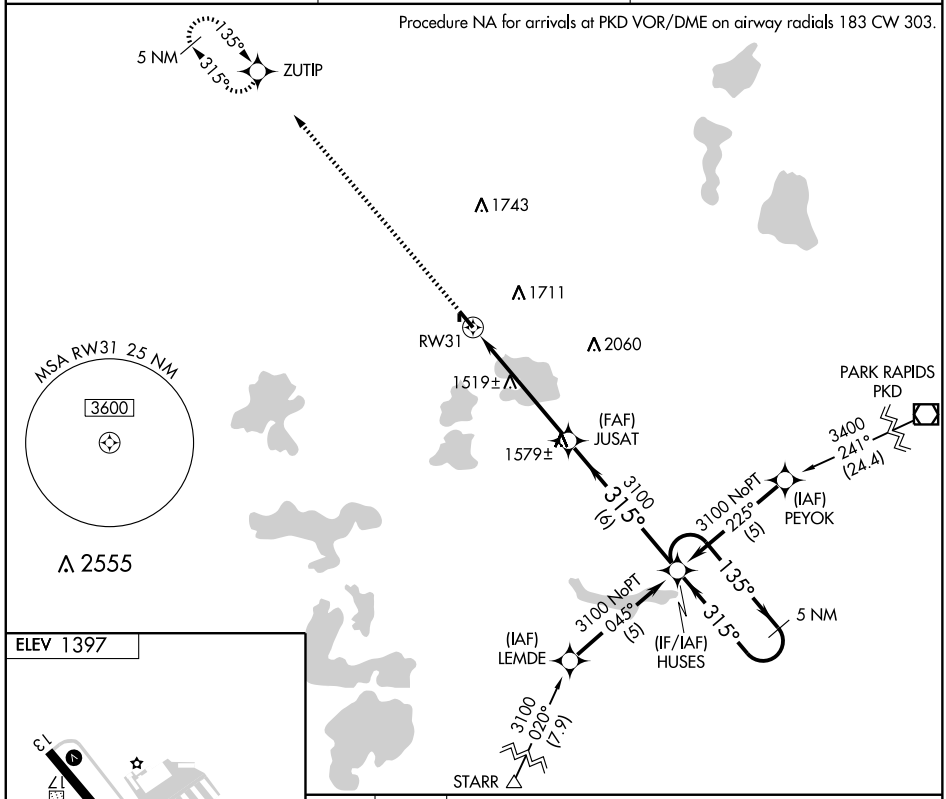
RNAV (GPS) RWY 31
DETROIT LAKES-WETHING FIELD (DTL)

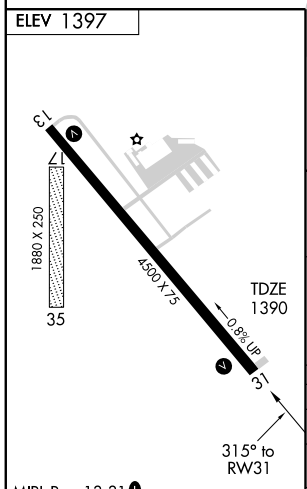
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Park Rapids altimeter setting.
If local altimeter setting not received, use Park Rapids altimeter setting and increase DA/MDAs 100 feet.

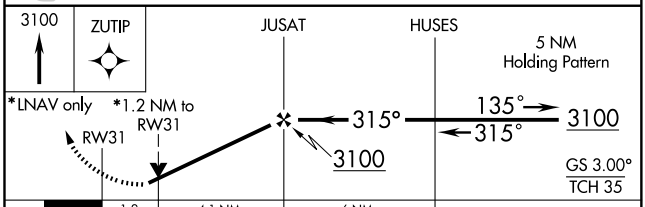
MISSED APPROACH: Climb to 3100 direct ZUTIP and hold.

AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L

Procedure NA for arrivals at PKD VOR/DME on airway radials 183 CW 303.







CATEGORY	A	B	C	D
LPV DA	1654-1 264 (300-1)			
LNAV MDA	1780-1 390 (400-1)			1780-1¼ 390 (400-1¼)
CIRCLING	1880-1 483 (500-1)	1940-1 543 (600-1)	1940-1½ 543 (600-1½)	2080-2¼ 683 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME DTL 111.2 Chan 49	APP CRS 142°	Rwy Idg 4500 TDZE 1396 Apt Elev 1396

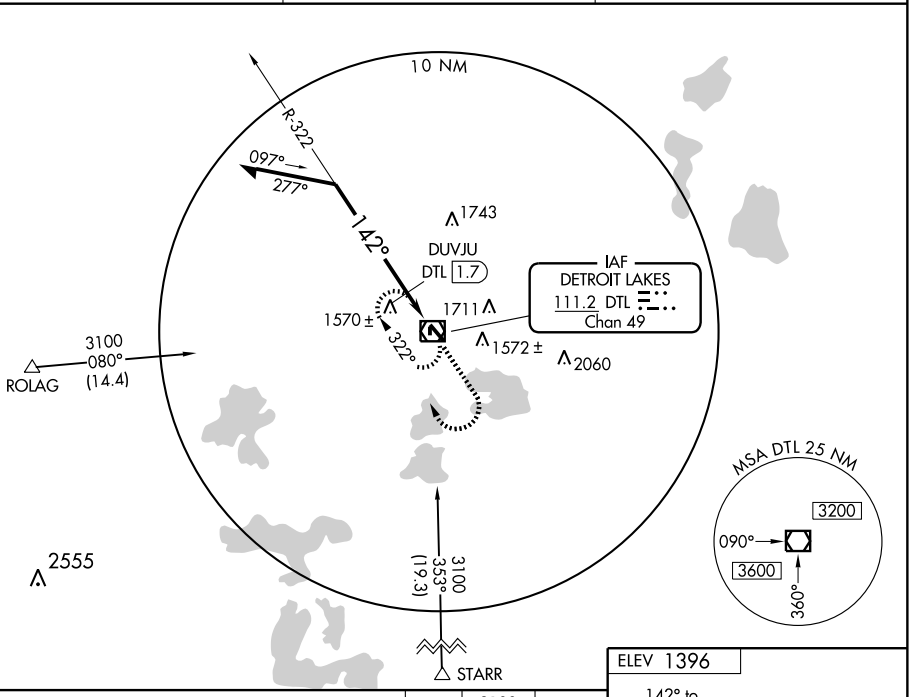
VOR RWY 13

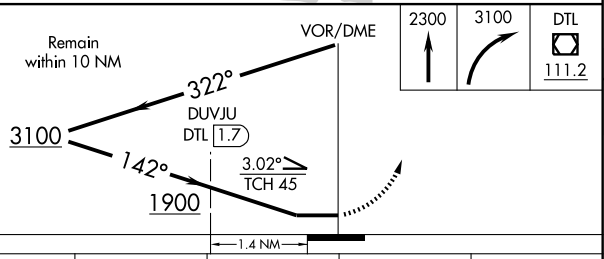
DETROIT LAKES-WETHING FIELD (DTL)

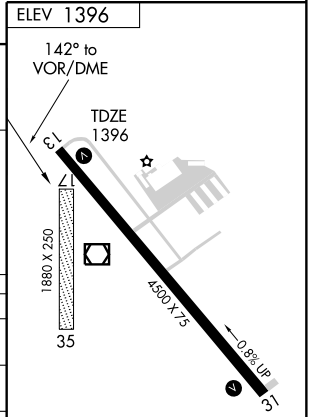
NA

MISSED APPROACH: Climb to 2300 then climbing right turn to 3100 direct DTL VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1900-1 504 (600-1)		1900-1½ 504 (600-1½)	
CIRCLING	1900-1 504 (600-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)
DUVJU FIX MINIMUMS				
S-13	1820-1 424 (500-1)		1820-1¼ 424 (500-1¼)	
CIRCLING	1880-1 424 (500-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME DTL	APP CRS	Rwy Idg	4500
111.2	310°	TDZE	1388
Chan 49		Apt Elev	1396

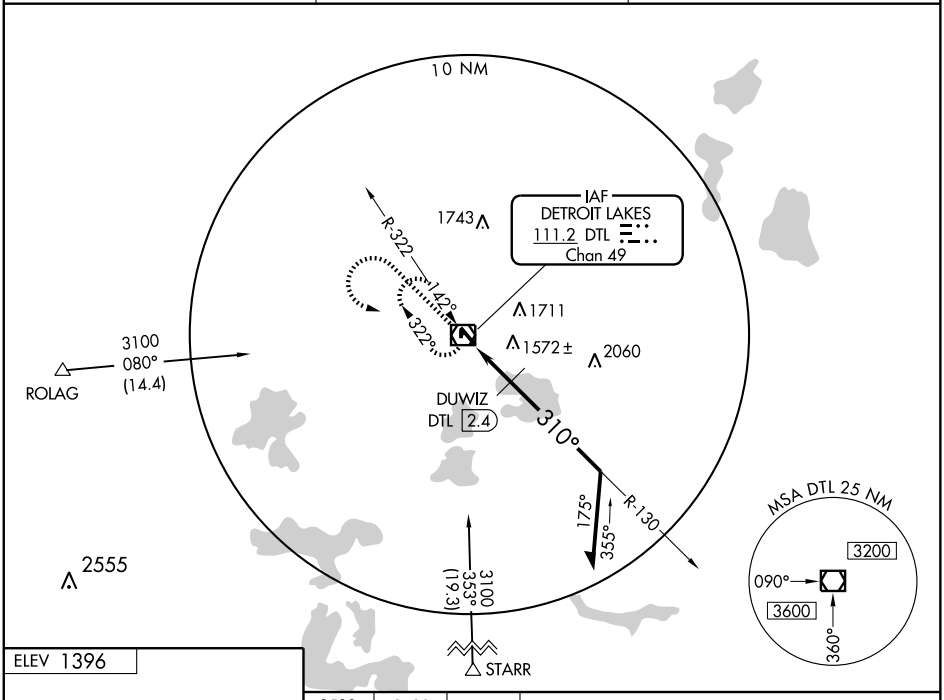
VOR RWY 31

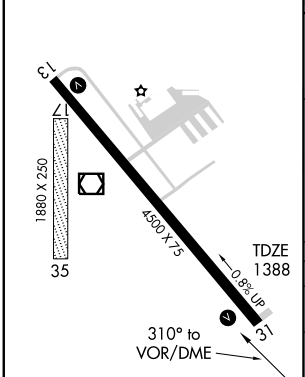
DETROIT LAKES-WETHING FIELD (DTL)

NA

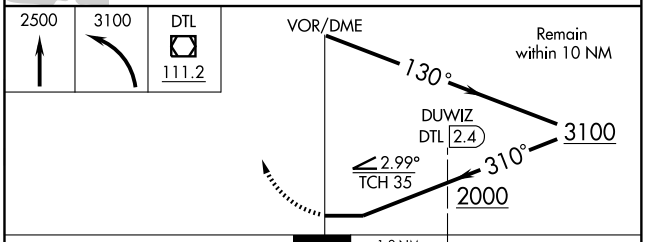
MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct DTL VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
S-31	2000-1 612 (700-1)		2000-1¾ 612 (700-1¾)	2000-2 612 (700-2)
CIRCLING	2000-1 604 (700-1)		2000-1¾ 604 (700-1¾)	2080-2¼ 684 (700-2¼)
DUWIZ FIX MINIMUMS				
S-31	1880-1 492 (500-1)		1880-1¼ 492 (500-1¼)	1880-1½ 492 (500-1½)
CIRCLING	1880-1 484 (500-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

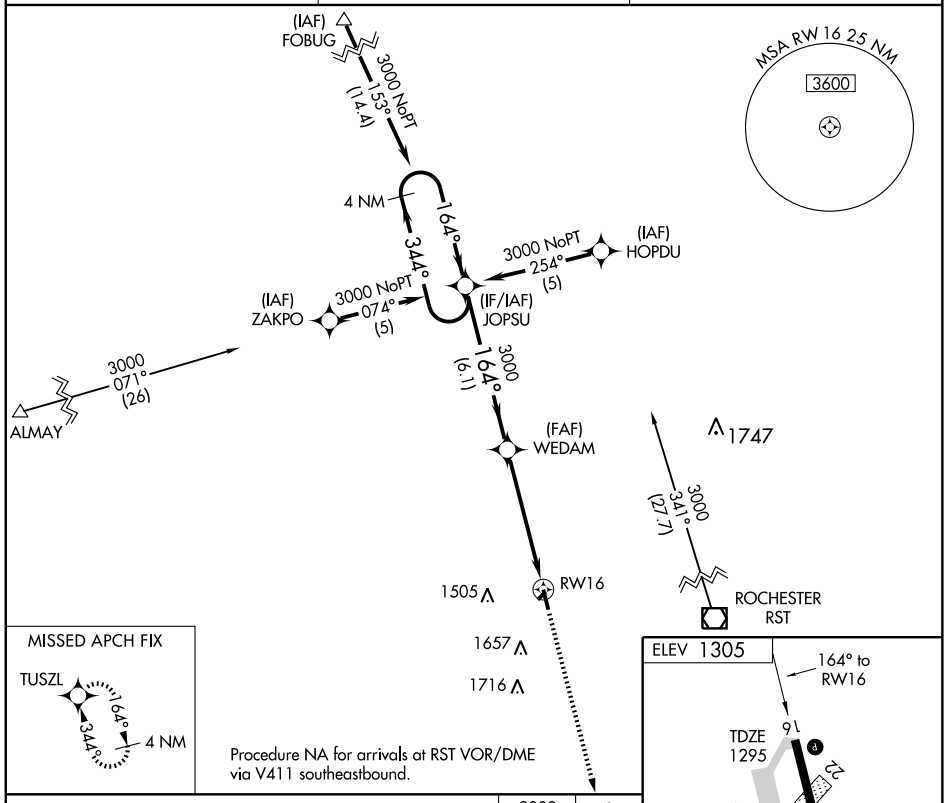
APP CRS		
164°	Rwy Idg	4500
	TDZE	1295
	Apt Elev	1305

RNAV (GPS) RWY 16
DODGE CENTER (TOB)

DME/DME RNP- 0.3 NA.
VDP NA with Rochester Intl altimeter setting.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet.

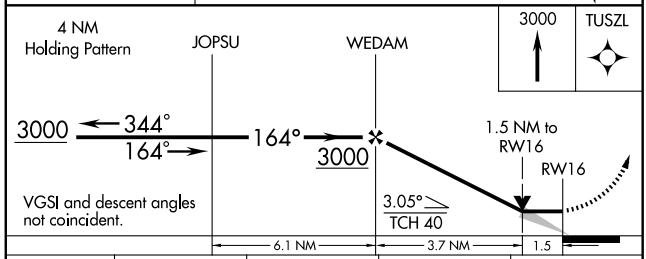
MISSED APPROACH: Climb to 3000 direct TUSZL and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 (L)

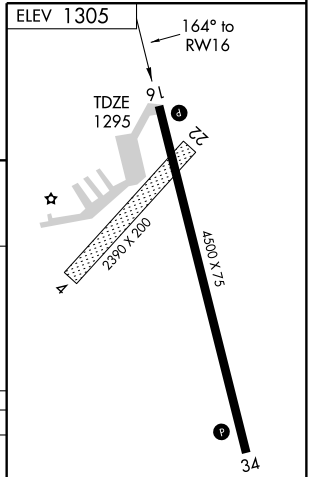


MISSED APCH FIX

Procedure NA for arrivals at RST VOR/DME via V411 southeastbound.



CATEGORY	A	B	C	D
LNAV MDA	1800-1	505 (500-1)	1800-1½ 505 (500-1½)	NA
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA



REIL Rwys 16 and 34 (L)
MIRL Rwy 16-34 (L)

NC-1, 08 APR 2010 to 06 MAY 2010

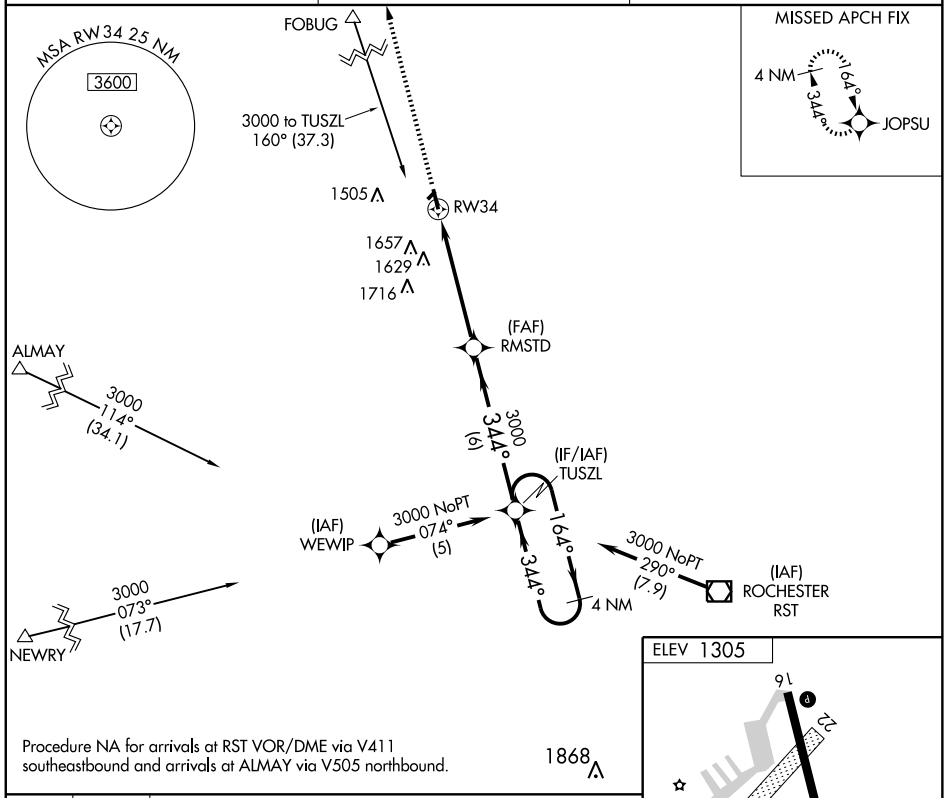
APP CRS	Rwy Idg	4500
344°	TDZE	1305
	Apt Elev	1305

RNAV (GPS) RWY 34
DODGE CENTER (TOB)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet, LNAV Cat C visibility ¼ mile.
VDP NA with Rochester Intl altimeter setting.

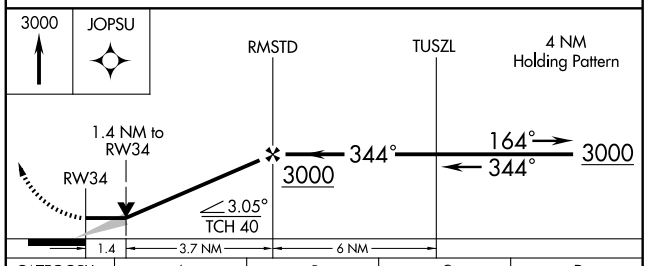
MISSED APPROACH: Climb to 3000 direct JOPSU and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 L

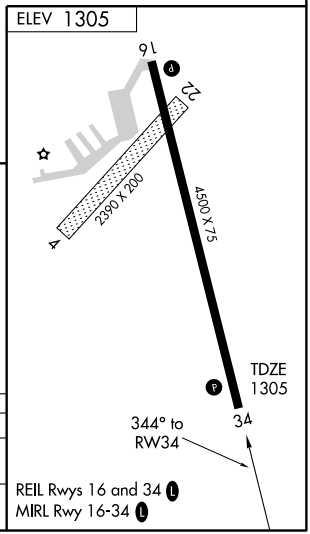


Procedure NA for arrivals at RST VOR/DME via V411 southeastbound and arrivals at ALMAY via V505 northbound.

1868



CATEGORY	A	B	C	D
LNAV MDA	1780-1 475 (500-1)		1780-1¼ 475 (500-1¼)	NA
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

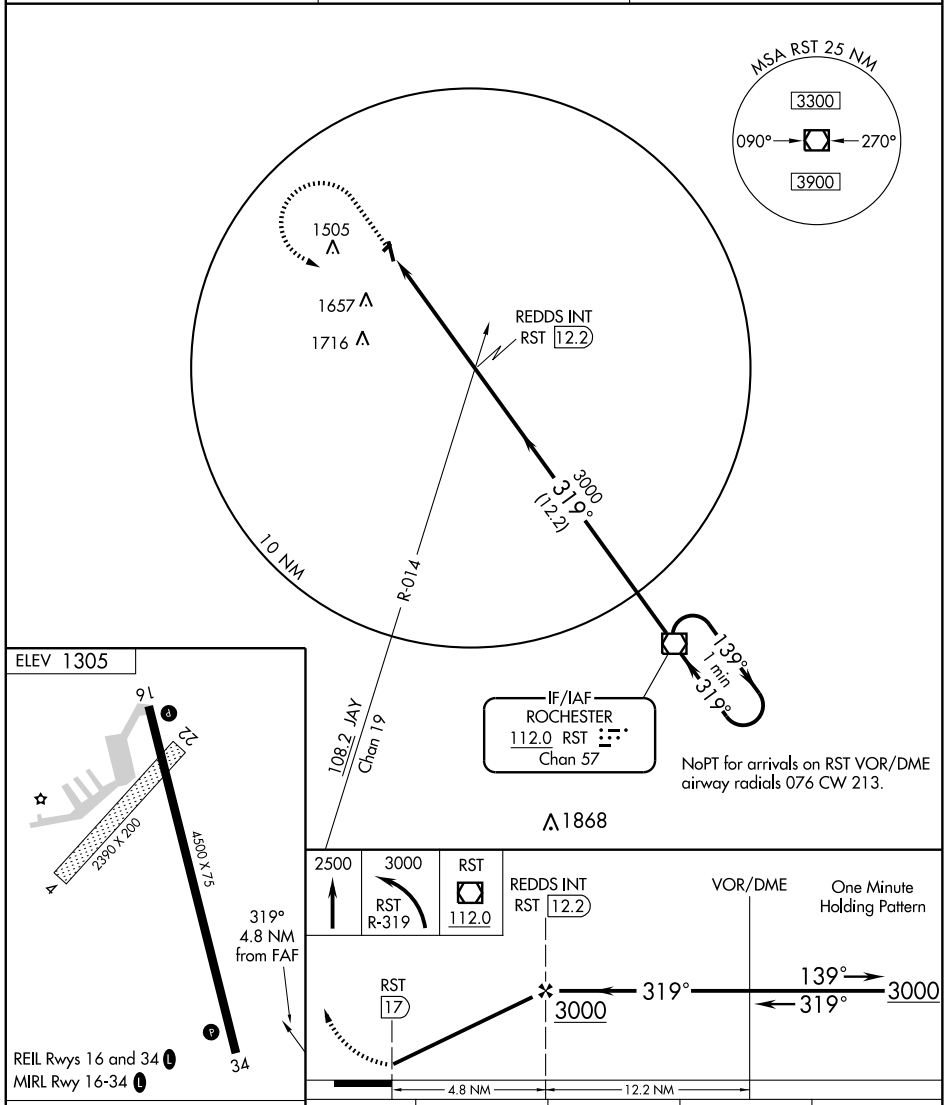
VOR/DME RST	APP CRS	Rwy Idg	N/A
112.0	319°	TDZE	N/A
Chan 57		Apt Elev	1305

VOR-A
DODGE CENTER (TOB)

When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via RST VOR/DME R-319 to RST VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 (L)



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

ATIS
124.1 270.1
DULUTH TOWER
118.3 257.8
GND CON
121.9 348.6

46° 51′ N

46° 50′ N

92° 13′ W

92° 12′ W

92° 11′ W

FIELD ELEV 1428

092.1°

BAK 12/14

VAR 0.1° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

10162 X 150

BAK 12/14

272.2°

LAHSO

ELEV 1416

211.4°

5718 X 150

ELEV 1419

031.4°

ELEV 1413

HANGAR

BRAVO RAMP

FIRE STATION

HANGARS

ANG BASE OPS

HANGARS

RAMP

CIRRUS RAMP

MIDFIELD RAMP

FBO

HANGAR

TOWER RAMP

CONTROL TOWER

U.S. CUSTOMS

TERMINAL

1570

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 3-21
PCN 16 F/C/X/T
S52, D100, DT361
RWY 9-27
PCN 75 R/C/W/U
S94, D180, DT650

DULUTH INTL (DLH)
DULUTH, MINNESOTA

DULUTH, MINNESOTA

AL-125 (FAA)

COPTER ILS or LOC RWY 27

DULUTH INTL (DLH)

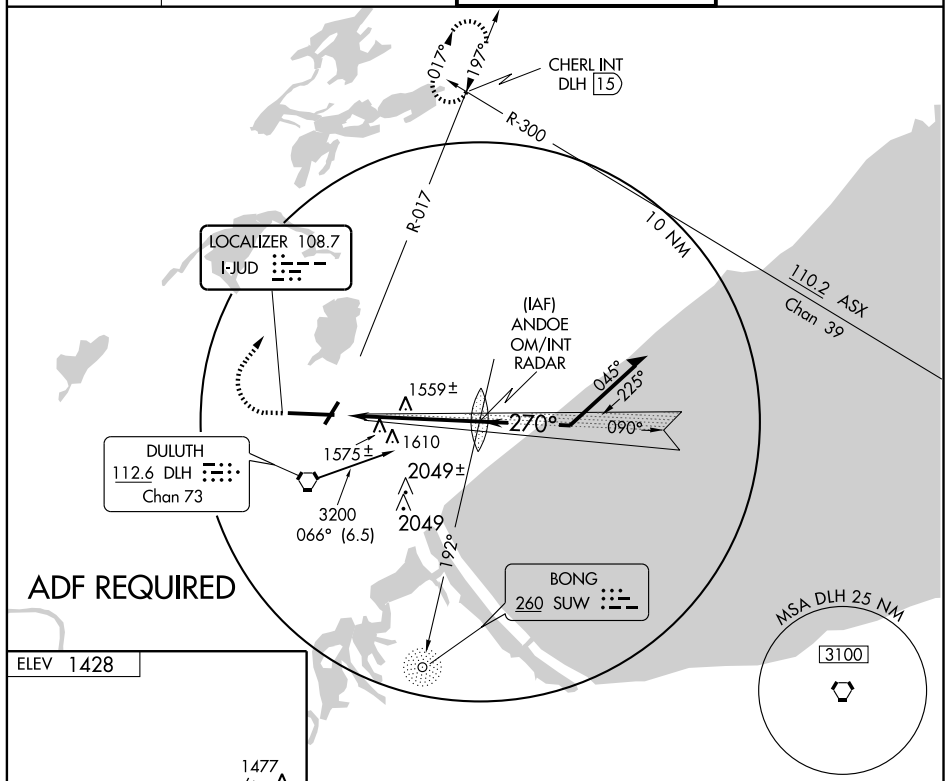
LOC I-JUD	APP CRS	Rwy Idg	10162
108.7	270°	TDZE	1421
		Apt Elev	1428

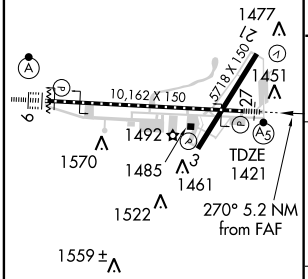
ASR — For inoperative MALSR increase RVR to 2400.

MALSR (A5)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via DLH R-017 to CHERL Int/DLH 15 DME and hold.

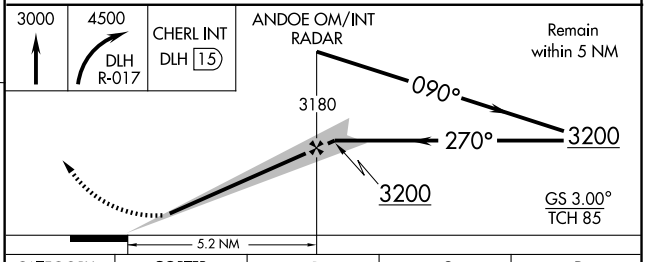
ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6





TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

FAF to MAP 5.2 NM					
Knots	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58



CATEGORY	COPTER	B	C	D
S-ILS 27	1621/16 200 (200-¼)	NA		
S-LOC 27	1820/16 399 (400-¼)	NA		
CIRCLING	NA			

NC-1, 08 APR 2010 to 06 MAY 2010

COPTER ILS RWY 9

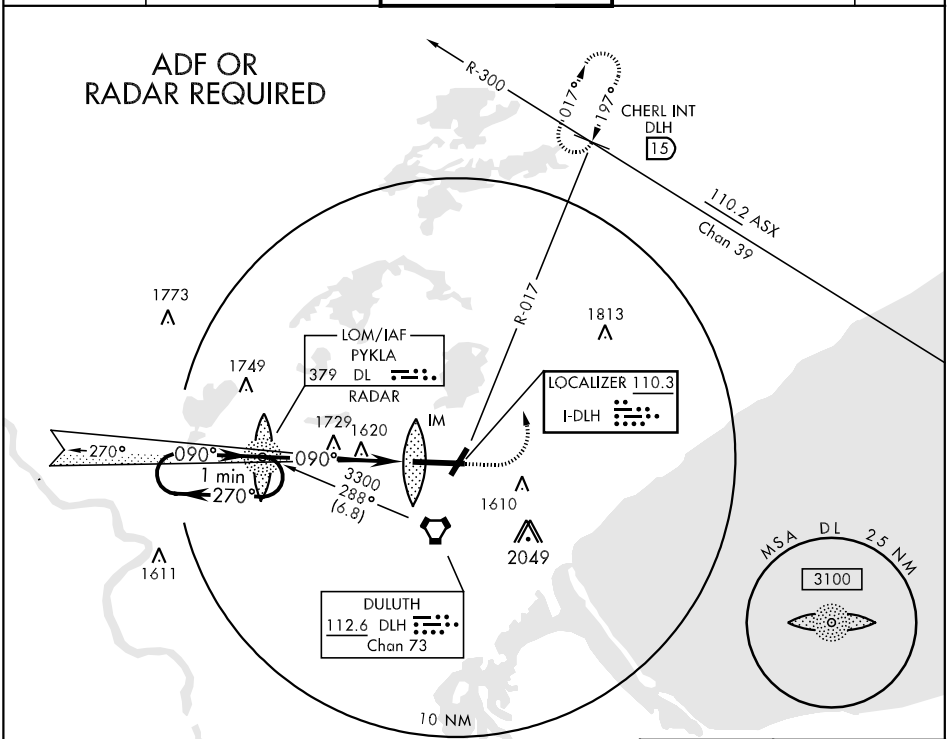
LOC I-DLH	APCH CRS	Rwy ldg 10,162 / TDZE 1428 / Arpt Elev 1428	AL-125 [USAF]	DULUTH INTL (KDLH)
110.3	090°			

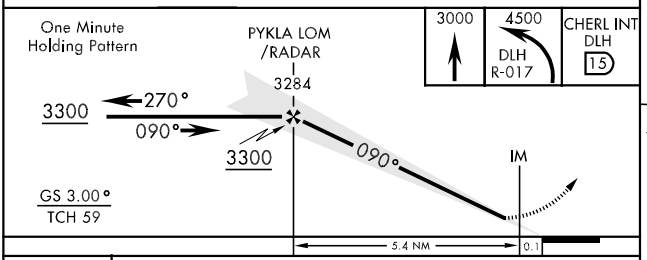
* When ALS inop, increase RVR to 24 and vis to ½ mile.

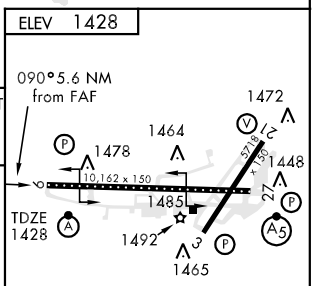
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via DLH R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	







TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

CATEGORY	COPTER		
S-ILS 9 *	1628/12	200	(200-¼)
S-LOC 9 *	1880/12	452	(500-¼)

FAF to MAP 5.6 NM					
Knots	45	60	75	90	105
Min:Sec	7:28	5:36	4:29	3:44	3:12

NC-1, 08 APR 2010 to 06 MAY 2010

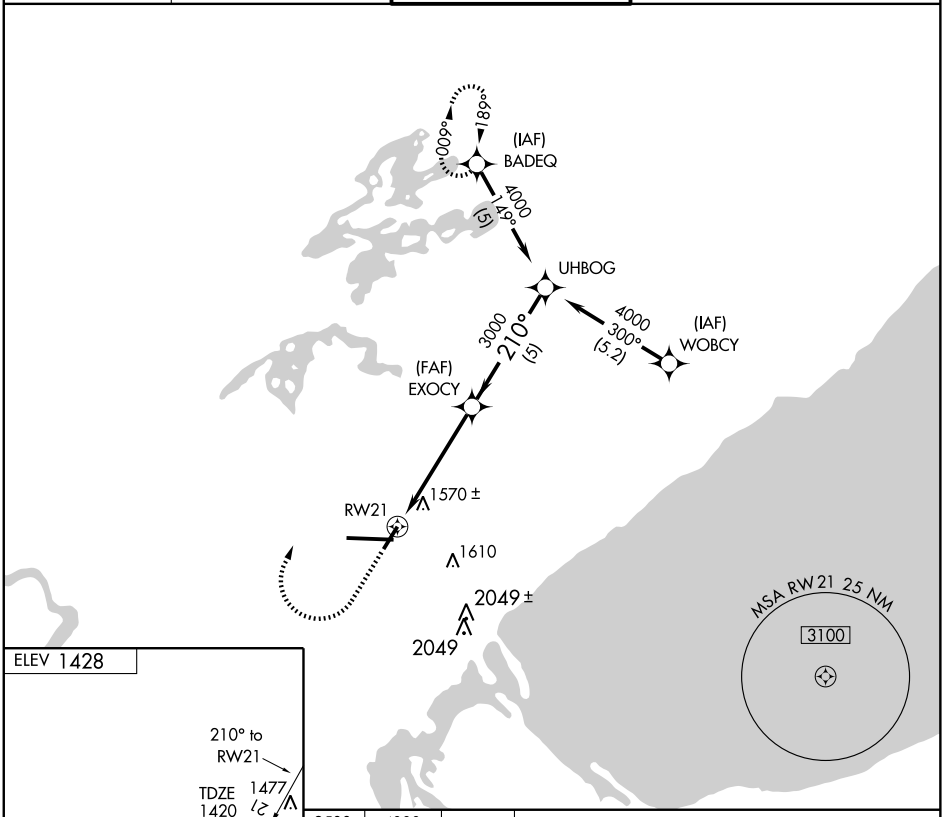
APP CRS	Rwy Idg	5718
210°	TDZE	1420
	Apt Elev	1428

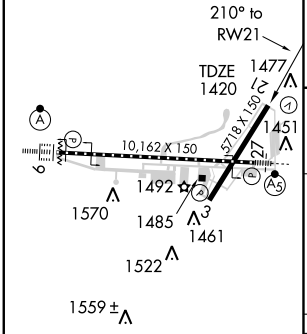
GPS RWY 21
DULUTH INTL (DLH)

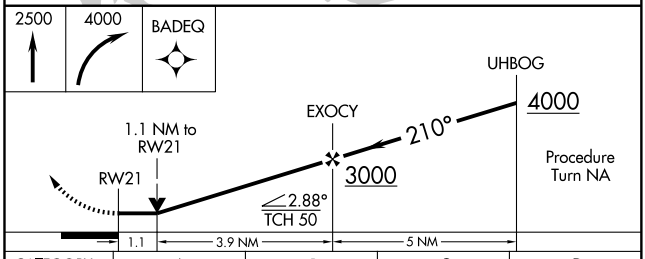
NA
ASR

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BADEQ WP and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D
S-21	1820-1 400 (400-1)			1820-1¼ 400 (400-1¼)
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)

REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27
TDZ/CL Rwy 9 and 27

NC-1. 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 9

TACAN LKI Chan 11	APCH CRS 082°	Rwy ldg 10,162 TDZE 1428 Arpt Elev 1428

JAL-125 [USAF]

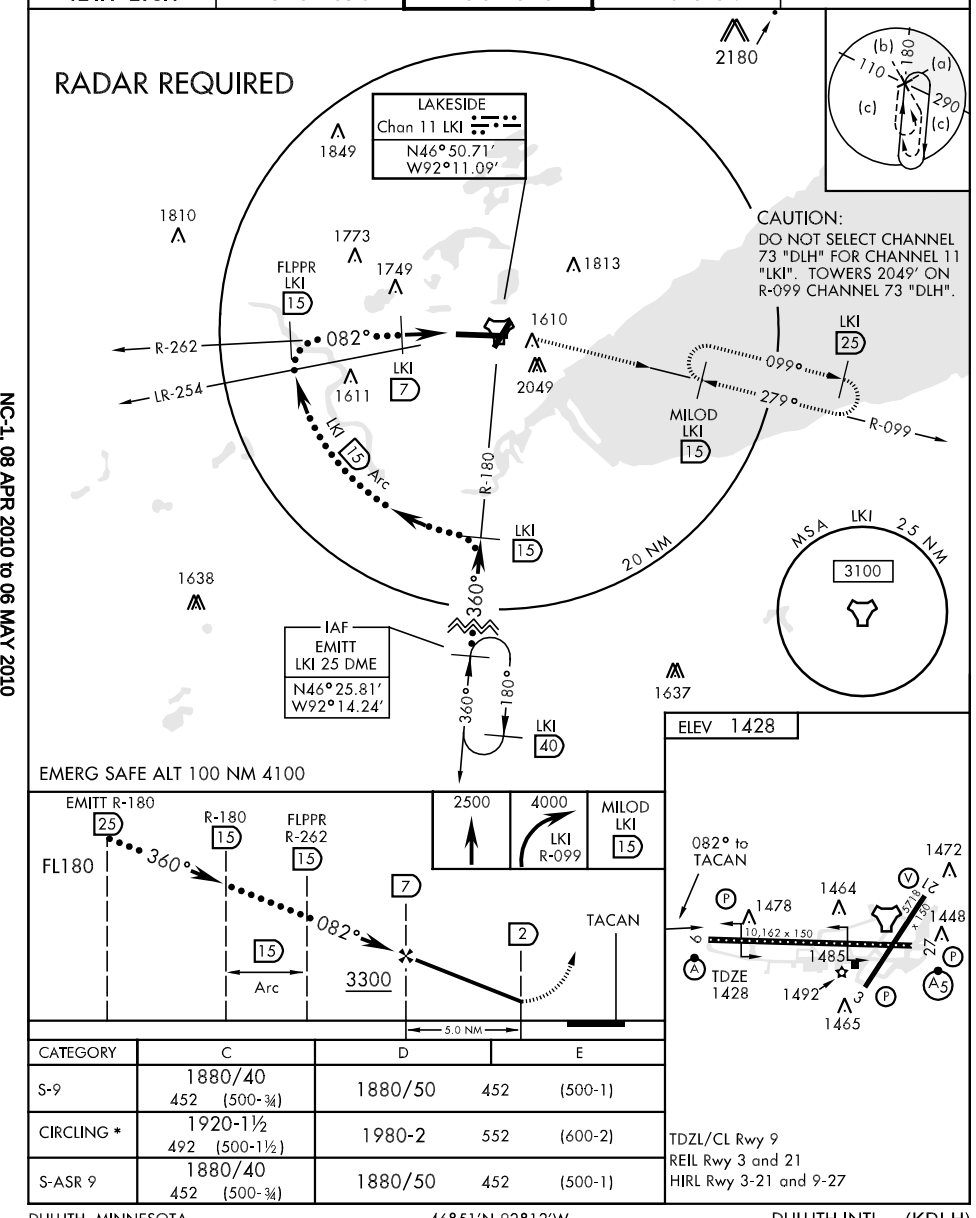
DULUTH INTL (KDLH)

* Category E not authorized SE of Rwy 3 and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via LKI R-099 to MILOD 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	



CATEGORY	C	D	E
S-9	1880/40 452 (500-¾)	1880/50	452 (500-1)
CIRCLING *	1920-1½ 492 (500-1½)	1980-2	552 (600-2)
S-ASR 9	1880/40 452 (500-¾)	1880/50	452 (500-1)

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

HI-TACAN RWY 27

TACAN LKI Chan 11	APCH CRS 279°	Rwy ldg 10,162 TDZE 1421 Arpt Elev 1428	JAL-125 [USAF]	DULUTH INTL (KDLH)

* Category E not authorized SE of Rwy 3 and Rwy 27.

MALSR A5

MISSED APPROACH: Climb to 4000 via LKI R-262 to FLPPR 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	

RADAR REQUIRED

LAKESIDE
Chan 11 LKI
N46°50.71′
W92°11.09′

CAUTION:
DO NOT SELECT CHANNEL 73 "DLH" FOR CHANNEL 11 "LKI". TOWERS 2049′ ON R-099 CHANNEL 73 "DLH".

FLPPR LKI 15

LKI 6

MILOD LKI 15

R-262 082° 262°

279°

R-099

LR-107

R-180

LKI 15 Arc

LKI 15

20 NM

LKI 25

MSA LKI 25 NM
3100

IAF
EMITT
LKI 25 DME
N46°25.81′
W92°14.24′

360°

180°

LKI 40

EMERG SAFE ALT 100 NM 4100

4000
LKI R-262

FLPPR LKI 15

MILOD R-099 15

R-180 15

EMITT R-180 25

FL180

360°

279°

TACAN

6

1

15 Arc

3200

5.0 NM

ELEV 1428

279° to TACAN

10,162 x 150

TDZE 1421

CATEGORY	C	D	E	
S-27	1860/40 439 (500-¾)	1860/50	439	(500-1)
CIRCLING *	1920-1½ 492 (500-1½)	1980-2	552	(600-2)
S-ASR 27	1860/40 439 (500-¾)	1860/50	439	(500-1)

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

LOC I-JUD	APP CRS	Rwy Idg	10162
108.7	270°	TDZE	1421
		Apt Elev	1428

ILS or LOC RWY 27

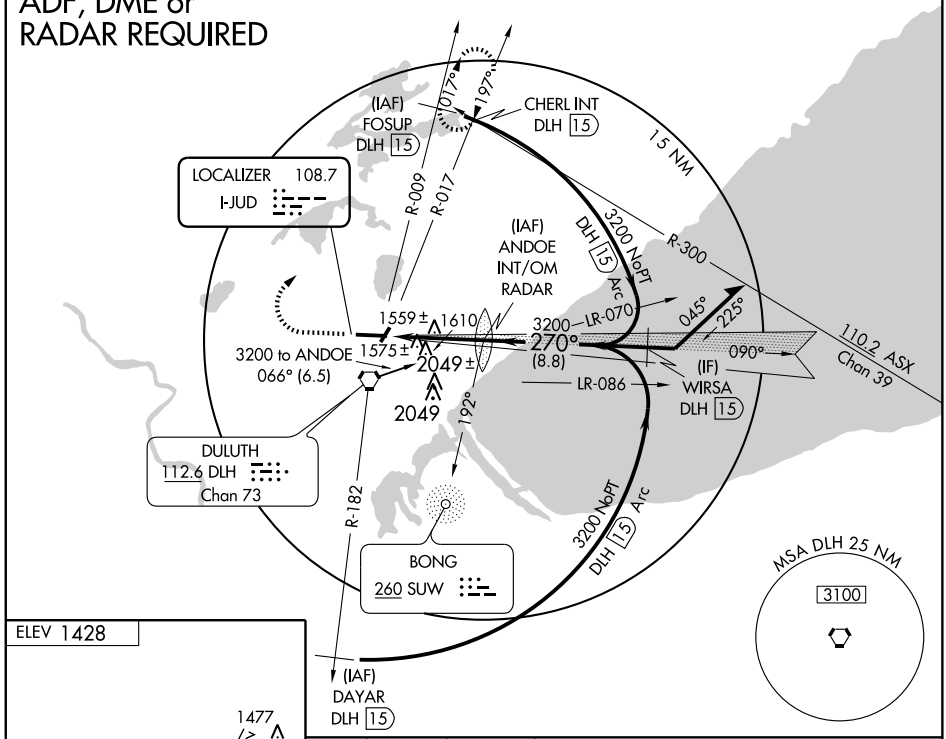
DULUTH INTL (DLH)

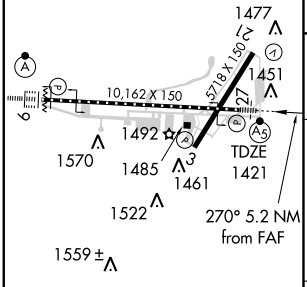
ASR — Circling NA for Cat E southeast of Rwys 3 and 27. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1¼ mile.

MALSR — MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

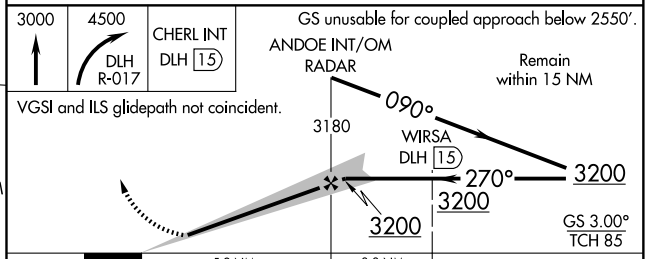
ADF, DME or RADAR REQUIRED





TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 27	1621/24 200 (200-½)		1651/24 230 (300-½)		
S-LOC 27	1820/24 399 (400-½)			1820/40 399 (400-¾)	1820/50 399 (400-1)
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-DLH	APP CRS	Rwy Idg	10162
110.3	090°	TDZE	1428
		Apt Elev	1428

ILS RWY 9
DULUTH INTL (DLH)

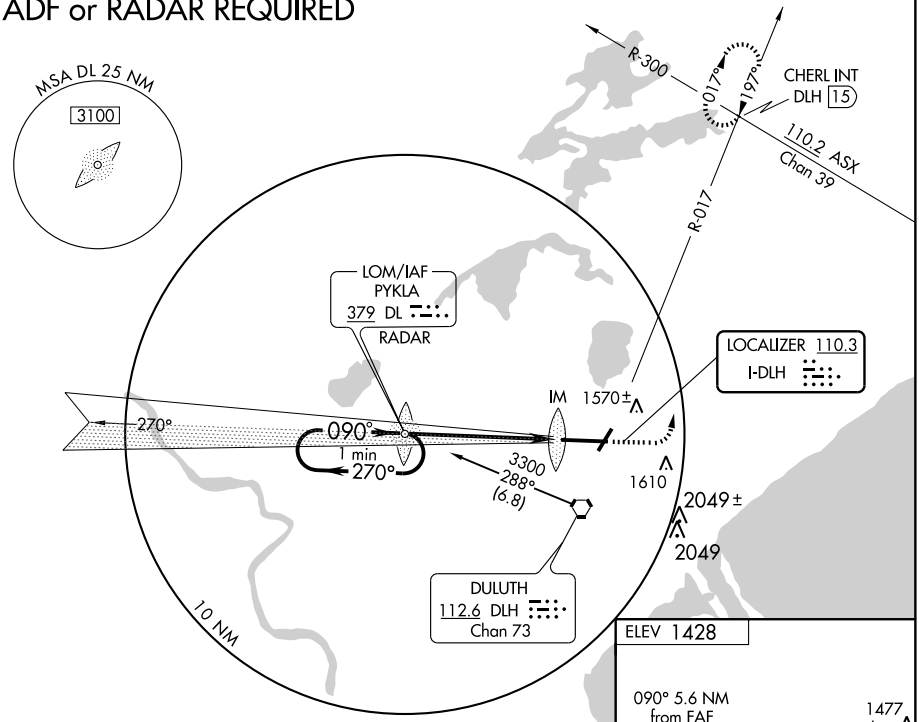
ASR — Cat E Circling not authorized southeast of Runways 3 and 27.

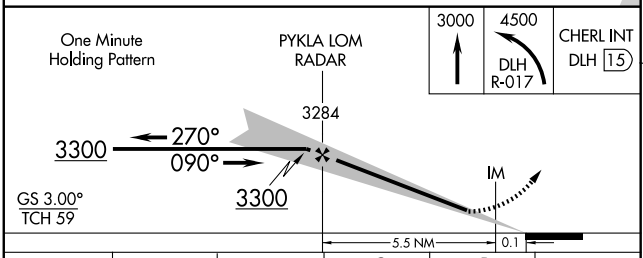
ALSF-2

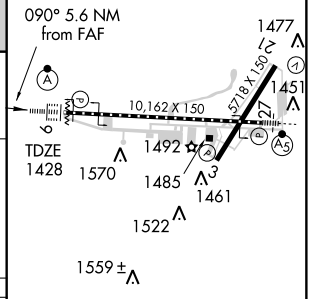
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via DLH R-017 to CHERL Int/DLH 15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

ADF or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 9	1628/18 200 (200-½)				1628/24 200 (200-½)
S-LOC 9	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-½)	1980-2 552 (600-2)	

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-DLH	APP CRS	Rwy Idg	10162
110.3	090°	TDZE	1428
		Apt Elev	1428

ILS RWY 9 (CAT II)

DULUTH INTL (DLH)

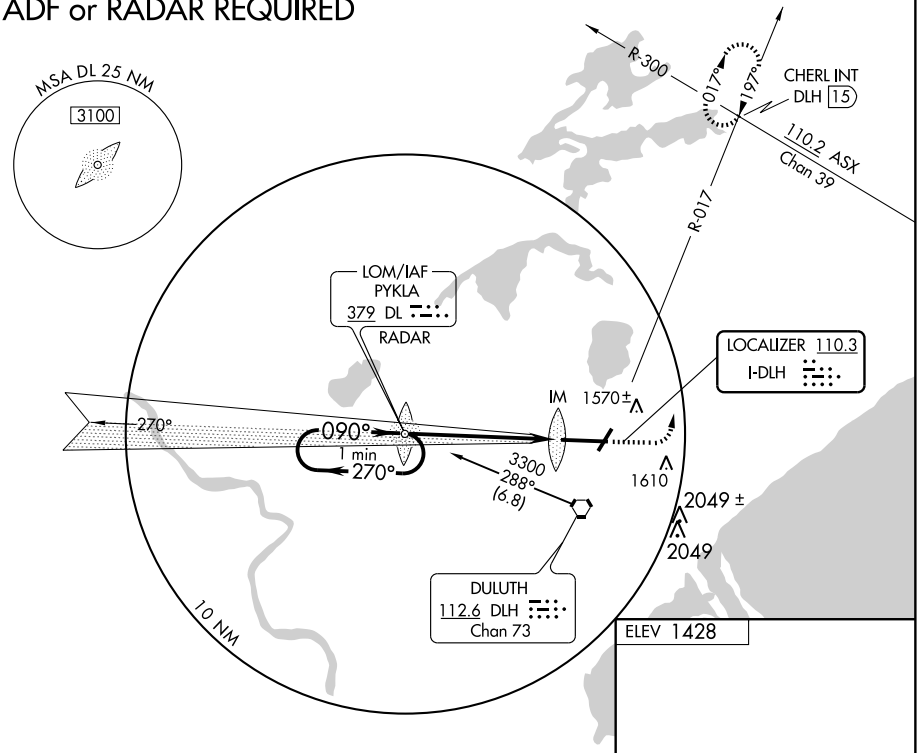
ASR

ALSF-2

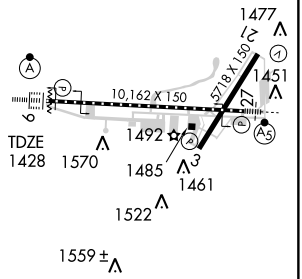
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via DLH R-017 to CHERL Int/DLH 15 DME and hold.

ATIS	DULUTH APP CON *	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

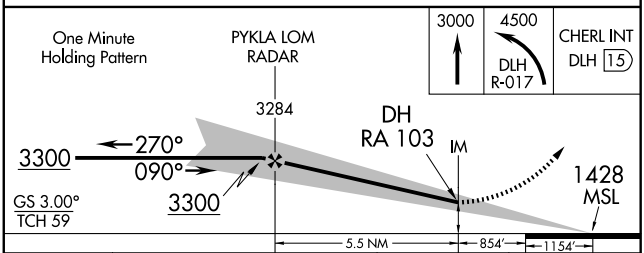
ADF or RADAR REQUIRED



ELEV 1428



TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27



3000	4500	CHERL INT
	DLH R-017	DLH 15

CATEGORY	A	B	C	D
S-ILS 9	RA 103/12 100 DA 1528			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10162
CH 90502	090°	TDZE	1428
W09A		Apt Elev	1428

RNAV (GPS) RWY 9

DULUTH INTL (DLH)

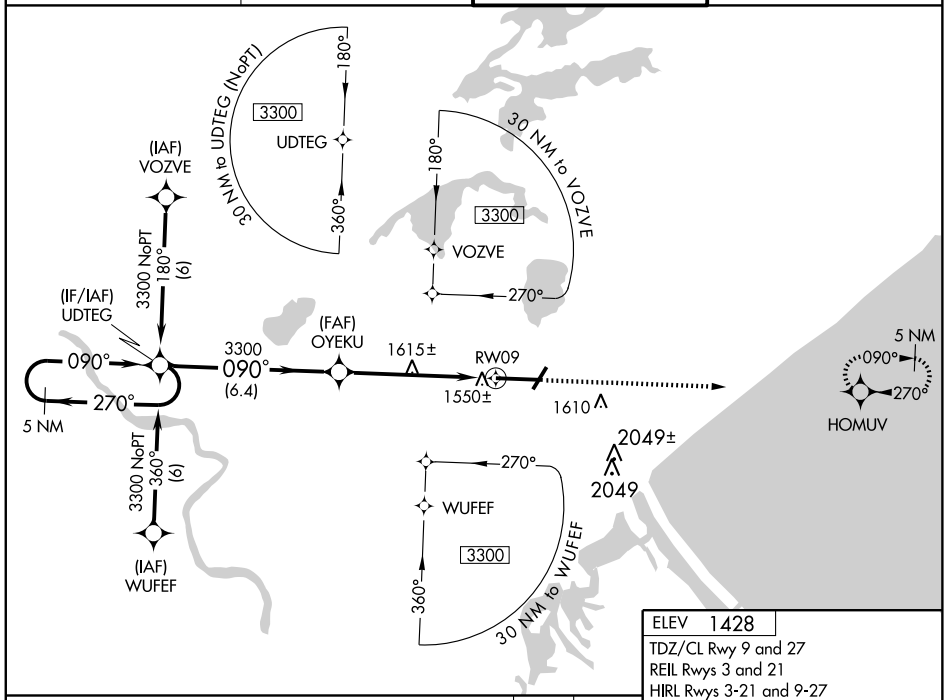
ASR

DME/DME RNP-0.3 NA. Circling NA for Cat. E SE of Rwys 3 and 27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative ALSF-2, increase LPV Cat. E visibility to ¾, LNAV/VNAV all Cats visibility to 1½ and LNAV Cat. E visibility to 1½.

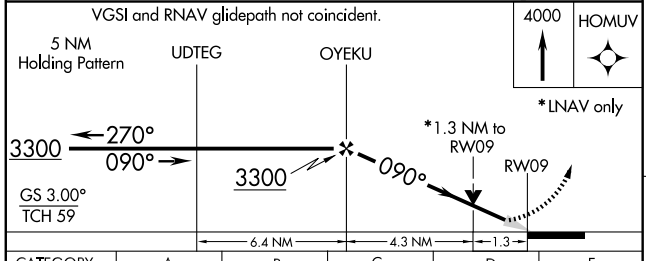
ALSF-2

MISSED APPROACH: Climb to 4000 direct HOMUV and hold.

ATIS	DULUTH APP CON *	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

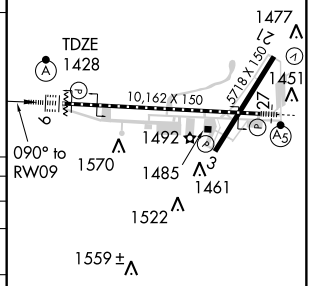


VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LPV DA	1628/24 200 (200-½)				
LNAV/VNAV DA	1860/50 432 (500-1)				
LNAV MDA	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING	1920-1½ 492 (500-1½)			1980-2 552 (600-2)	

ELEV 1428
TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27



NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10162
CH 50502	270°	TDZE	1421
W27A		Apt Elev	1428

RNAV (GPS) RWY 27

DULUTH INTL (DLH)

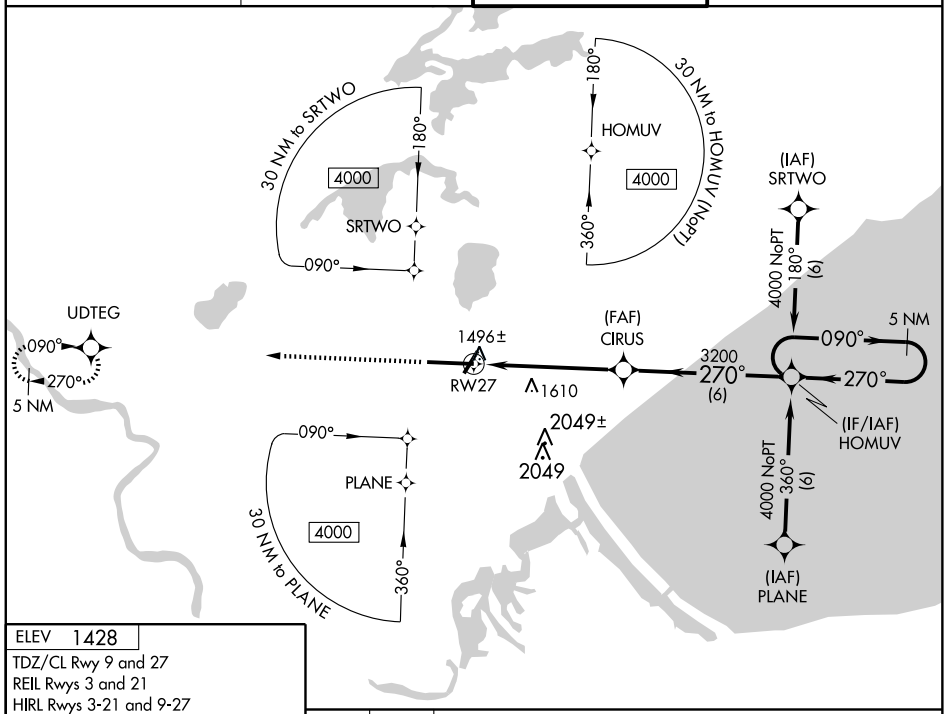
ASR

DME/DME RNP- 0.3 NA. Circling NA for Cat. E SE of Rwys 3 and 27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1¾.

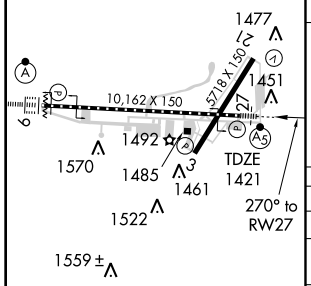
MALSR

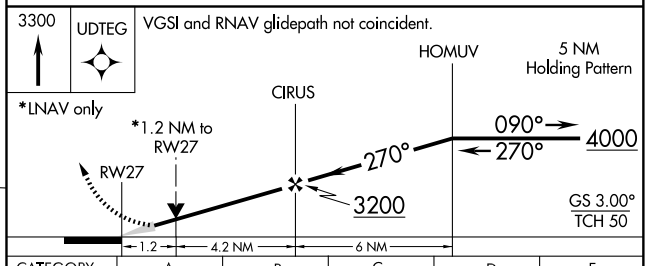
MISSED APPROACH: Climb to 3300 direct UDTEG and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6



ELEV 1428
TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27





CATEGORY	A	B	C	D	E
LPV DA	1671/24 250 (300-½)				
LNAV/VNAV DA	1746/40 325 (400-¾)				
LNAV MDA	1900/24 479 (500-½)		1900/40 479 (500-¾)	1900/50 479 (500-1)	1900/60 479 (500-1¼)
CIRCLING	1920-1¼ 492 (500-1¼)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

NC-1. 08 APR 2010 to 06 MAY 2010

TACAN RWY 9

TACAN LKI Chan 11	APCH CRS 082°	Rwy ldg 10,162 TDZE 1428 Arpt Elev 1428	AL-125 [USAF]	DULUTH INTL (KDLH)

* Category E not authorized SE Rwy 3 and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via LKI R-099 to MILOD 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	

RADAR REQUIRED

CAUTION: Do not select Channel 73 "DLH" for Channel 11 "LKI". Towers 2049' on R-099 Channel 73 "DLH"

1773 1813 1749 1610 2049 1611

LAKESIDE Chan 11 LKI

(IAF) FLPPR LKI 15

LKI 7

R-262 082° 262°

082° LR-254 R-099

LKI 20 099° 279°

MILOD LKI 15

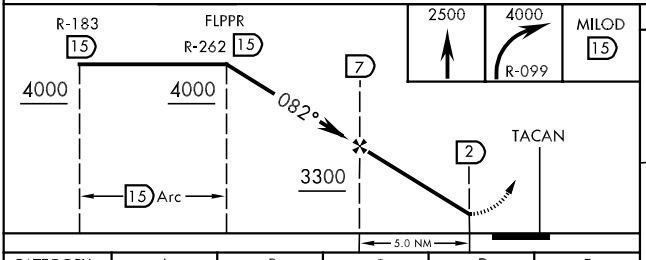
10 NM R-183

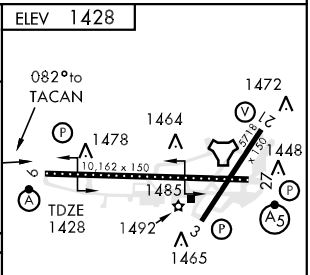
4000 NoPT LKI 15 Arc

MSA LKI 25 NM 3100

(IAF) LKI 15

EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-9	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING *	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	
S-ASR 9	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

TACAN RWY 27

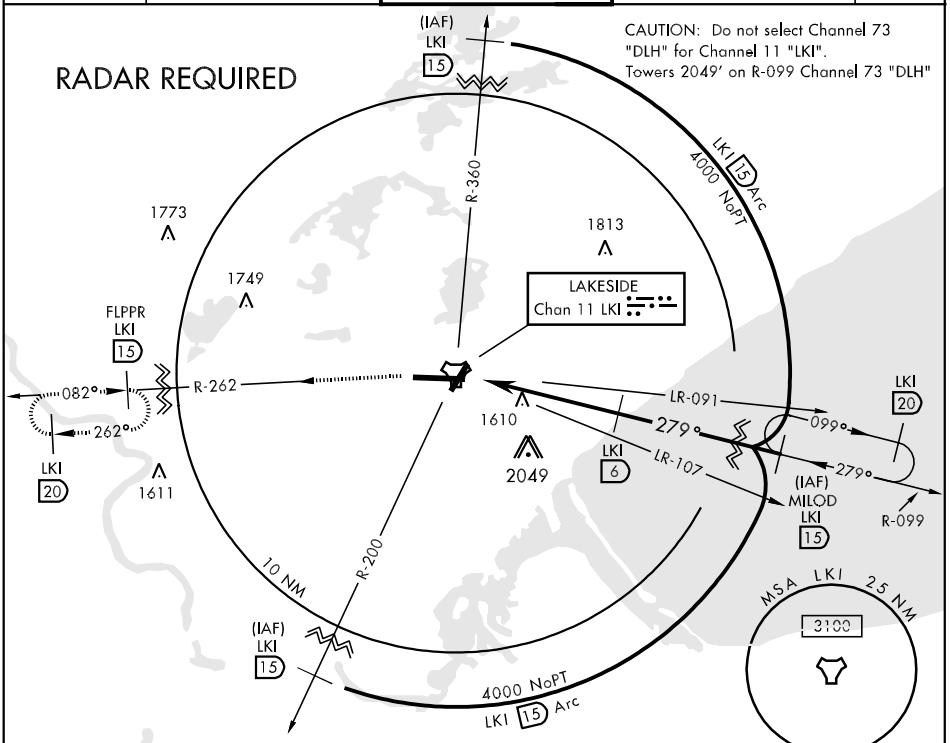
TACAN LKI Chan 11	APCH CRS 279°	Rwy ldg 10,162 TDZE 1421 Arpt Elev 1428	AL-125 [USAF]	DULUTH INTL (KDLH)

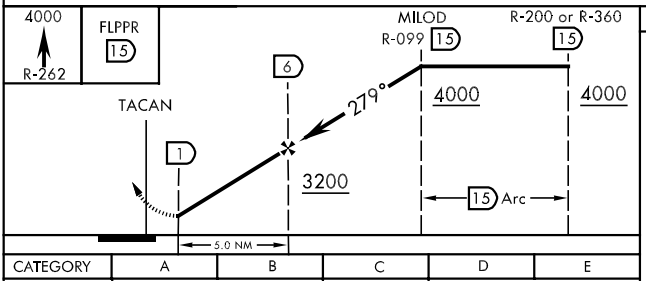
* Category E not authorized SE Rwy 3 and Rwy 27.

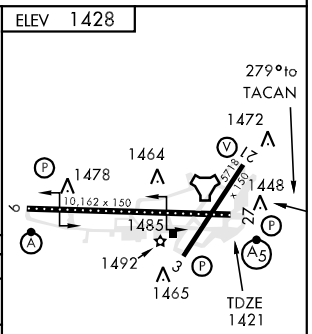
MALSR

MISSED APPROACH: Climb to 4000 via R-262 to FLPPR 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	







CATEGORY	A	B	C	D	E
S-27	1860/24 439 (500-½)		1860/40 439 (500-¾)	1860/50 439 (500-1)	
CIRCLING *	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	
S-ASR 27	1860/24 439 (500-½)		1860/40 439 (500-¾)	1860/50 439 (500-1)	

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC DLH 112.6 Chan 73	APP CRS 197°	Rwy Idg 5718 TDZE 1420 Apt Elev 1428

VOR/DME or TACAN RWY 21

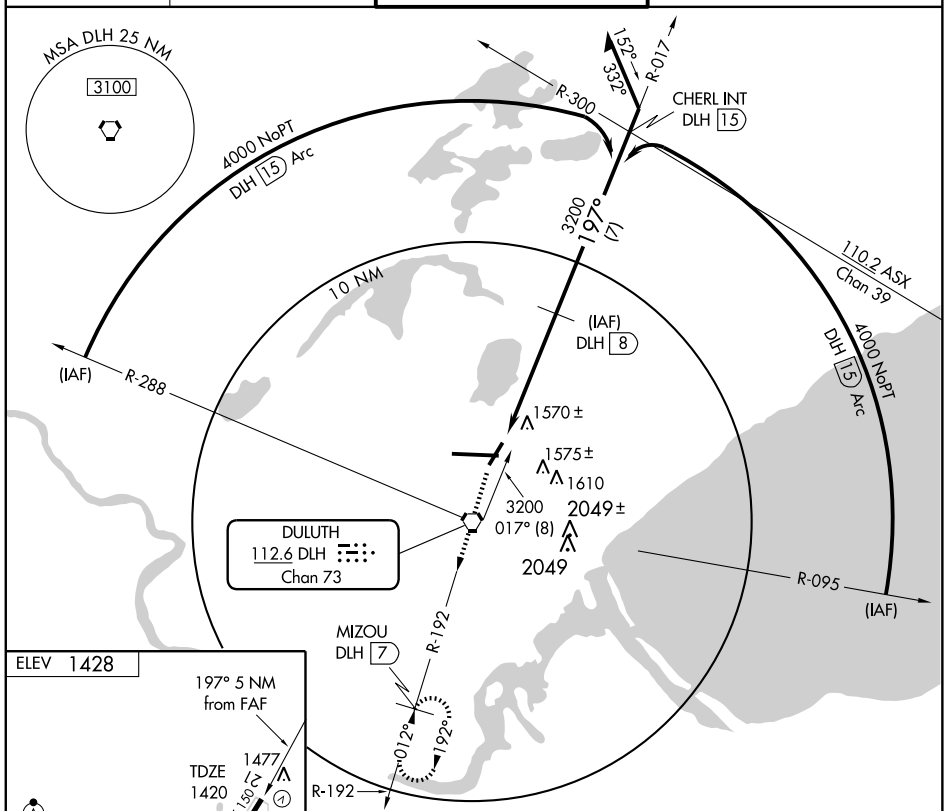
DULUTH INTL (DLH)

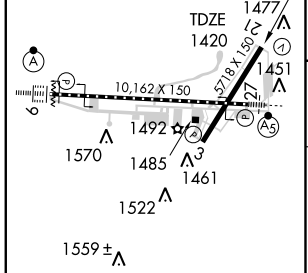
ASR

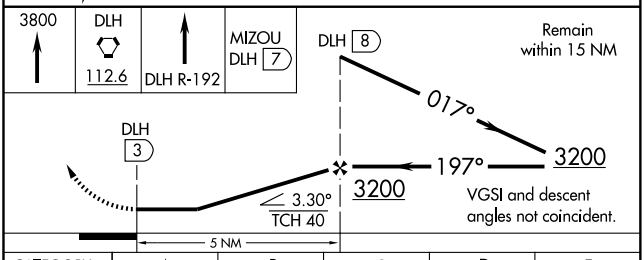
Cat E Circling not authorized southeast of Rwys 3 and 27.

MISSED APPROACH: Climb to 3800 via direct DLH VORTAC, then DLH R-192 to MIZOU 7 DME and hold.

ATIS	DULUTH APP CON *	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D	E
S-21	1860-1	440 (500-1)	1860-1¼ 440 (500-1¼)	1860-1½	440 (500-1½)
CIRCLING	1920-1	492 (500-1)	1920-1½ 492 (500-1½)	1980-2	552 (600-2)

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC DLH	APP CRS	Rwy Idg	5718
112.6	012°	TDZE	1420
Chan 73		Apt Elev	1428

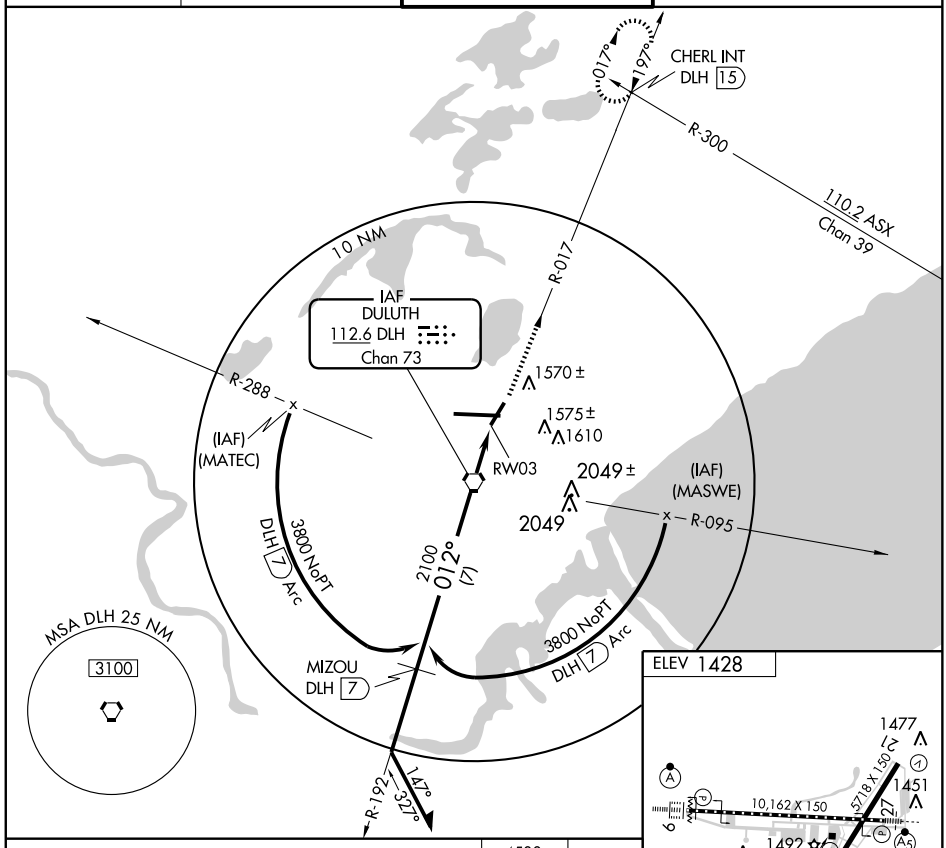
VOR or TACAN or GPS RWY 3

DULUTH INTL (DLH)

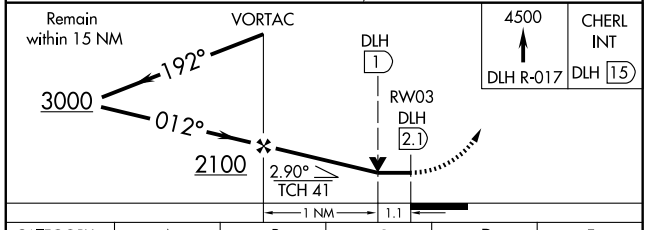
ASR Cat E Circling not authorized southeast of Rwys 3 and 27.

MISSED APPROACH: Climb to 4500 via DLH R-017 to CHERL INT/15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6



TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27



CATEGORY	A	B	C	D	E
S-3	1820-1 400 (400-1)			1820-1¼ 400 (400-1¼)	1820-1½ 400 (400-1½)
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NC-1. 08 APR 2010 to 06 MAY 2010

NDB SUW 260	APP CRS 052°	Rwy Idg N/A TDZE N/A Apt Elev 610

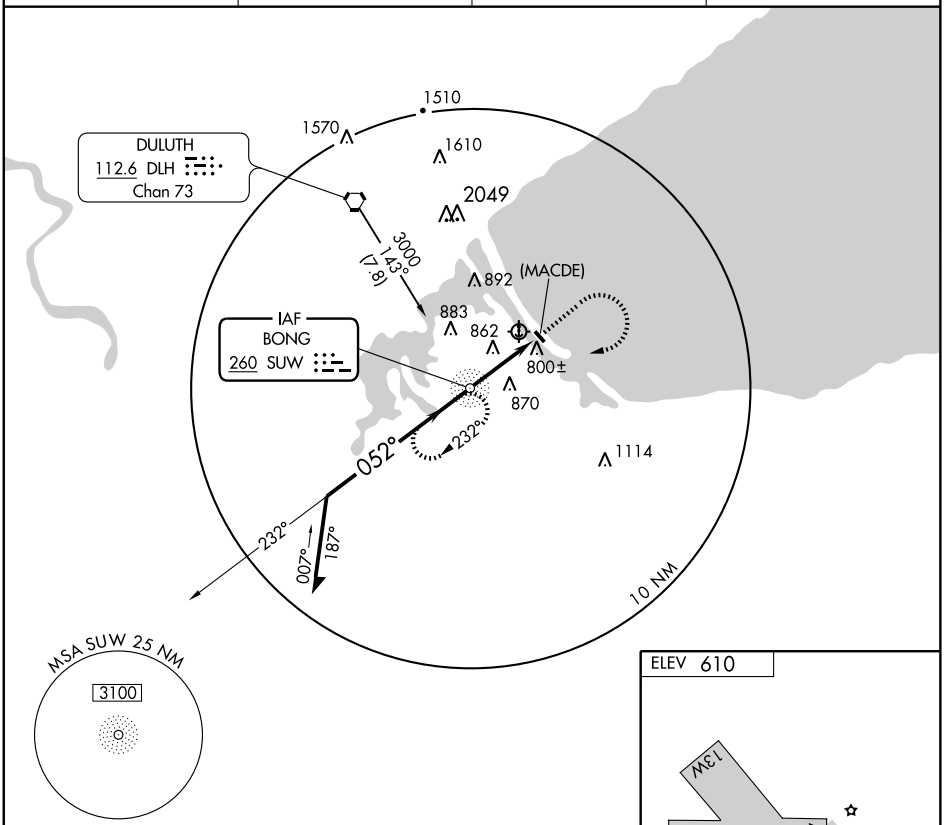
NDB or GPS-B

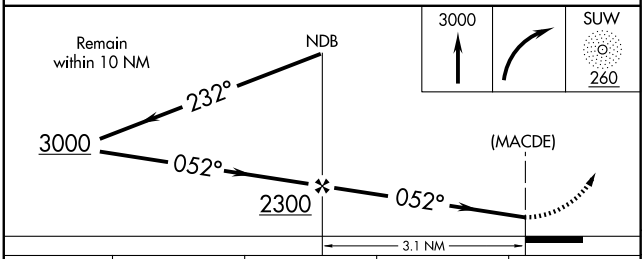
DULUTH/SKY HARBOR (DYT)

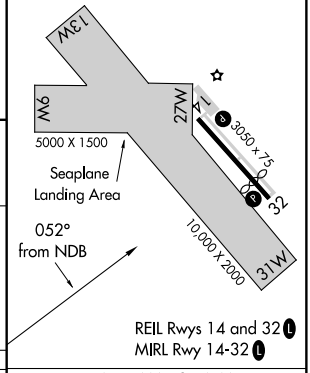
NA

MISSED APPROACH: Climb to 3000 then right turn direct SUW NDB and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
119.275	125.45 255.9	124.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1180-1 570 (600-1)		1180-1½ 570 (600-1½)	NA

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2392
317°	TDZE	610
	Apt Elev	610

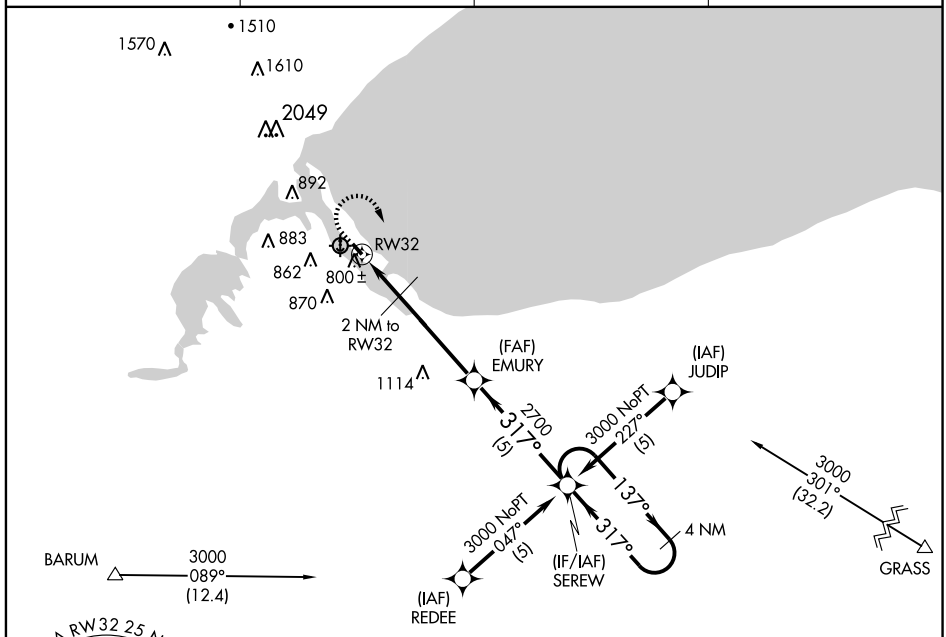
RNAV (GPS) RWY 32

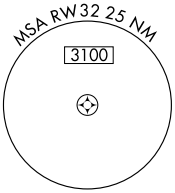
DULUTH/SKY HARBOR (DYT)

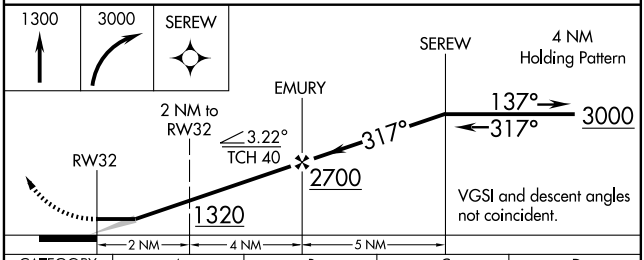
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

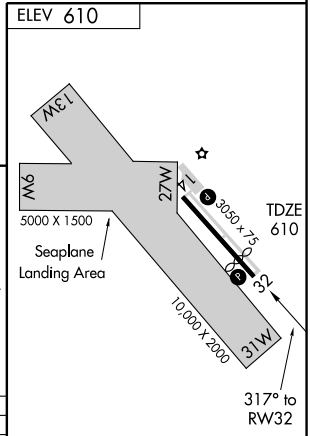
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SEREW WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
119.275	125.45 255.9	124.8	122.7 (CTAF) L









CATEGORY	A	B	C	D
LNAV	1060-1	450 (500-1)	1060-1¼ 450 (500-1¼)	NA
CIRCLING	1100-1	490 (500-1)	1180-1½ 570 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5600
120°	TDZE	1451
	Apt Elev	1455

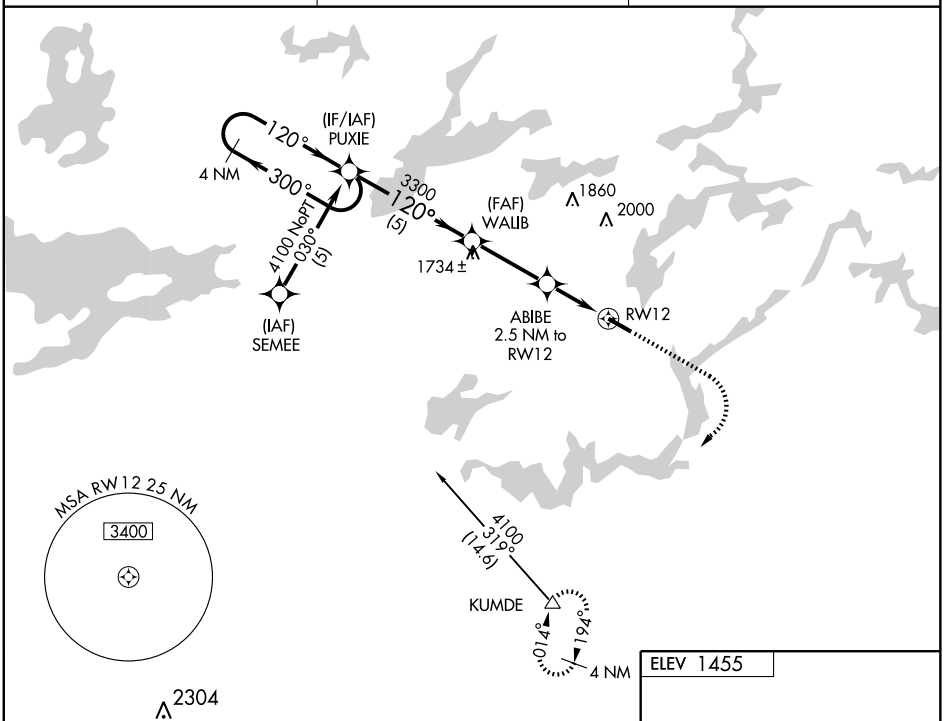
RNAV (GPS) RWY 12

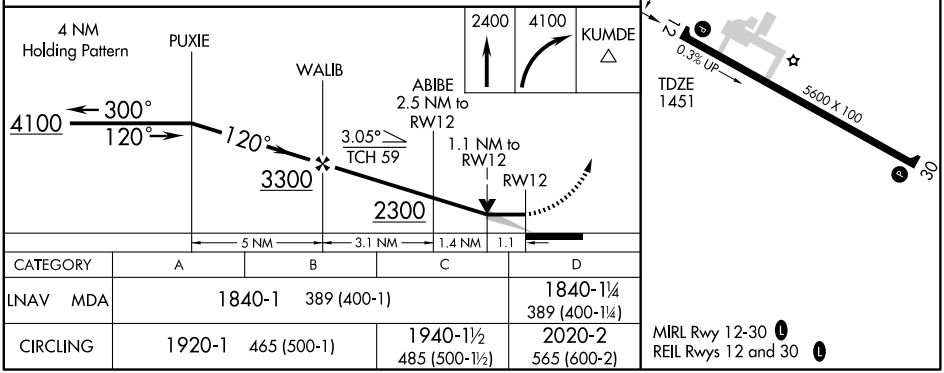
ELY MUNI (ELO)

T
NA GPS or RNP -0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 then climbing right turn to 4100 direct KUMDE WP and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1840-1 389 (400-1)			1840-1¼ 389 (400-1¼)
CIRCLING	1920-1 465 (500-1)		1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5600
300°	TDZE	1455
	Apt Elev	1455

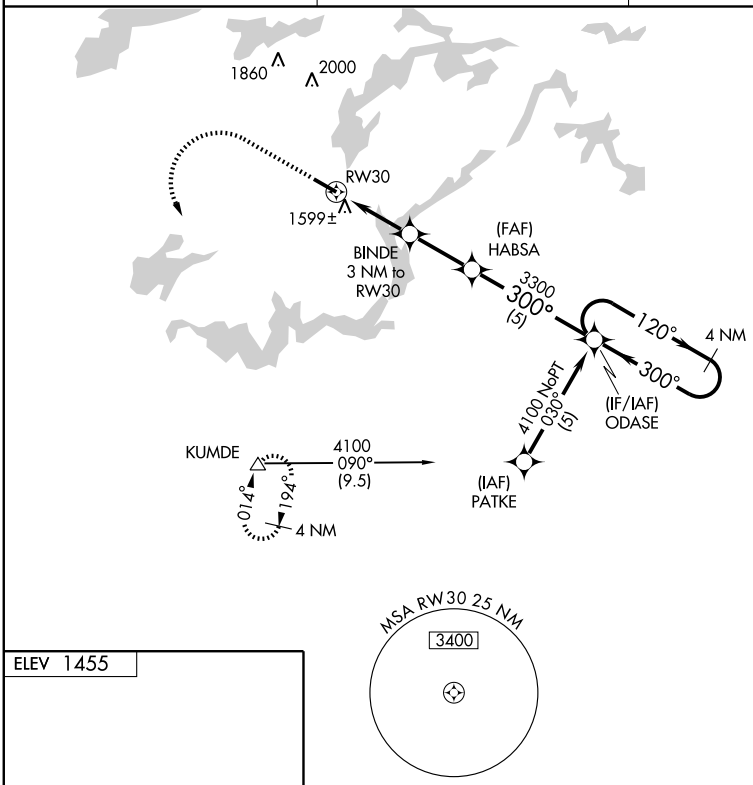
RNAV (GPS) RWY 30

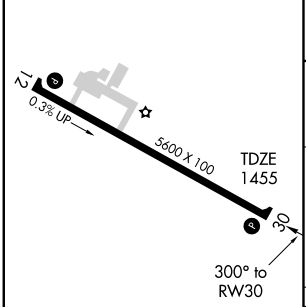
ELY MUNI (ELO)

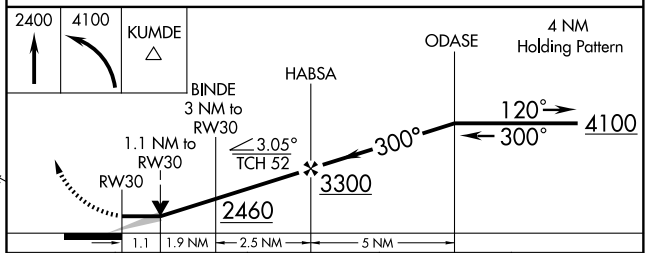
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 then climbing left turn to 4100 direct KUMDE WP and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1860-1 405 (500-1)		1860-1¼ 405 (500-1¼)	
CIRCLING	1920-1 465 (500-1)		1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

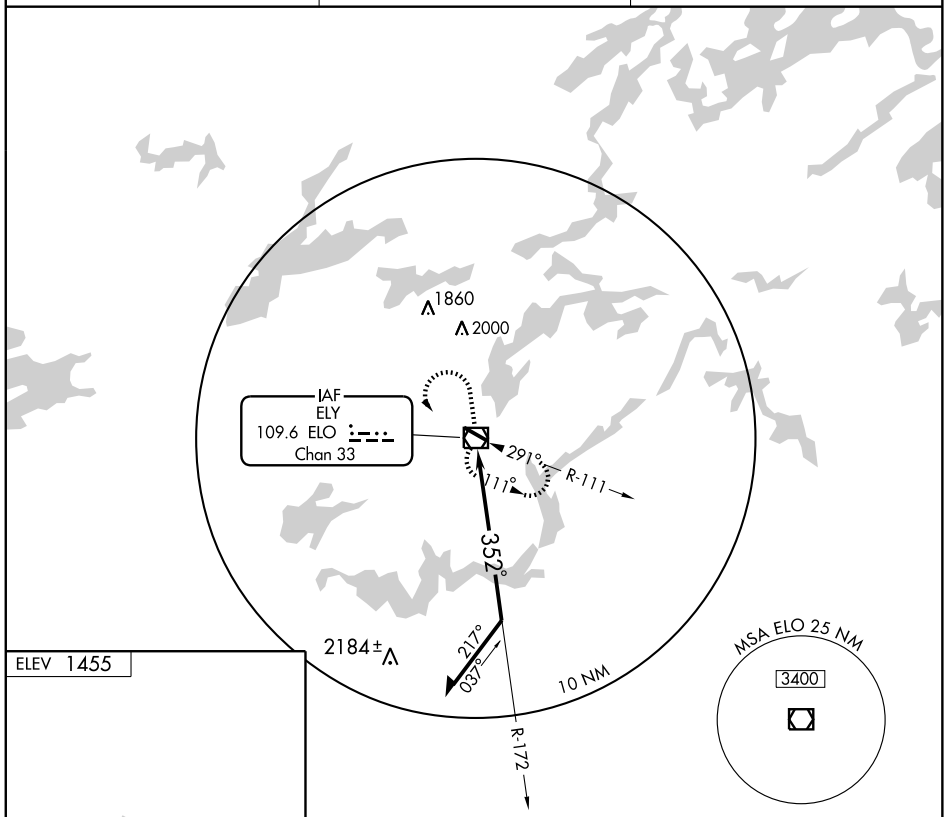
VOR/DME ELO	APP CRS	Rwy Idg	N/A
109.6	352°	TDZE	N/A
Chan 33		Apt Elev	1455

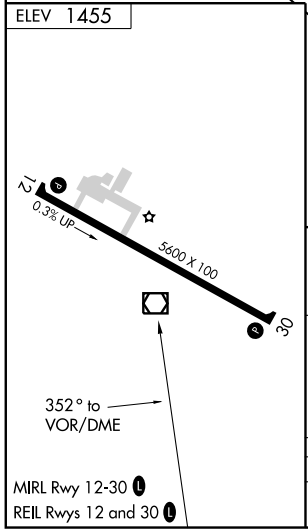
VOR-A

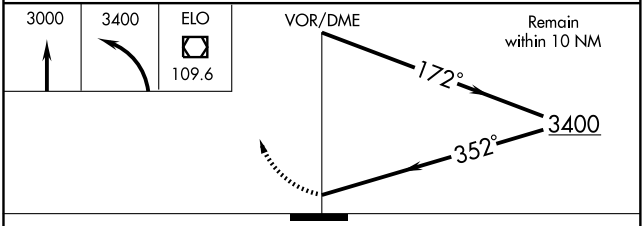
ELY MUNI (ELO)

MISSED APPROACH: Climb to 3000 then climbing left turn to 3400 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2120-1	665 (700-1)	2120-1¾ 665 (700-1¾)	2120-2 665 (700-2)

NC-1, 08 APR 2010 to 06 MAY 2010

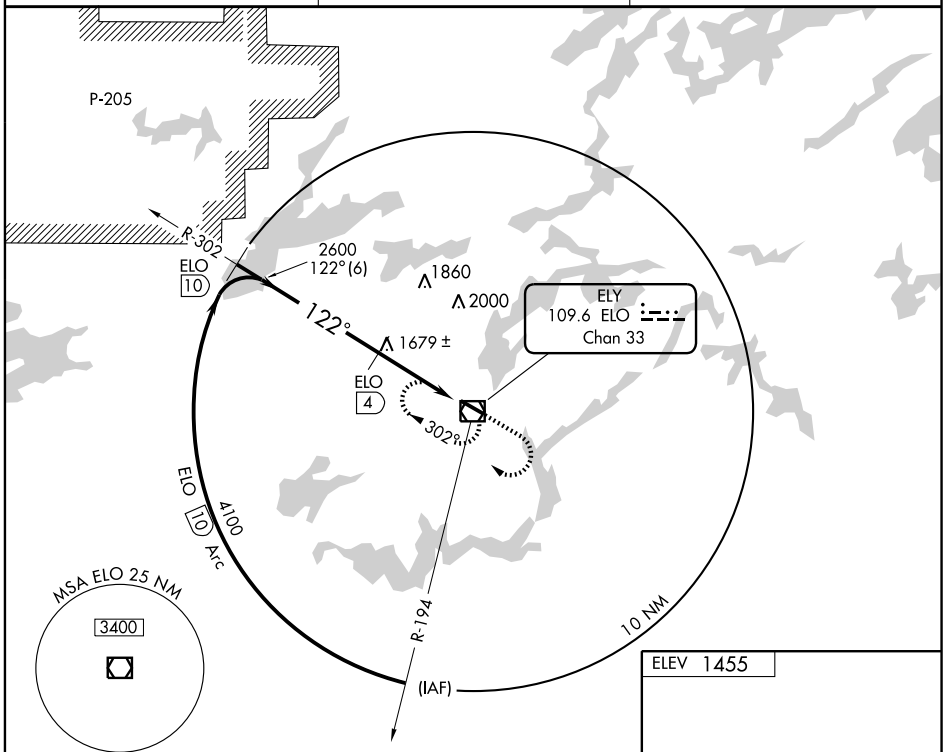
VOR/DME ELO 109.6 Chan 33	APP CRS 122°	Rwy Idg 5600 TDZE 1451 Apt Elev 1455

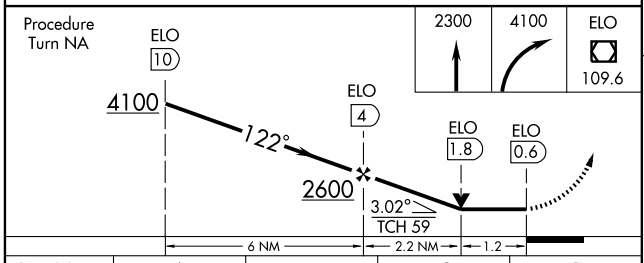
VOR/DME RWY 12

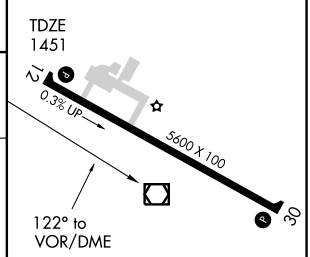
ELY MUNI (ELO)

MISSED APPROACH: Climb to 2300 then climbing right turn to 4100 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1900-1	449 (500-1)	1900-1¼ 449 (500-1¼)	1900-1½ 449 (500-1½)
CIRCLING	1920-1	465 (500-1)	1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

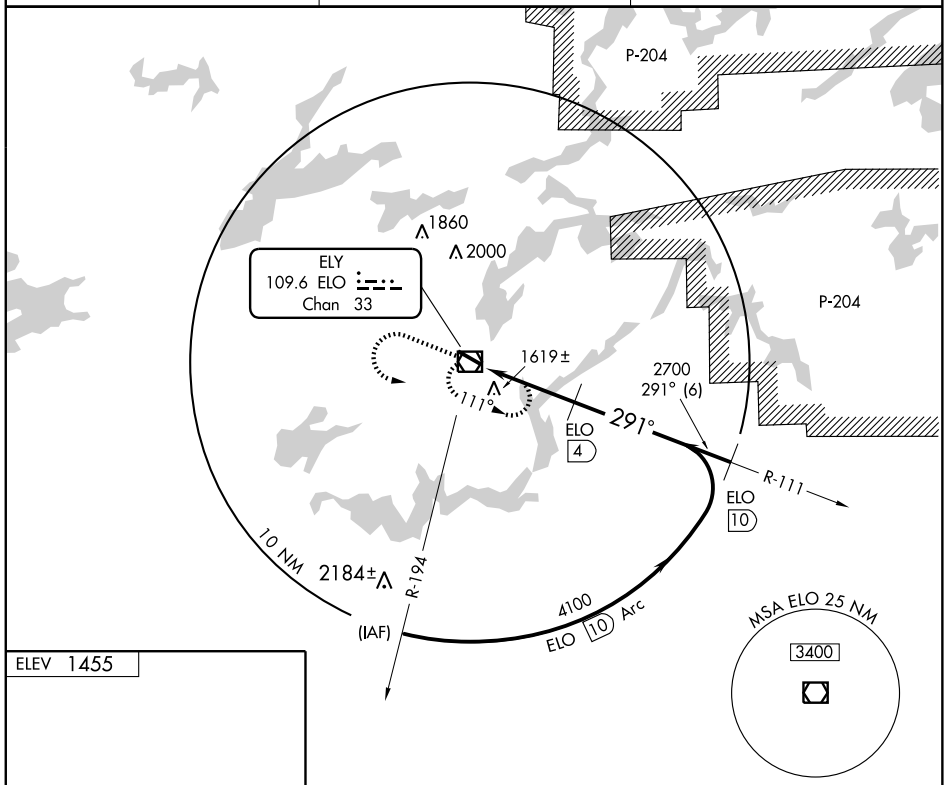
VOR/DME ELO	APP CRS	Rwy Idg	5600
109.6	291°	TDZE	1455
Chan 33		Apt Elev	1455

VOR/DME RWY 30

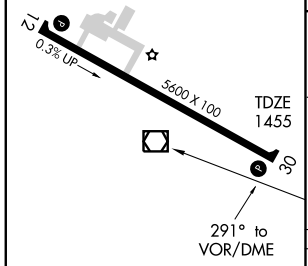
ELY MUNI (ELO)

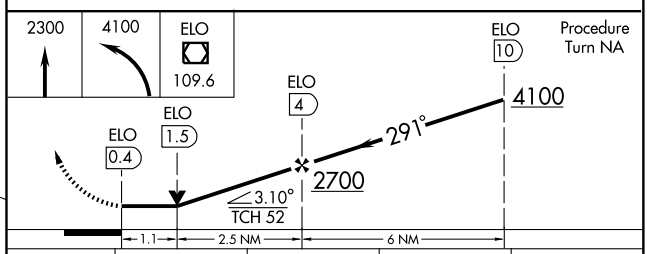
MISSED APPROACH: Climb to 2300 then climbing left turn to 4100 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L



ELEV 1455





CATEGORY	A	B	C	D
S-30	1880-1	425 (500-1)	1880-1¼	425 (500-1¼)
CIRCLING	1920-1	465 (500-1)	1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4215
273°	TDZE	1369
	Apt Elev	1378

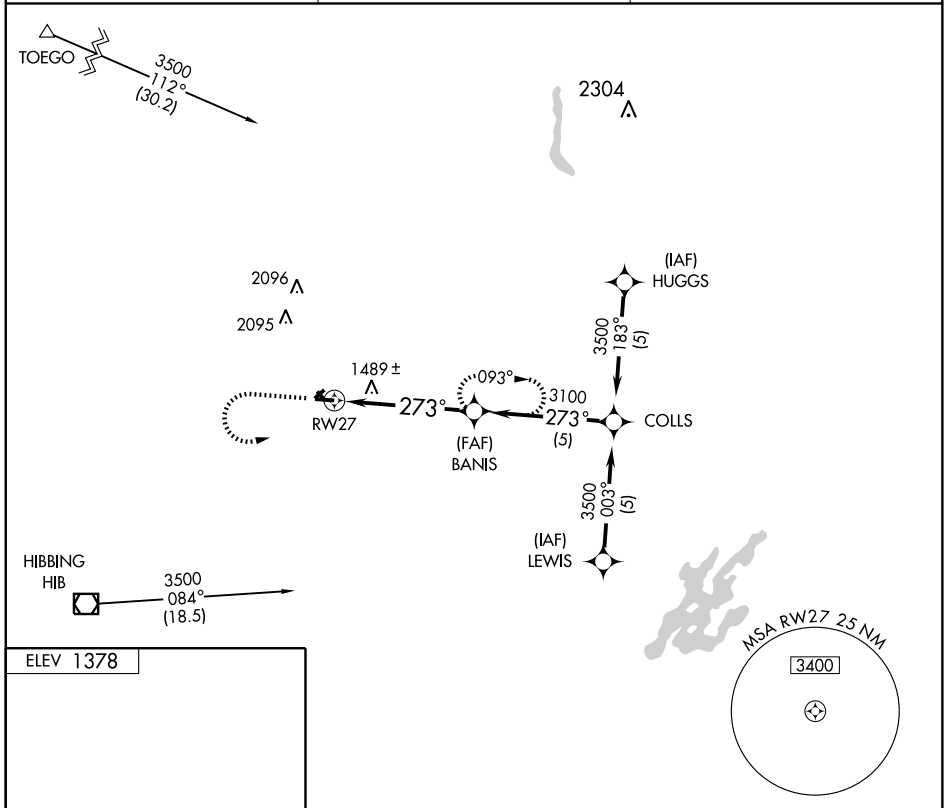
GPS RWY 27

EVELETH-VIRGINIA MUNI (EVM)

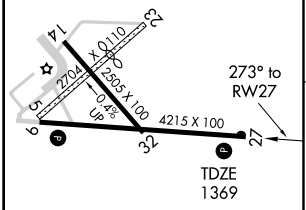
NA

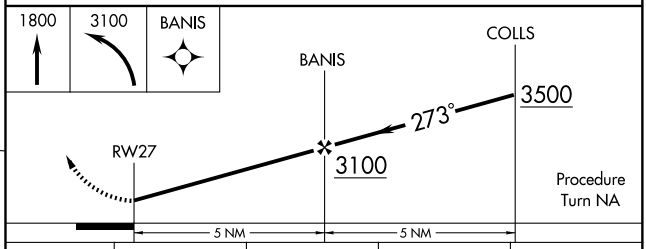
MISSED APPROACH: Climb to 1800 then left climbing turn to 3100 direct BANIS WP and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L



ELEV 1378





CATEGORY	A	B	C	D
S-27	1740-1 371 (400-1)			1740-1¼ 371 (400-1¼)
CIRCLING	1920-1 542 (600-1)		1940-1½ 562 (600-1½)	2060-2¼ 682 (700-2¼)

REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

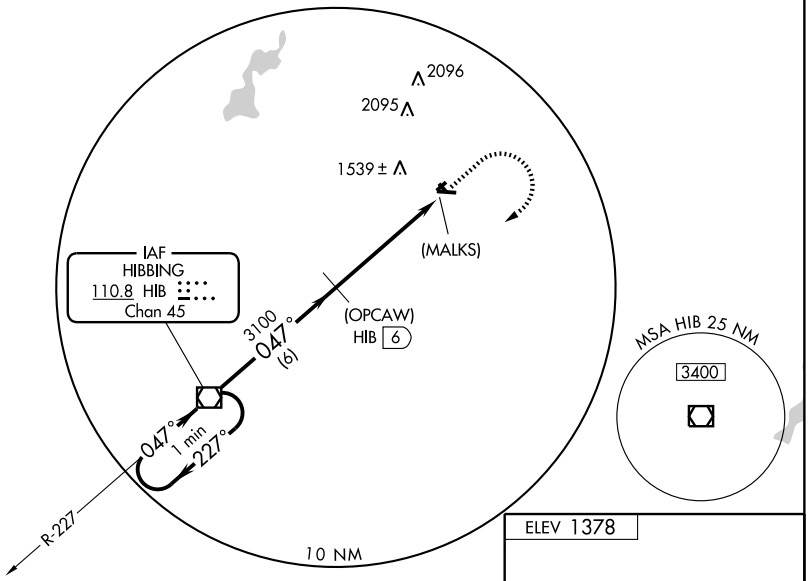
VOR/DME HIB	APP CRS	Rwy Idg	N/A
110.8	047°	TDZE	N/A
Chan 45		Apt Elev	1378

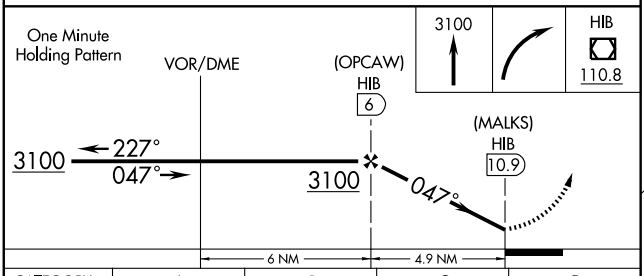
VOR/DME or GPS-A

EVELETH-VIRGINIA MUNI (EVM)

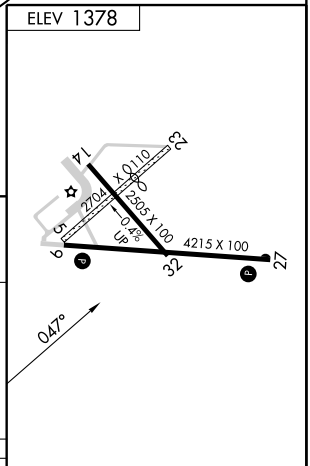
MISSED APPROACH: Climb to 3100 then right turn direct HIB VOR/DME and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2120-1 742 (800-1)	2120-1¼ 742 (800-1¼)	2120-2¼ 742 (800-2¼)	2120-2½ 742 (800-2½)



REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

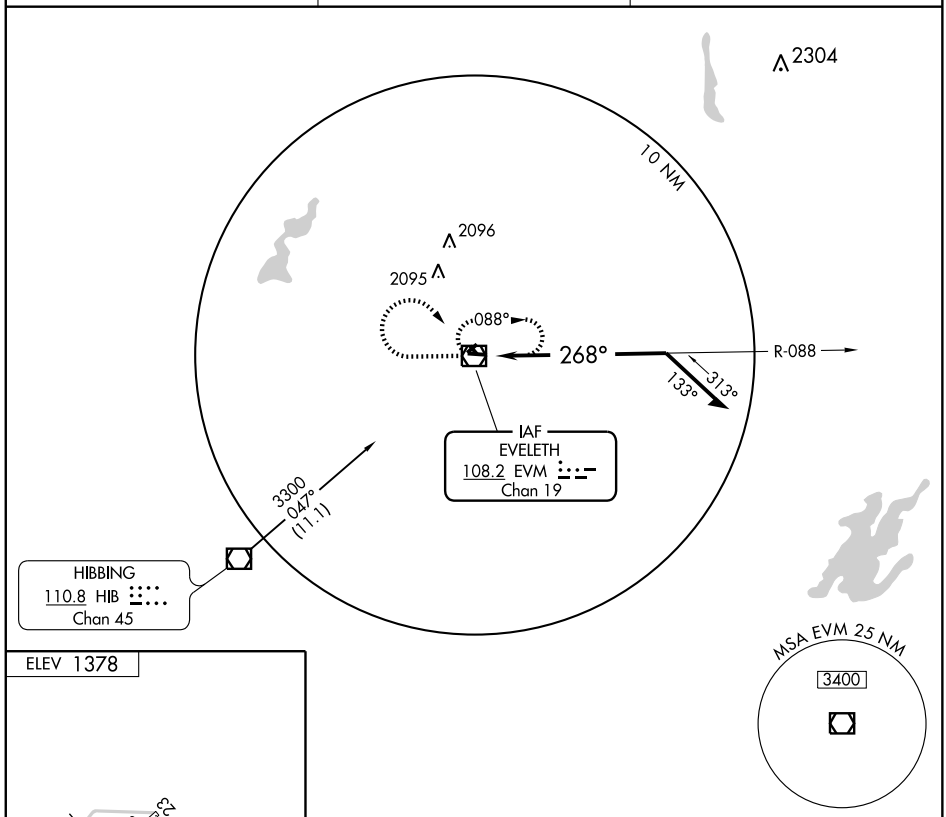
VOR/DME EVM	APP CRS	Rwy Idg	4215
108.2	268°	TDZE	1369
Chan 19		Apt Elev	1378

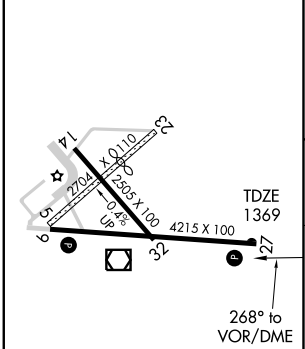
VOR RWY 27
EVELETH-VIRGINIA MUNI (EVM)

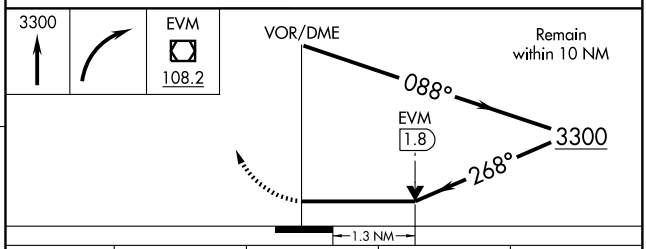
If local altimeter setting not received, use Range Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA when using Range Rgnl altimeter setting.

MISSED APPROACH: Climb to 3300 then right turn direct EVM VOR/DME and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-27	1820-1 451 (500-1)		1820-1¼ 451 (500-1¼)	1820-1½ 451 (500-1½)
CIRCLING	1900-1 522 (600-1)	1960-1 582 (600-1)	1980-1¾ 602 (700-1¾)	2040-2 662 (700-2)

REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-FQJ	APP CRS	Rwy Idg	5505
111.1	310°	TDZE	1162
		Apt Elev	1162

COPTER ILS RWY 31

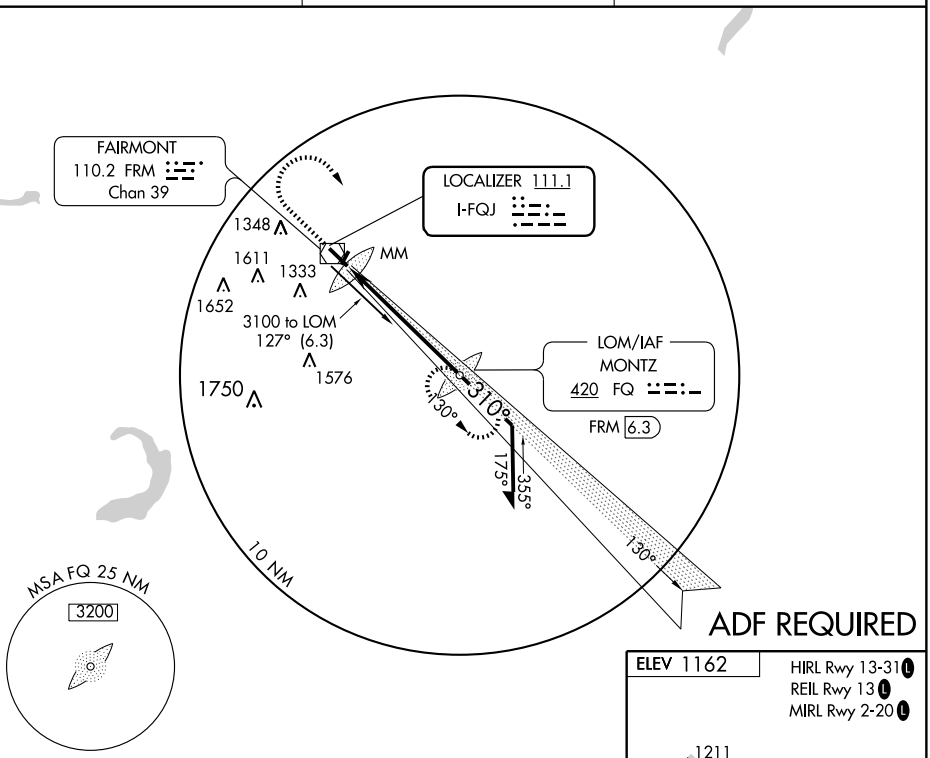
FAIRMONT MUNI (FRM)

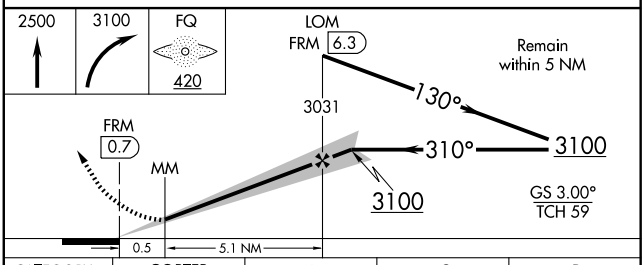
NA
For inoperative MALSR increase visibility to ½ mile.

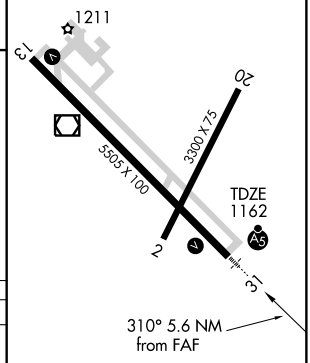
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MONTZ LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	COPTER	B	C	D
S-ILS 31	1362-¼ 200 (200-¼)	NA		
S-LOC 31	1540-¼ 378 (400-¼)	NA		
CIRCLING	NA			

FAF to MAP 5.6 NM					
Knots	45	60	75	90	105
Min:Sec	7:28	5:36	4:29	3:44	3:12

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-FQJ	APP CRS	Rwy Idg	5505
111.1	310°	TDZE	1162
		Apt Elev	1162

ILS or LOC RWY 31

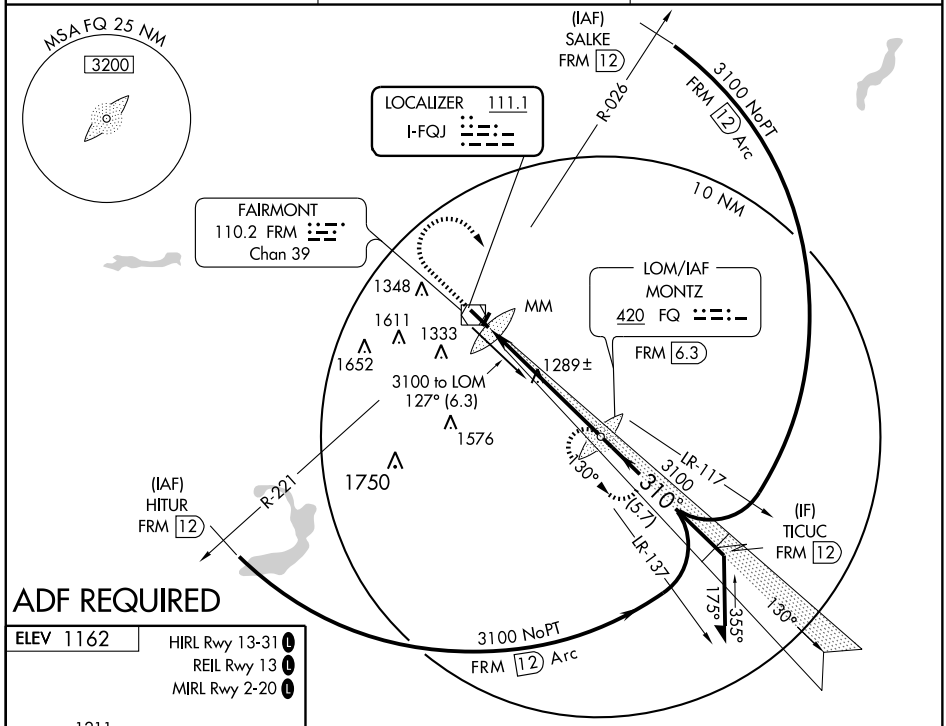
FAIRMONT MUNI (FRM)

ADF required.
NA Autopilot coupled approach NA below 1468 feet MSL.
S-ILS-31: Inoperative table does not apply.
S-LOC-31: For inoperative MALSR increase Cats A, B, and C visibility to 1, Cat D visibility to 1¼ .

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MONTZ LOM/ FRM 6.3 DME and hold.

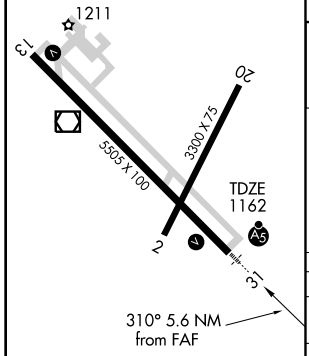
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L



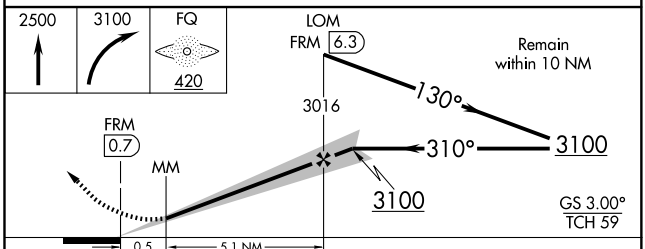
ADF REQUIRED

ELEV 1162

HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	1412-¾ 250 (300-¾)			
S-LOC 31	1540-¾ 378 (400-¾)			
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

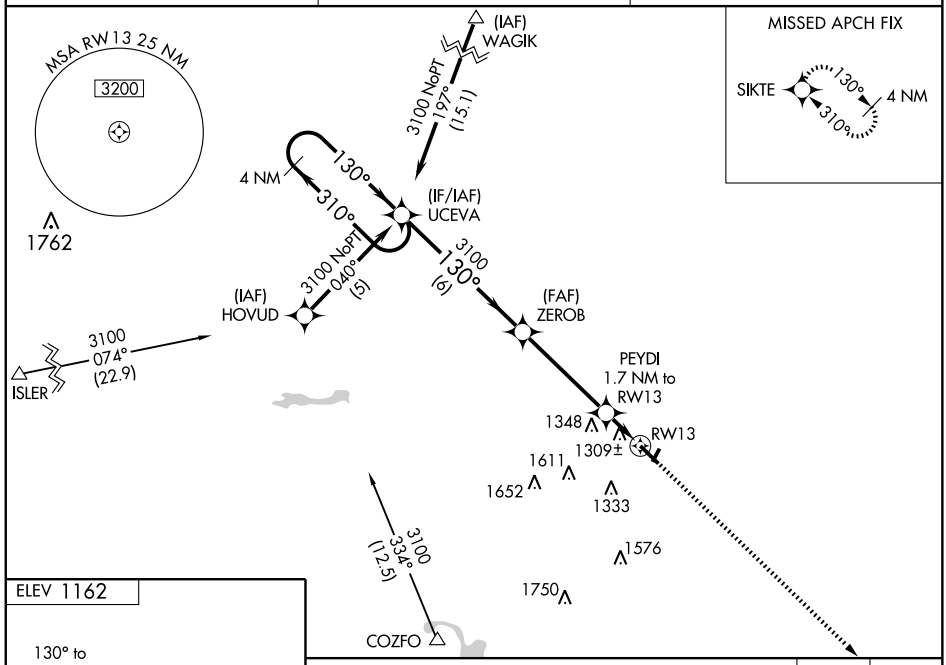
WAAS	APP CRS	Rwy Idg	5505
CH 45812	130°	TDZE	1162
W13A		Apt Elev	1162

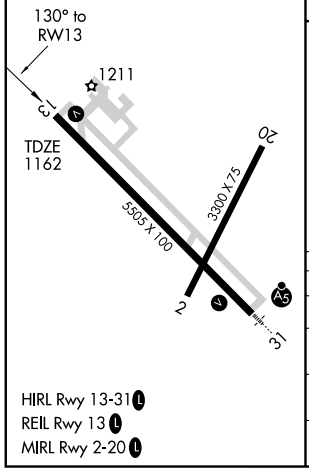
RNAV (GPS) RWY 13
FAIRMONT MUNI (FRM)

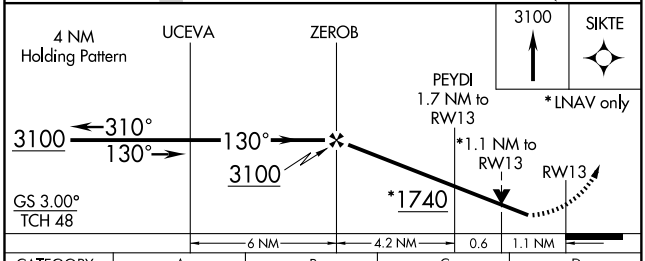
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use St. James altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats visibility and LNAV Cat C/D visibility ¼ mile.
Baro-VNAV and VDP NA when using St. James altimeter setting.

MISSED APPROACH: Climb to 3100 direct SIKTE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1460-1 298 (300-1)			
LNAV/VNAV DA	1695-2 533 (600-2)			
LNAV MDA	1560-1 398 (400-1)			1560-1¼ 398 (400-1¼)
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH **90412** **W31A**	APP CRS **310°**	Rwy Idg **5505** TDZE **1162** Apt Elev **1162**

RNAV (GPS) RWY 31
FAIRMONT MUNI (FRM)

For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use St. James altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C visibility ¼ mile.
Baro-VNAV NA when using St. James altimeter setting.
For inoperative MALSR when using St. James altimeter setting, increase LPV all Cats visibility ½ mile.

MALSR

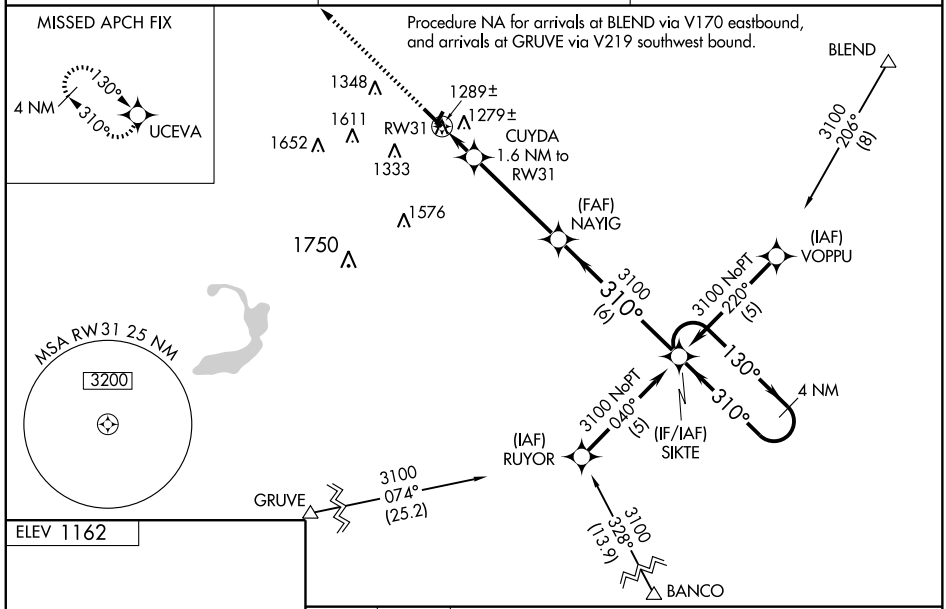
MISSED APPROACH: Climb to 3100 direct UCEVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	**127.75 257.7**	**122.8** (CTAF) L

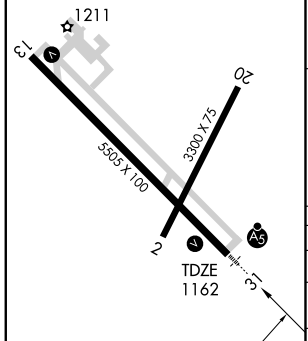
MISSED APCH FIX

4 NM 130° 310° UCEVA

Procedure NA for arrivals at BLEND via V170 eastbound, and arrivals at GRUVE via V219 southwest bound.



ELEV 1162

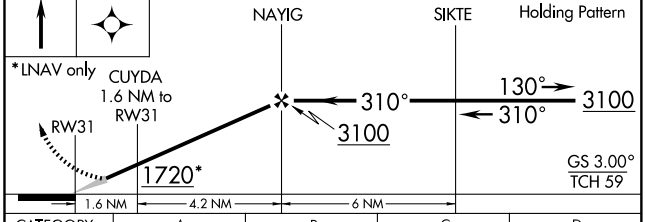


HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L

3100 UCEVA

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1467-½ 305 (400-½)			
LNAV/VNAV DA	1581-1 419 (500-1)			
LNAV MDA	1560-½ 398 (400-½)			1560-1 398 (400-1)
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

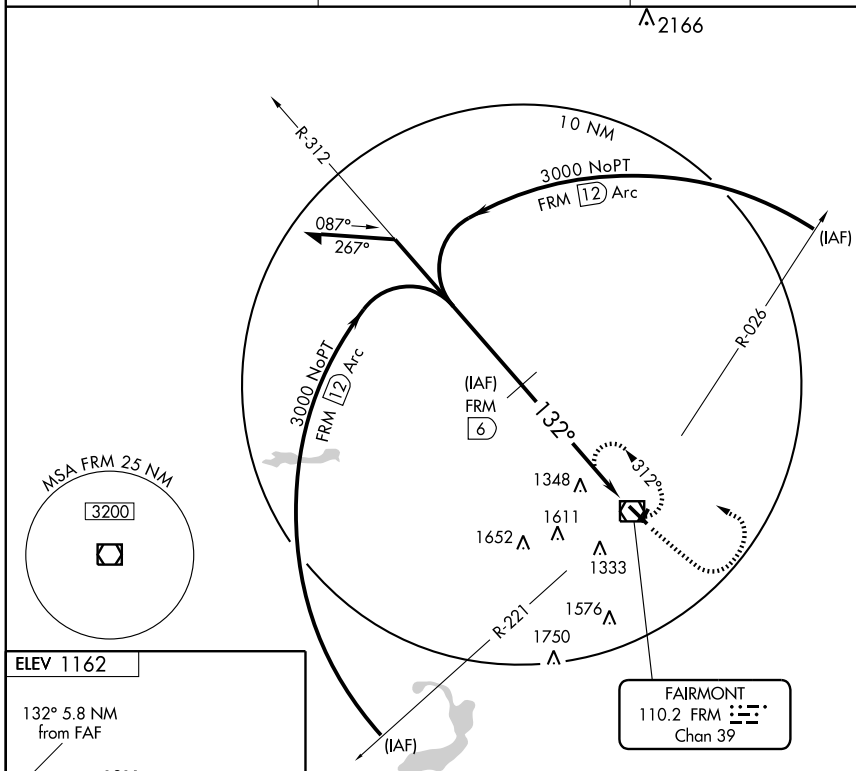
VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	132°	TDZE	1162
Chan 39		Apt Elev	1162

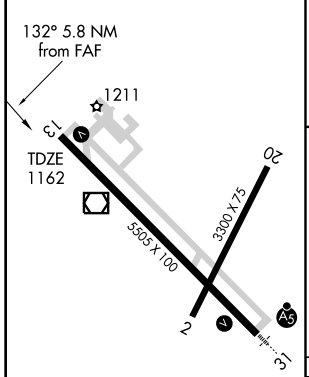
VOR/DME RWY 13

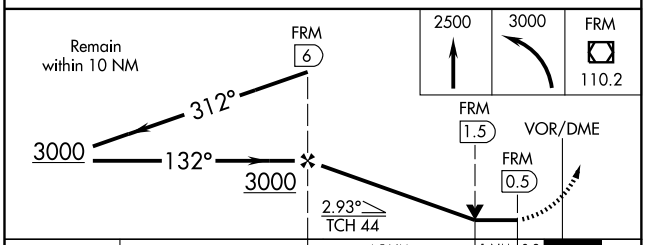
FAIRMONT MUNI (FRM)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1620-1 458 (500-1)		1620-1¼ 458 (500-1¼)	1620-1½ 458 (500-1½)
CIRCLING	1660-1 498 (500-1)		1660-1½ 498 (500-1½)	1720-2 558 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	305°	TDZE	1162
Chan 39		Apt Elev	1162

VOR/DME RWY 31

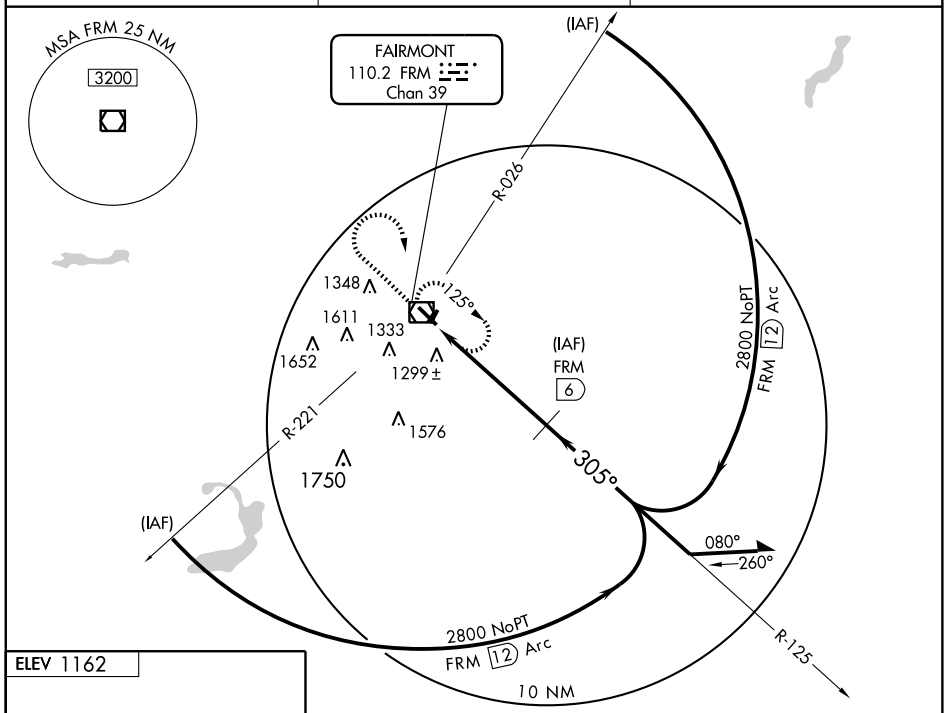
FAIRMONT MUNI (FRM)

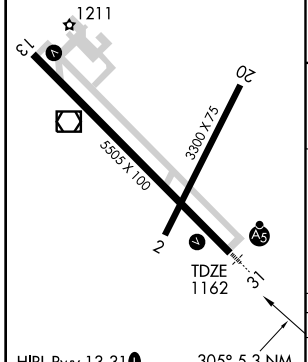
Category D S-31 visibilities increased ¼ mile for inoperative MALSR. Inoperative components table does not apply to Categories A, B and C.

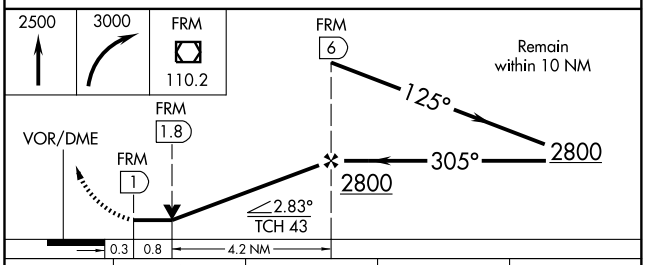
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF)







CATEGORY	A	B	C	D
S-31	1560-1 398 (400-1)			
CIRCLING	1660-1 498 (500-1)		1660-1½ 498 (500-1½)	1720-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

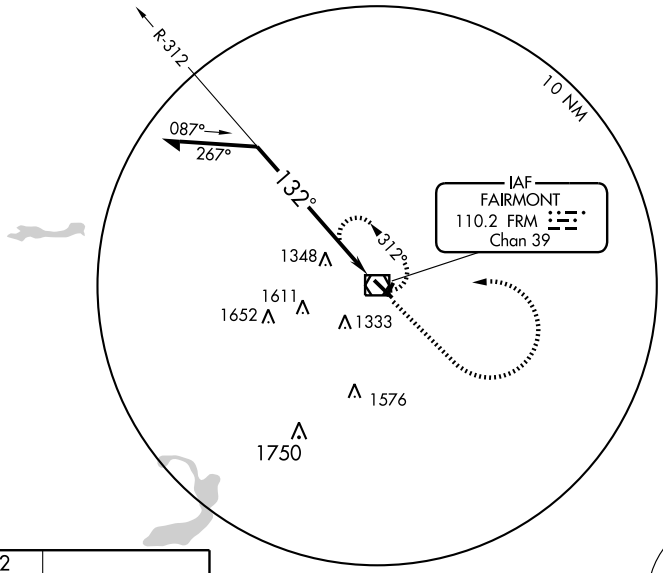
VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	132°	TDZE	1162
Chan 39		Apt Elev	1162

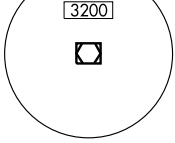
VOR RWY 13
FAIRMONT MUNI (FRM)

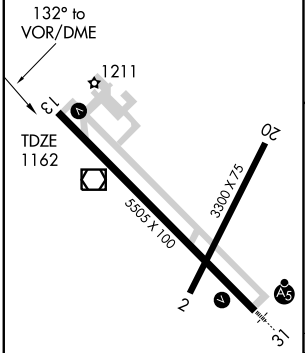
Visibility reduction by helicopters NA.
When local altimeter setting not received, use St. James altimeter setting and increase all MDA 80 feet, increase S-13 Cat C/D visibility and circling Cat C visibility ¼ mile.
VDP NA when using St. James altimeter setting.

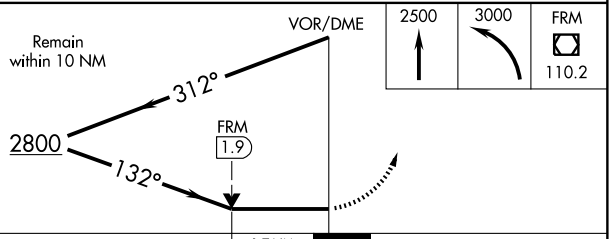
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-13	1740-1 578 (600-1)		1740-1½ 578 (600-1½)	1740-1¾ 578 (600-1¾)
CIRCLING	1740-1 578 (600-1)		1740-1½ 578 (600-1½)	1740-2 578 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	305°	TDZE	1162
Chan 39		Apt Elev	1162

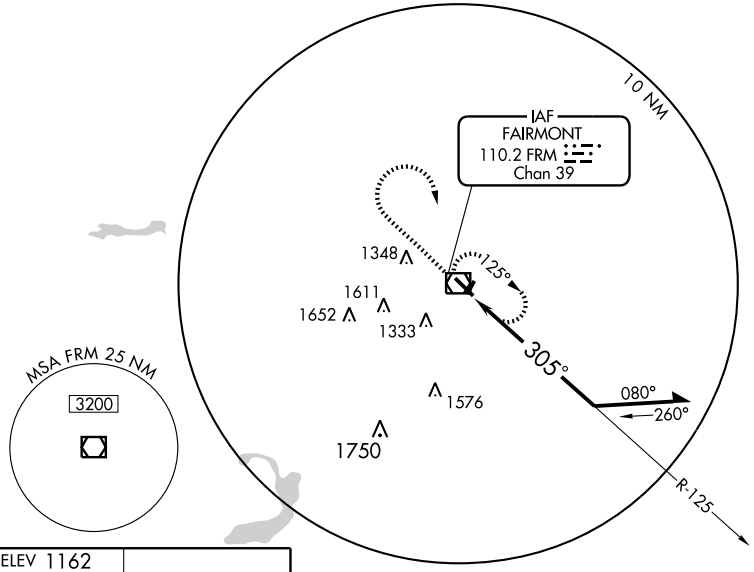
VOR RWY 31
FAIRMONT MUNI (FRM)

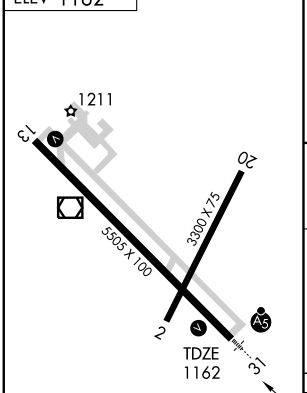
T A When local altimeter setting not received, use St. James altimeter setting and increase all MDA 80 feet, increase S-31 Cat C/D visibility and circling Cat C visibility ¼ mile. VDP NA when using St. James altimeter setting.

MALSR

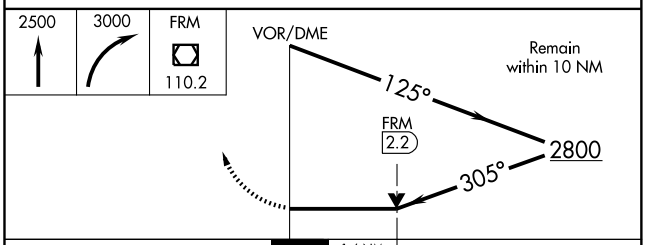
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L





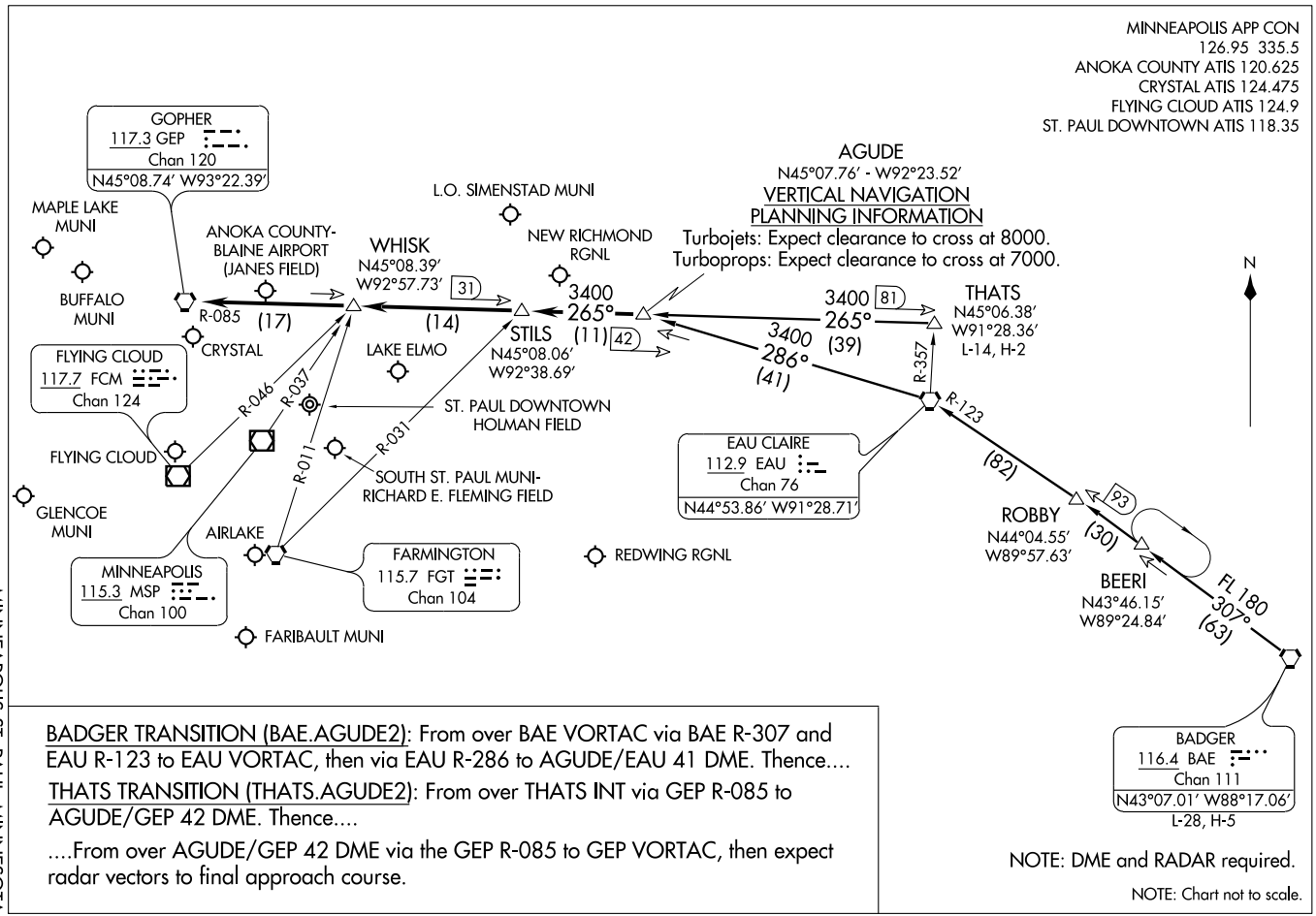
HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-31	1700-½ 538 (600-½)		1700-1 538 (600-1)	1700-1¼ 538 (600-1¼)
CIRCLING	1700-1 538 (600-1)		1700-1½ 538 (600-1½)	1720-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

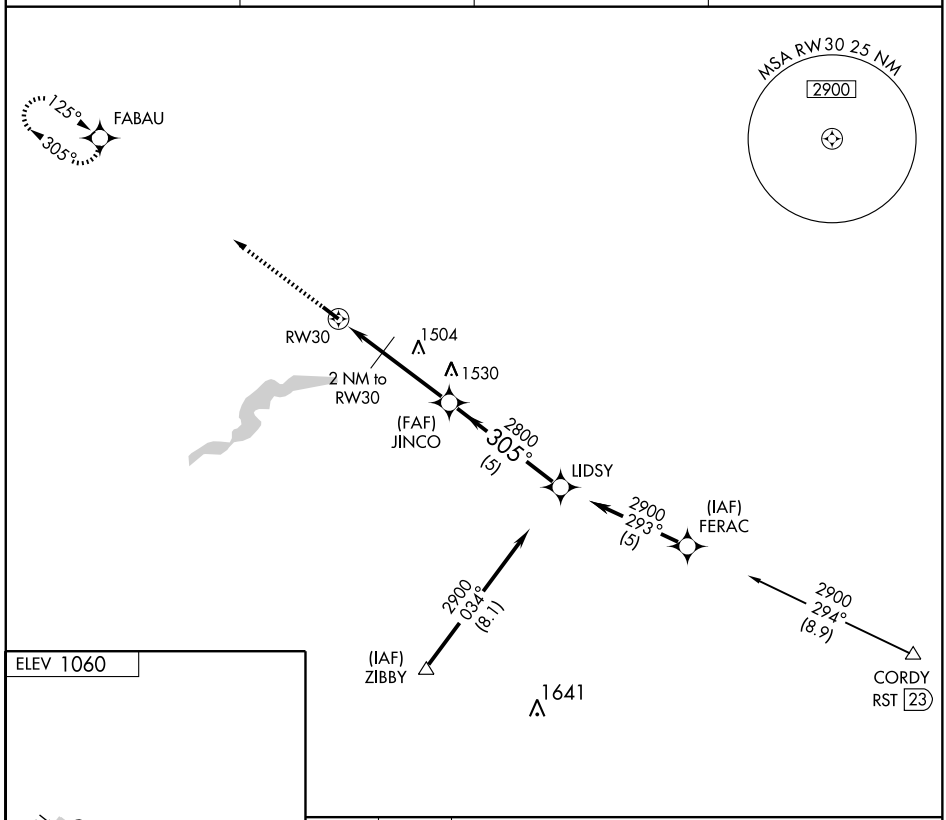
APP CRS		
305°	Rwy Idg	4017
	TDZE	1055
	Apt Elev	1060

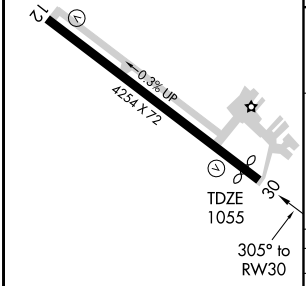
GPS RWY 30
FARIBAULT MUNI (FBL)

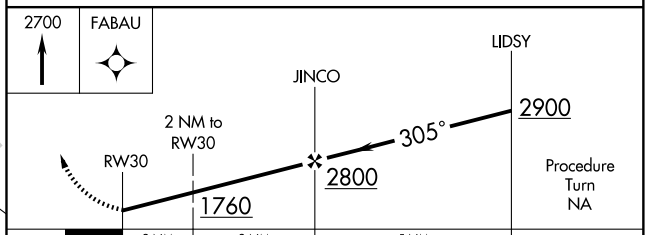
NA

MISSED APPROACH: Climb to 2700 direct FABAU WP and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1480-1 425 (500-1)		1480-1¼ 425 (500-1¼)	NA
CIRCLING	1520-1 460 (500-1)	1540-1 480 (500-1)	1540-1½ 480 (500-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

FARIBAULT, MINNESOTA

AL-5425 (FAA)

VOR/DME RNAV or GPS RWY 12

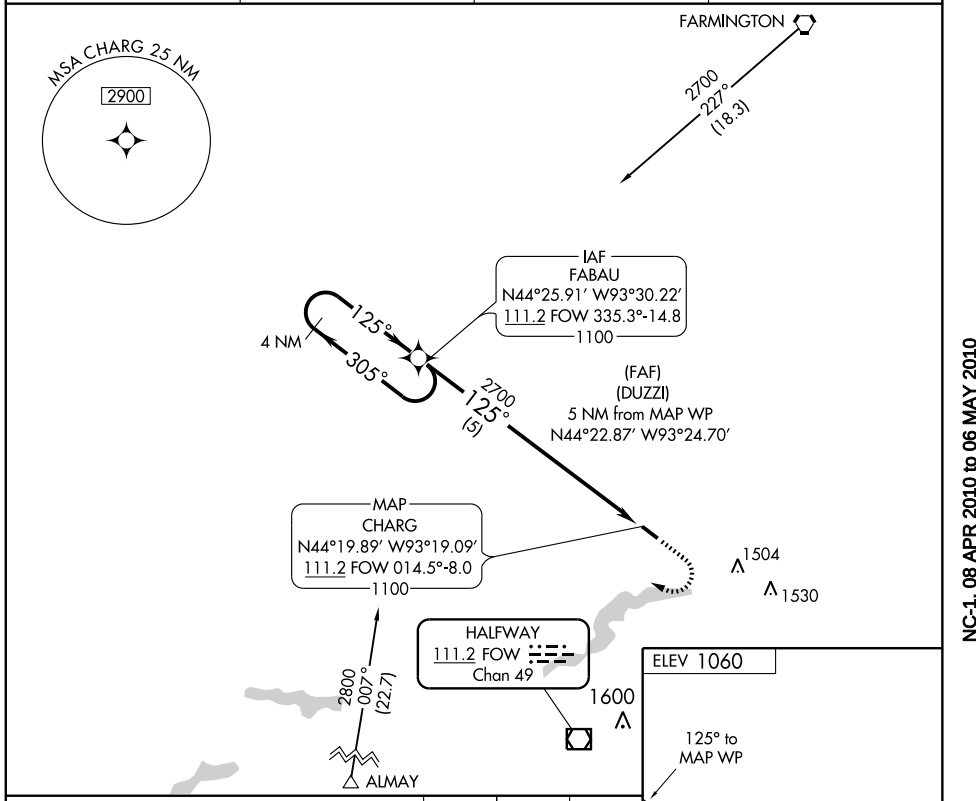
FARIBAULT MUNI (FBL)

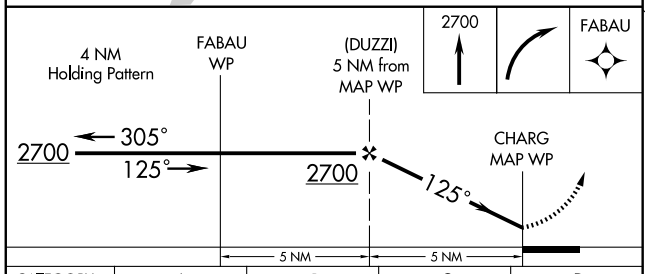
VOR/DME FOW	APP CRS	Rwy Idg	4254
111.2	125°	TDZE	1060
Chan 49		Apt Elev	1060

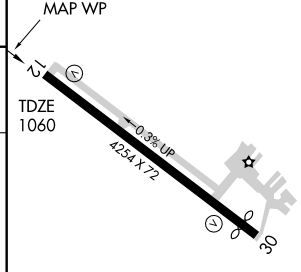
NA

MISSED APPROACH: Climb to 2700 then right turn direct FABAU WP and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1520-1 460 (500-1)		1520-1¼ 460 (500-1¼)	NA
CIRCLING	1520-1 460 (500-1)	1540-1 480 (500-1)	1540-1½ 480 (500-1½)	NA

REIL Rwys 12 and 30 L

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FOW 111.2 Chan 49	APP CRS 018°	Rwy Idg N/A TDZE N/A Apt Elev 1060

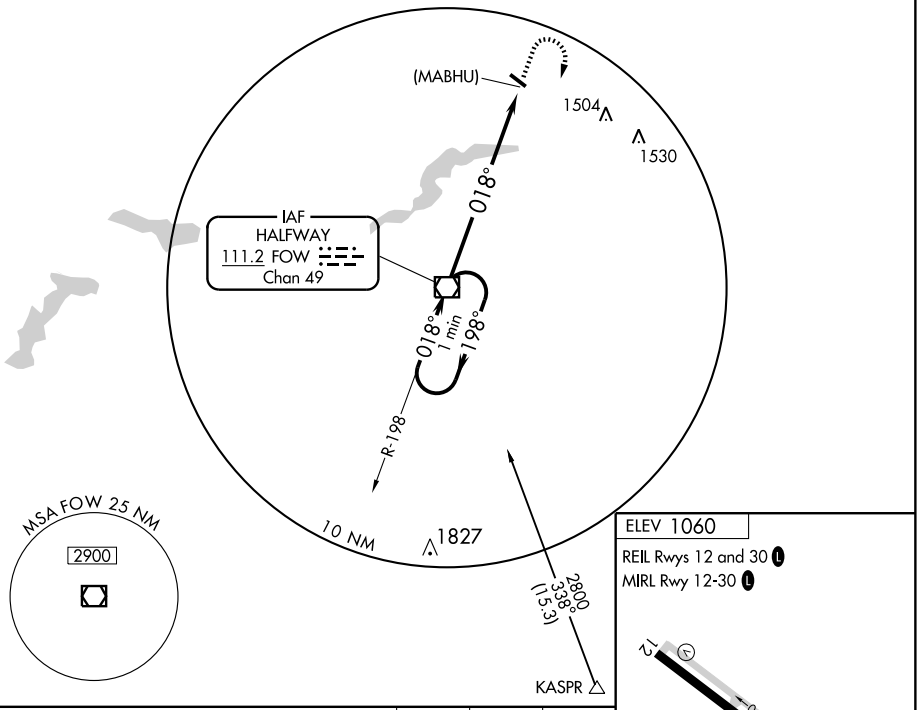
VOR or GPS-A

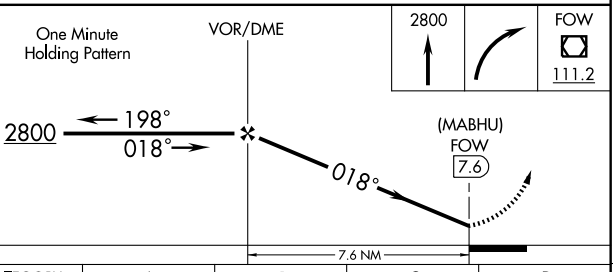
FARIBAULT MUNI (FBL)

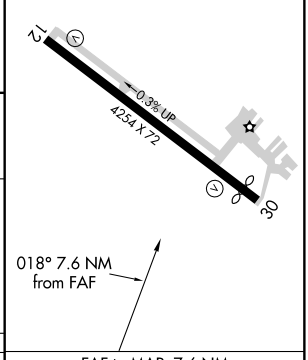
NA

MISSED APPROACH: Climb to 2800 then right turn direct FOW VOR/DME and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1640-1 580 (600-1)		1640-1½ 580 (600-1½)	NA

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-FFM	APP CRS	Rwy Idg	5639
111.5	308°	TDZE	1182
		Apt Elev	1183

ILS or LOC RWY 31

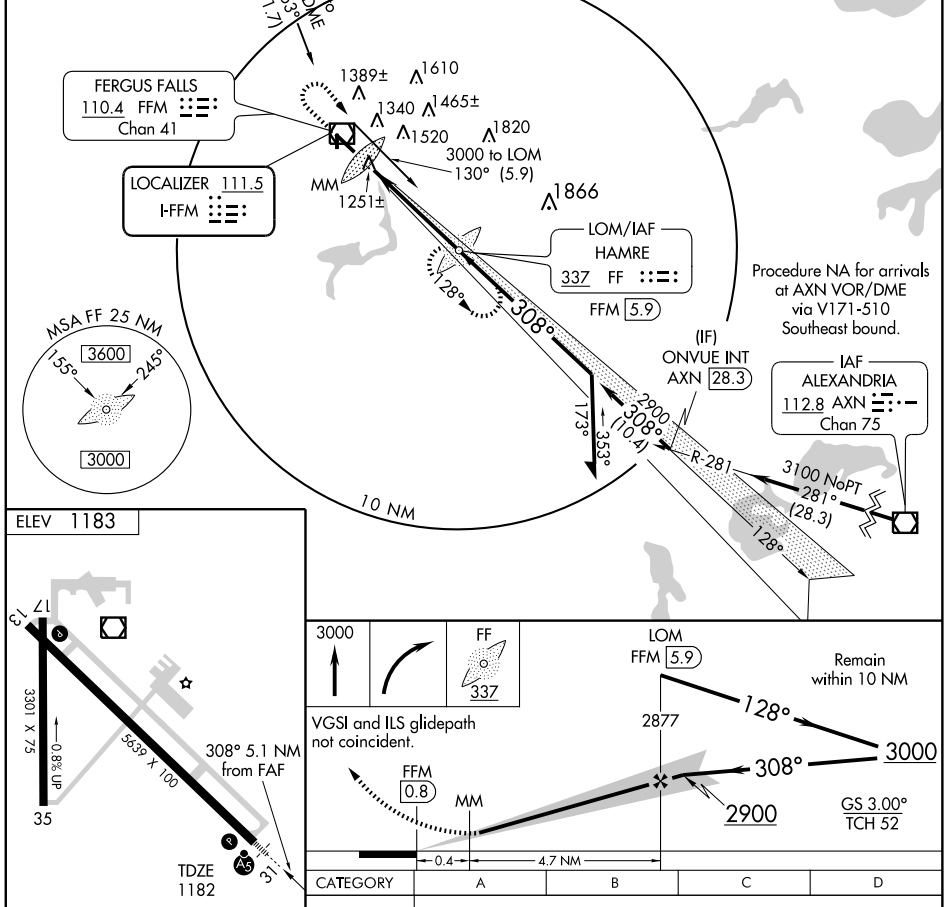
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

When local altimeter setting not received, use Wheaton altimeter setting and increase all DA 102 feet and all MDA 120 feet, increase S-LOC 31 and Circling Cat C and D visibility ½ mile. For inoperative MALSR, increase S-LOC 31 Cat D visibility ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase S-ILS 31 all Cats visibility ½ mile. GS unusable for coupled approaches below 1400.

MALSR

MISSED APPROACH:Climb to 3000 then right turn direct HAMRE LOM/FFM 5.9 DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L



REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 31	1382-½ 200 (200-½)			
S-LOC 31	1520-1½ 338 (400-½)			1520-¾ 338 (400-¾)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

LOM FF	APP CRS	Rwy Idg	5639
337	309°	TDZE	1182
		Apt Elev	1183

NDB RWY 31

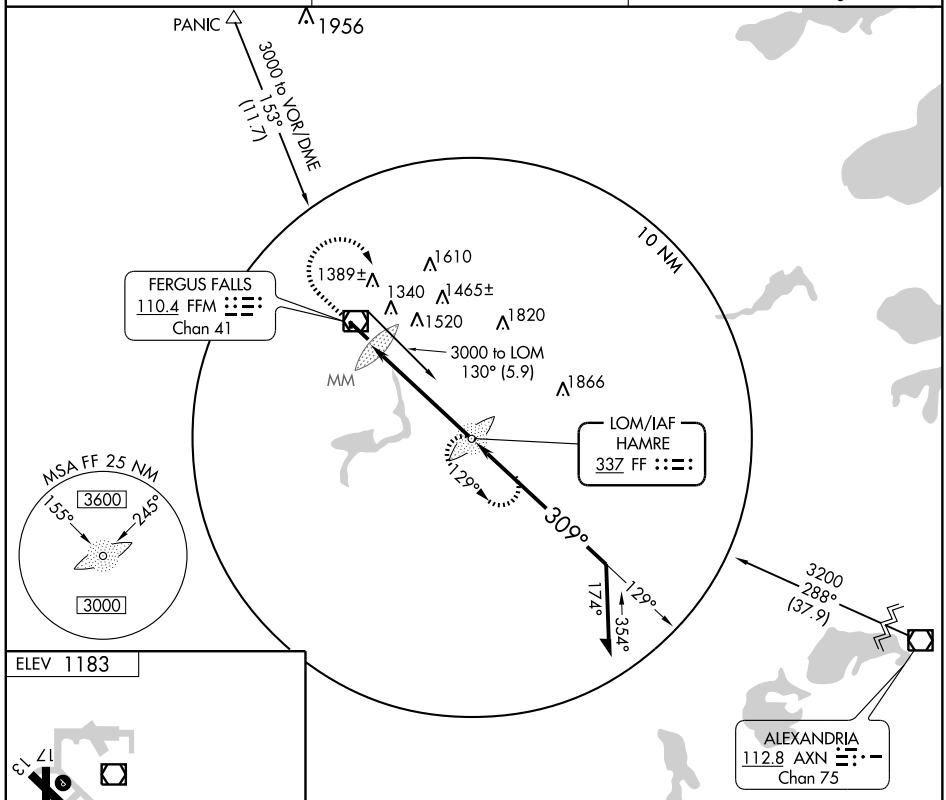
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

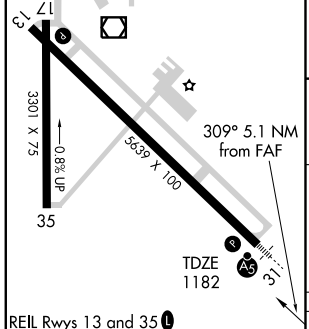
When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, S-31 and Circling Cats C and D visibility ½ mile, Circling Cat B ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase S-31 Cat B visibility ½ mile.

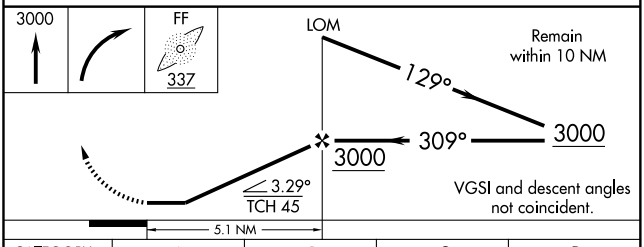
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct FF LOM and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L







REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-31	1880-¾ 698 (700-¾)		1880-1½ 698 (700-1½)	1880-2 698 (700-2)
CIRCLING	1880-1 697 (700-1)		1880-2 697 (700-2)	1880-2¼ 697 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 42614 W31A	APP CRS 308°	Rwy Idg 5639 TDZE 1182 Apt Elev 1183

RNAV (GPS) RWY 31

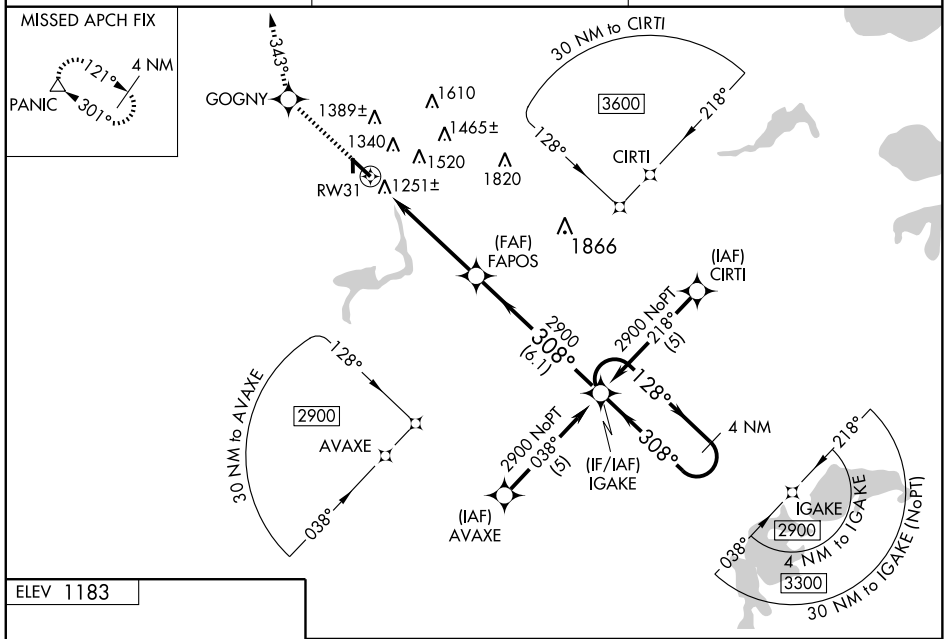
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

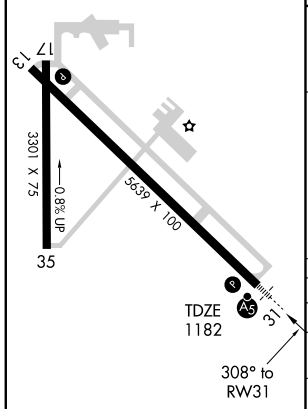
Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA when using Wheaton altimeter setting. DME/DME RNP-0.3 NA. When local altimeter settting not received, use Wheaton altimeter setting and increase all DA 102 feet and all MDA 120 feet, LNAV/VNAV all Cats and Circling Cats C and D visibility ½ mile and LNAV Cat C ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct GOGNY and via track 343° to PANIC and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L



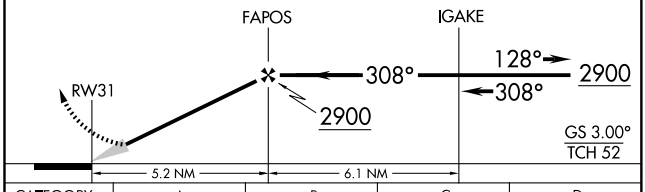


REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

3000	GOGNY	343° TRK	PANIC

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1382-½ 200 (200-½)			
LNAV/VNAV DA	1545-¾ 363 (400-¾)			
LNAV MDA	1520-½ 338 (400-½)			1520-1 338 (400-1)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3301
354°	TDZE	1182
	Apt Elev	1183

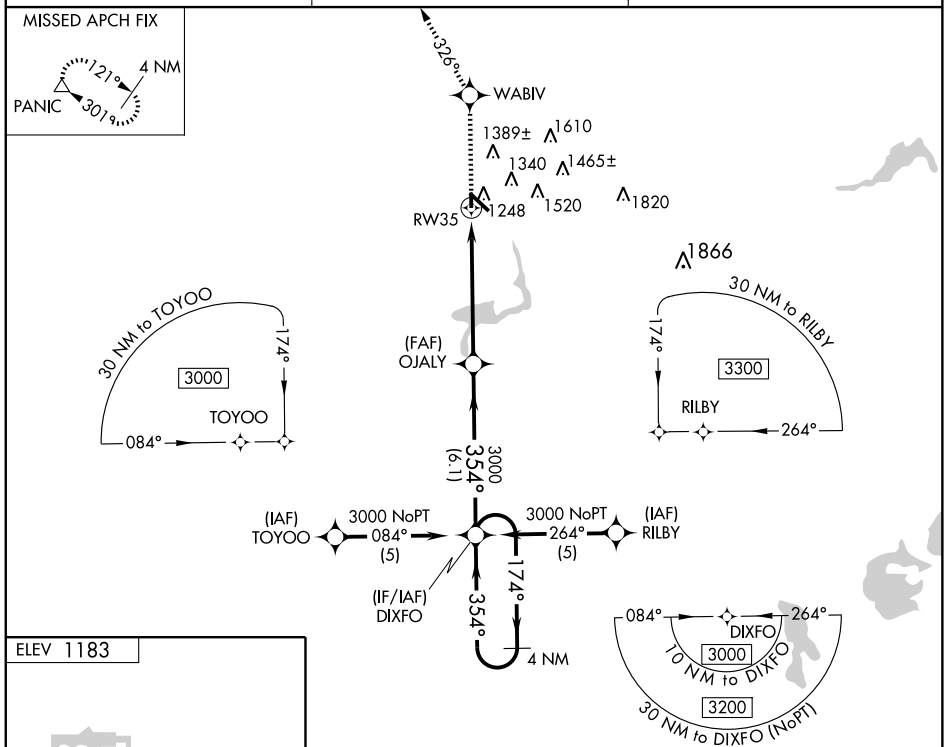
RNAV (GPS) RWY 35

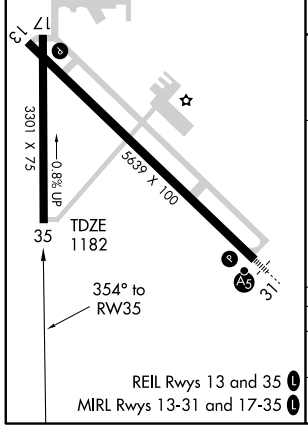
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

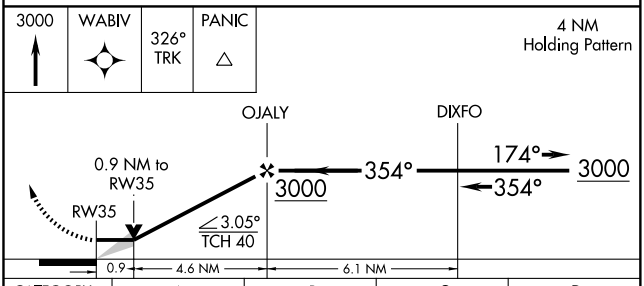
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet and LNAV Cat C visibility ¼ mile, Circling Cat C ½ mile. VDP NA when using Wheaton altimeter setting.

MISSED APPROACH: Climb to 3000 direct WABIV and via track 326° to PANIC and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1 318 (400-1)			NA
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME FFM	APP CRS	Rwy Idg	5639
110.4	115°	TDZE	1182
Chan 41		Apt Elev	1183

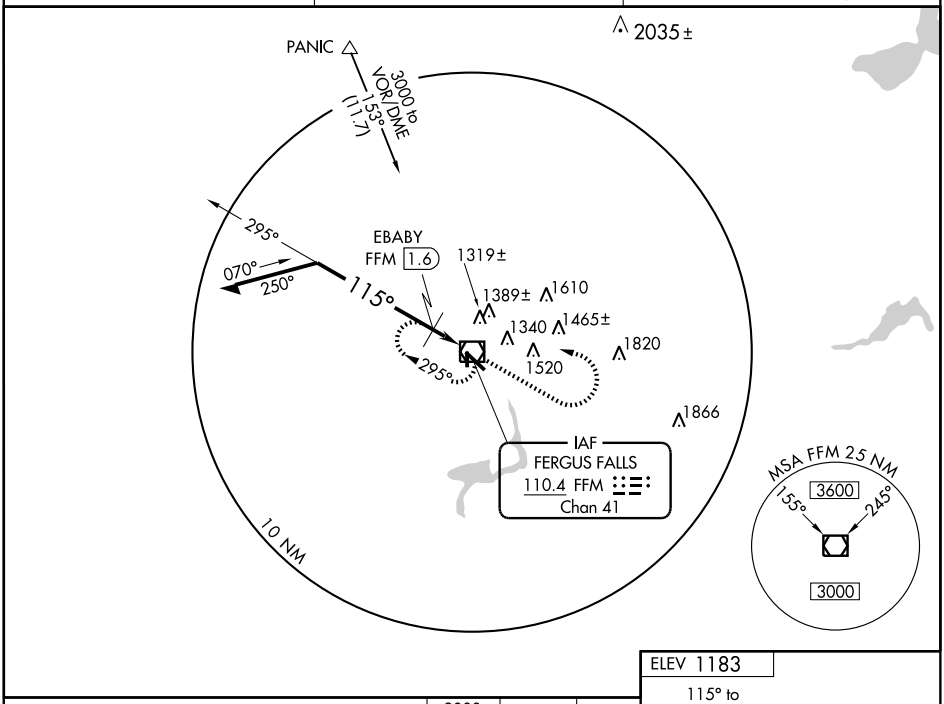
VOR RWY 13

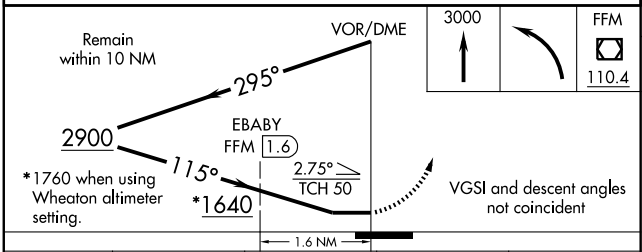
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

T NA — Cat D straight-in minima NA when using Wheaton altimeter setting. When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, and S-13 Cat C and D visibility ¼ mile, Circling Cat C and D visibility ½ mile, increase EBABY FIX minimums S-13 and Circling Cat C and D visibility ½ mile.

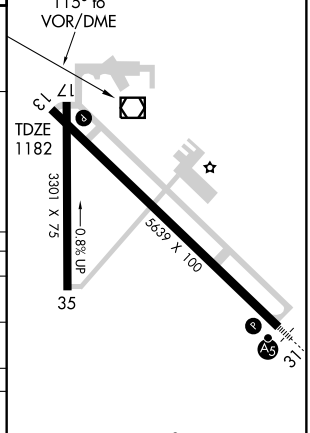
MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1640-1 458 (500-1)		1640-1¼ 458 (500-1¼)	1640-1½ 458 (500-1½)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)
EBABY FIX MINIMUMS				
S-13	1580-1 398 (400-1)			1580-1¼ 398 (400-1¼)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)



REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FFM 110.4 Chan 41	APP CRS 004°	Rwy Idg 3301 TDZE 1182 Apt Elev 1183

VOR RWY 35

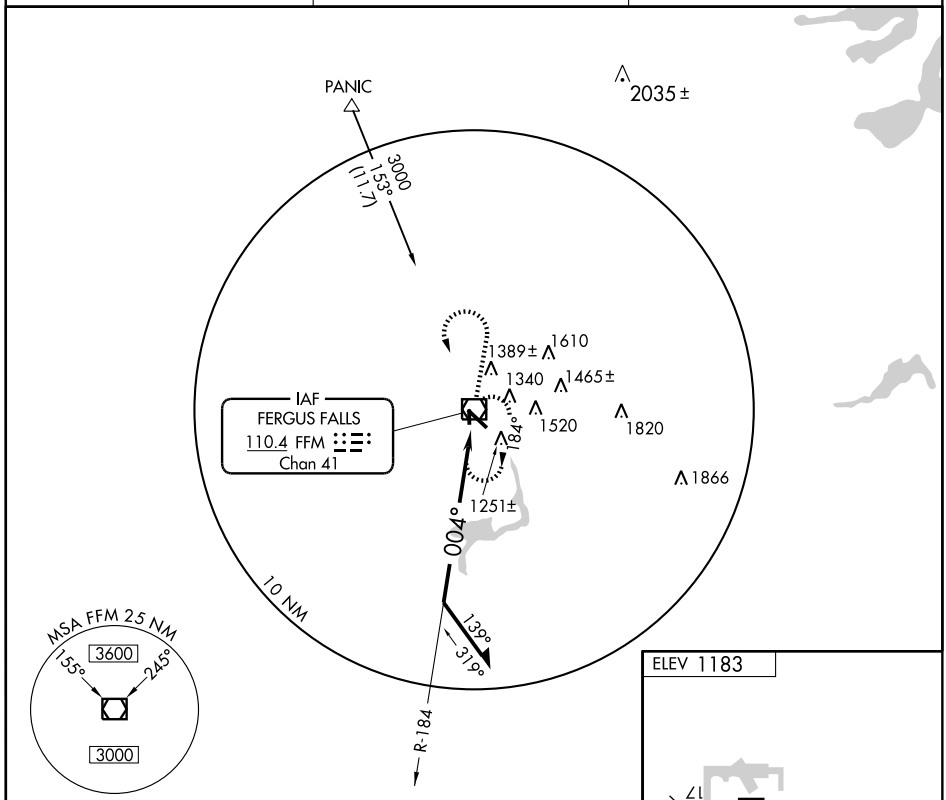
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

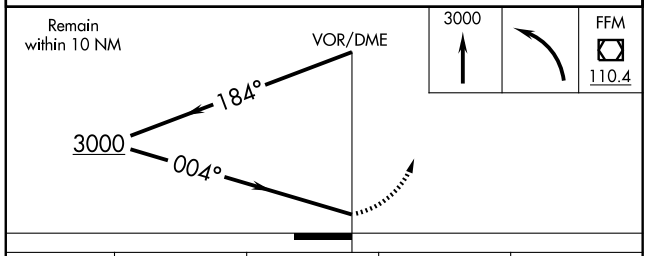
▼ NA

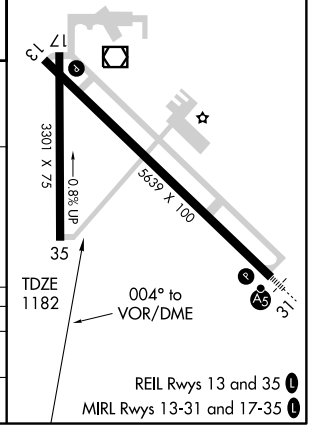
When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, S-35 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile

MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1600-1 418 (500-1)		1600-1¼ 418 (500-1¼)	NA
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

NDB FSE	APP CRS	Rwy Idg	3501
224	352°	TDZE	1277
		Apt Elev	1277

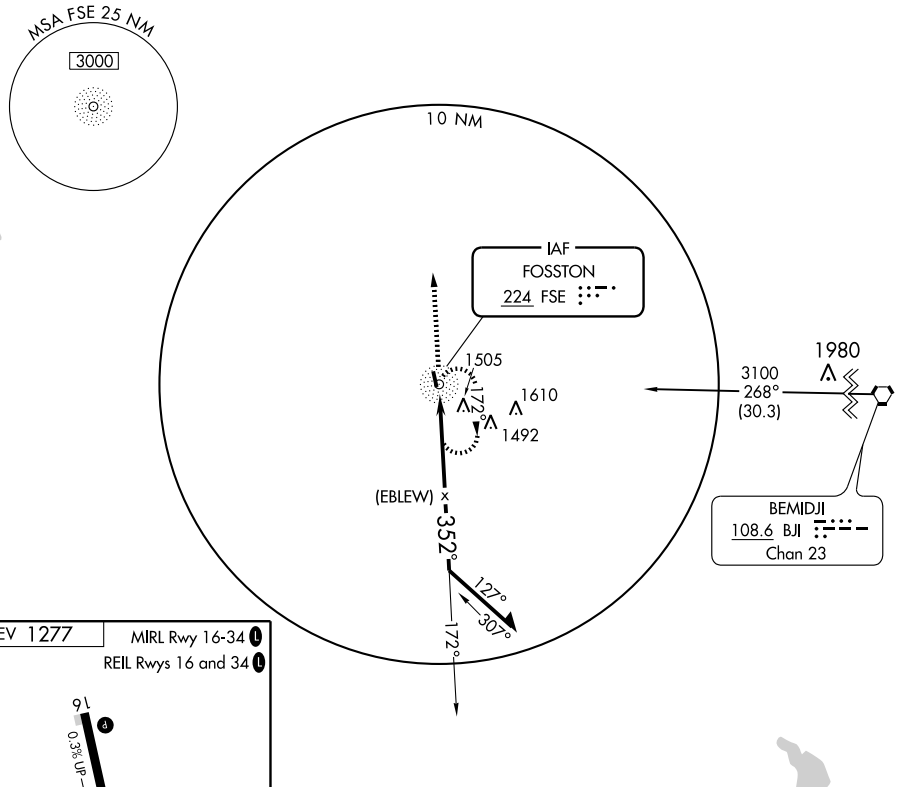
NDB or GPS RWY 34

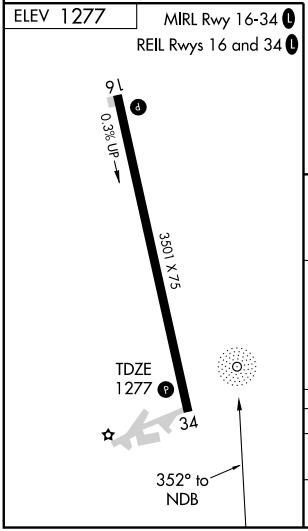
FOSSTON MUNI (FSE)

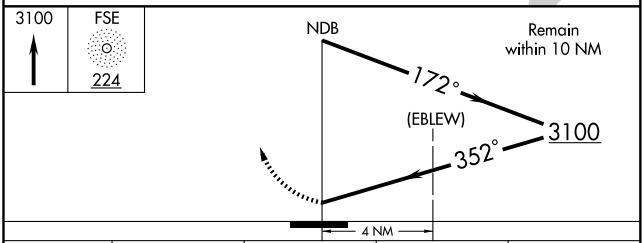
T
NA

MISSED APPROACH: Climb to 3100 then direct FSE NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
224	134.75 251.1	121.725	122.9 L



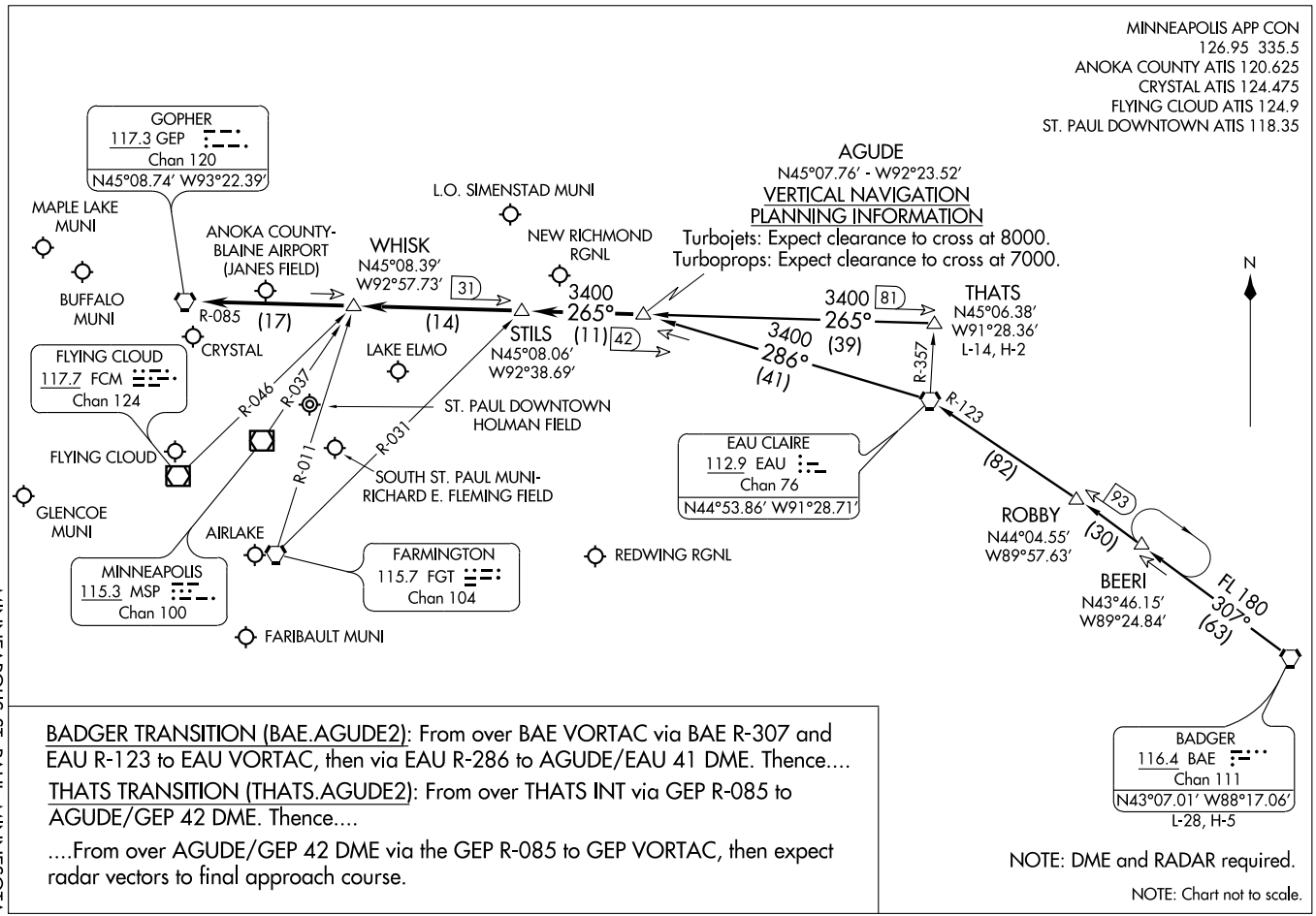




CATEGORY	A	B	C	D
S-34	1960-1 683 (700-1)		1960-2 683 (700-2)	NA
CIRCLING	1960-1 683 (700-1)		1960-2 683 (700-2)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

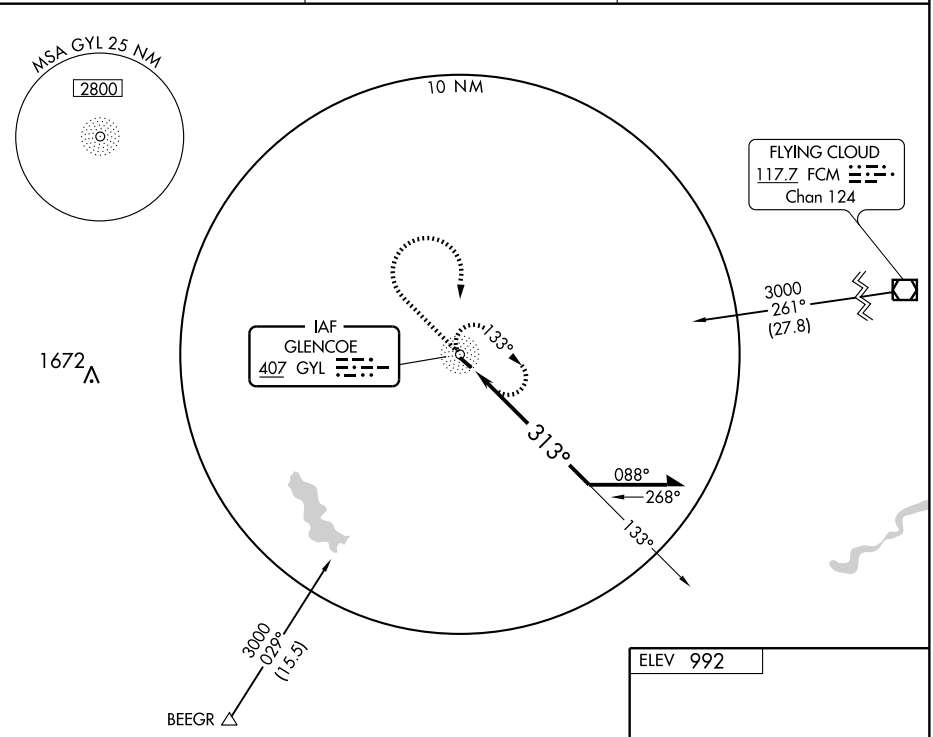
NDB GYL	APP CRS	Rwy Idg	3300
407	313°	TDZE	991
		Apt Elev	992

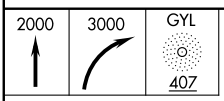
NDB RWY 31
GLENCOE MUNI (GYL)

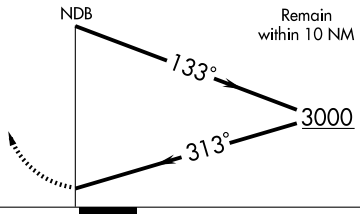
T
A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchison altimeter setting and increase all MDA 60 feet.

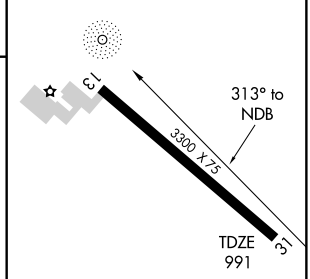
MISSSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GYL NDB and hold, continue climb-in-hold to 3000.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
407	134.7 284.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-31	1580-1	589 (600-1)	NA	
CIRCLING	1580-1	588 (600-1)	NA	

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
308°	TDZE	991
	Apt Elev	992

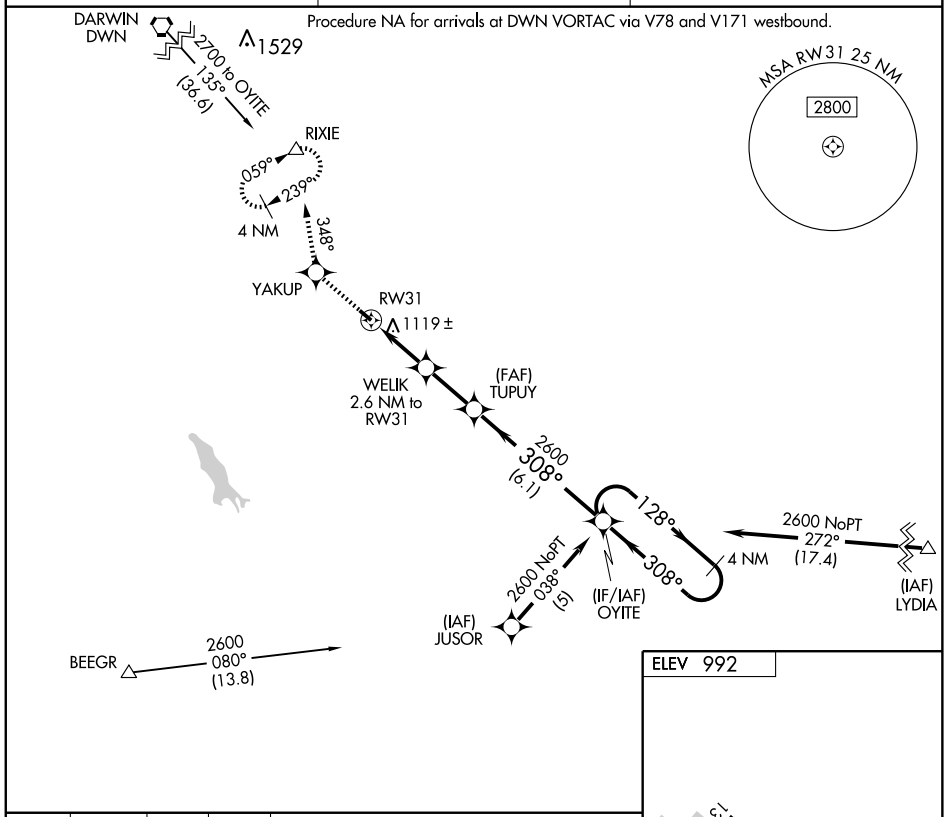
RNAV (GPS) RWY 31
GLENCOE MUNI (GYL)

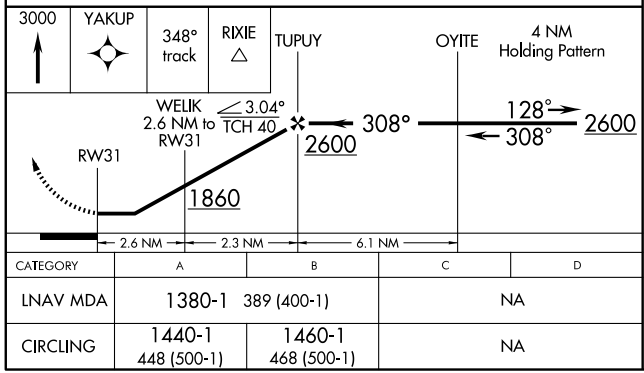
DME DME/RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchinson altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct YAKUP and via 348° track to RIXIE and hold, continue climb-in-hold to 3000.

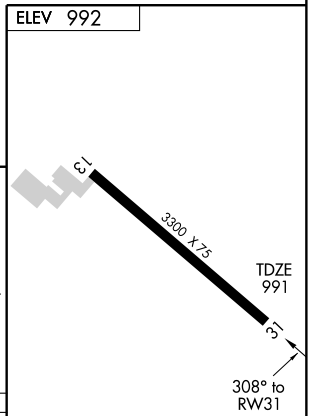
AWOS-3	MINNEAPOLIS APP CON	UNICOM
407	134.7 284.7	122.8 (CTAF) L

Procedure NA for arrivals at DWN VORTAC via V78 and V171 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1380-1	389 (400-1)	NA	
CIRCLING	1440-1 448 (500-1)	1460-1 468 (500-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

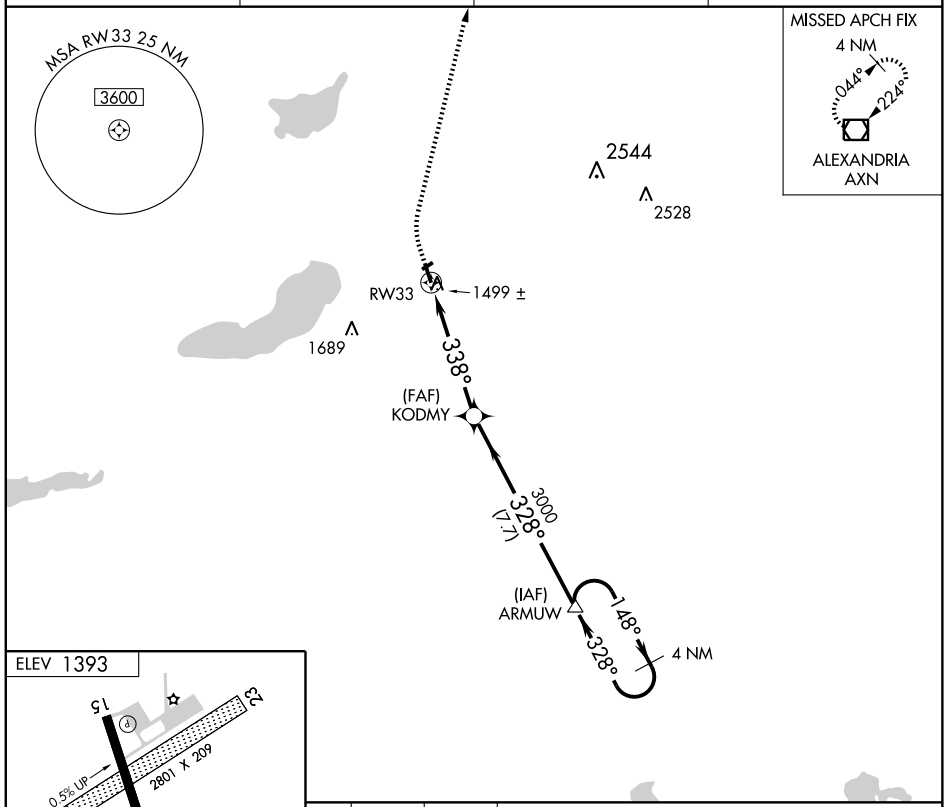
APP CRS	Rwy Idg	4500
338°	TDZE	1388
	Apt Elev	1393

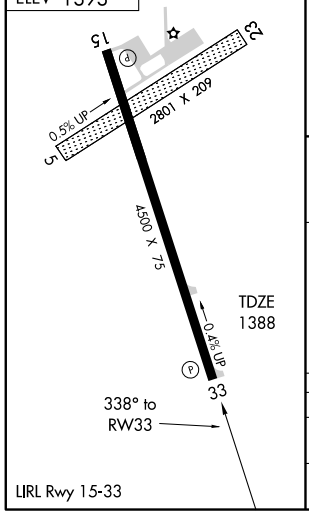
GPS RWY 33
GLENWOOD MUNI (GHW)

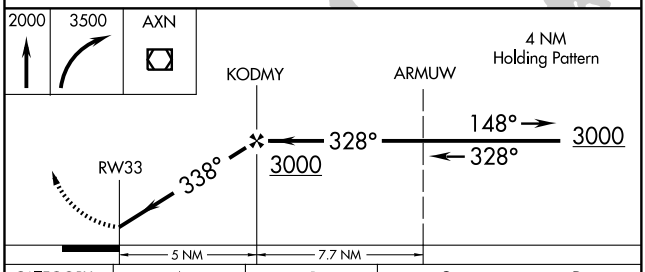
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 direct AXN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
346	126.1 269.2	121.725	122.9







CATEGORY	A	B	C	D
S-33	1760-1 372 (400-1)			NA
CIRCLING	1820-1 427 (500-1)	1860-1 467 (500-1)	1860-1½ 467 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

GLENWOOD, MINNESOTA

AL-6556 (FAA)

VOR/DME AXN	APP CRS	Rwy Idg	4500
112.8	003°	TDZE	1388
Chan 75		Apt Elev	1393

VOR RWY 33

GLENWOOD MUNI (GHW)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via AXN R-183 to MONKE Int/25 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
346	126.1 269.2	121.725	122.9

ALEXANDRIA
112.8 AXN
Chan 75

3000 to MONKE
183° (25)

MSA AXN 25 NM
3600

112.8 AXN
Chan 75

2544

2528

R-183

MORRIS
109.6 MOX
Chan 33

1689

(IAF)
MONKE INT
AXN 25

003°

3000
087°
(26.7)

R-087

183°

003°
1 min

R-141

(IAF)

3000
003° (5)

AXN
30

3000 NoPT

AXN 30 Arc

R-183

10 NM

ELEV 1393

15

33

2801 X 209

0.5% UP

4500 X 75

0.4% UP

TDZE
1388

003° 5.4 NM
from FAF

LIRL Rwy 15-33

One Minute
Holding Pattern

MONKE INT
AXN 25

3000

183°

003°

003°

5.4 NM

2000	3000	MONKE INT
	AXN R-183	

CATEGORY	A	B	C	D
S-33	1880-1	492 (500-1)	1880-1¼ 492 (500-1¼)	NA
CIRCLING	1880-1	487 (500-1)	1880-1½ 487 (500-1½)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-1. 08 APR 2010 to 06 MAY 2010

NDB CKC	APP CRS		
358	285°	Rwy Idg	4199
		TDZE	1797
		Apt Elev	1799

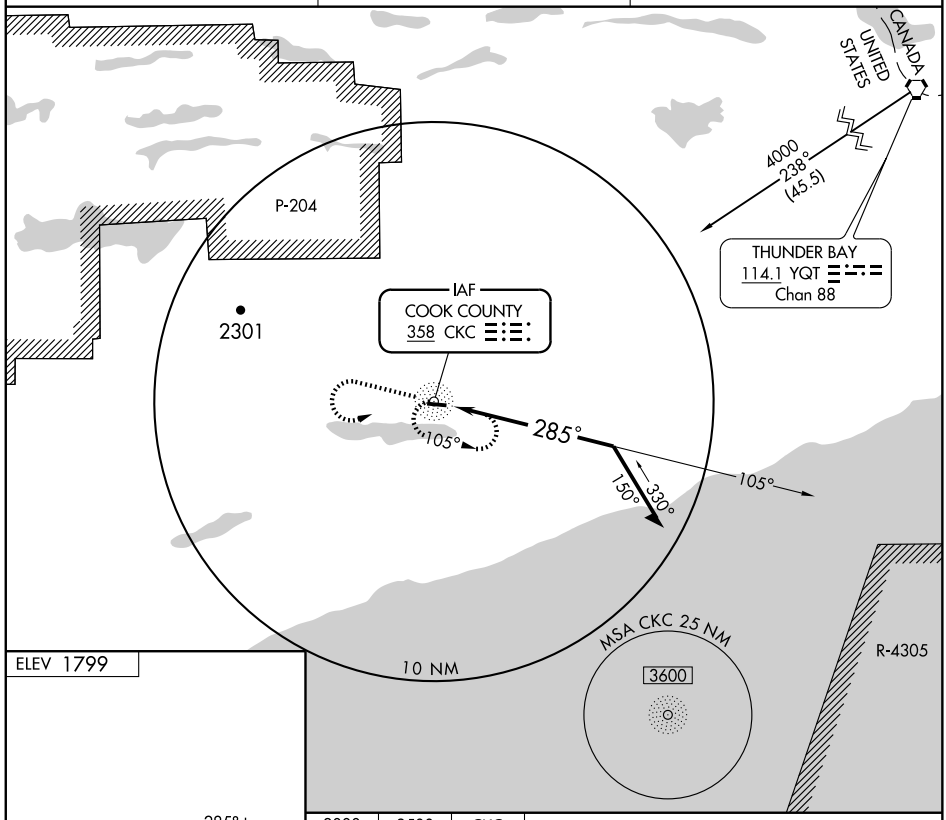
NDB RWY 27

GRAND MARAIS/COOK COUNTY (CKC)

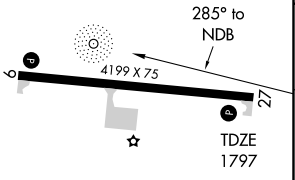
NA

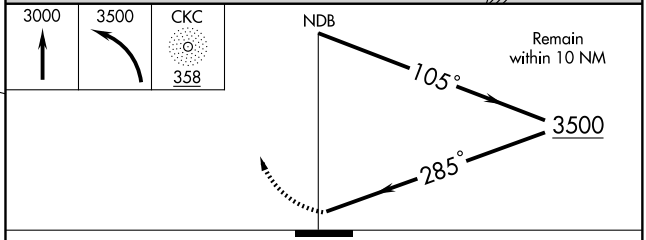
MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 direct CKC NDB and hold.

AWOS-3	PRINCETON RADIO	UNICOM
119.925	122.3	122.8 (CTAF) L



ELEV 1799





CATEGORY	A	B	C	D
S-27	2340-1	543 (600-1)	2340-1½ 543 (600-1½)	NA
CIRCLING	2340-1	541 (600-1)	2340-1½ 541 (600-1½)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4199
276°	TDZE	1797
	Apt Elev	1799

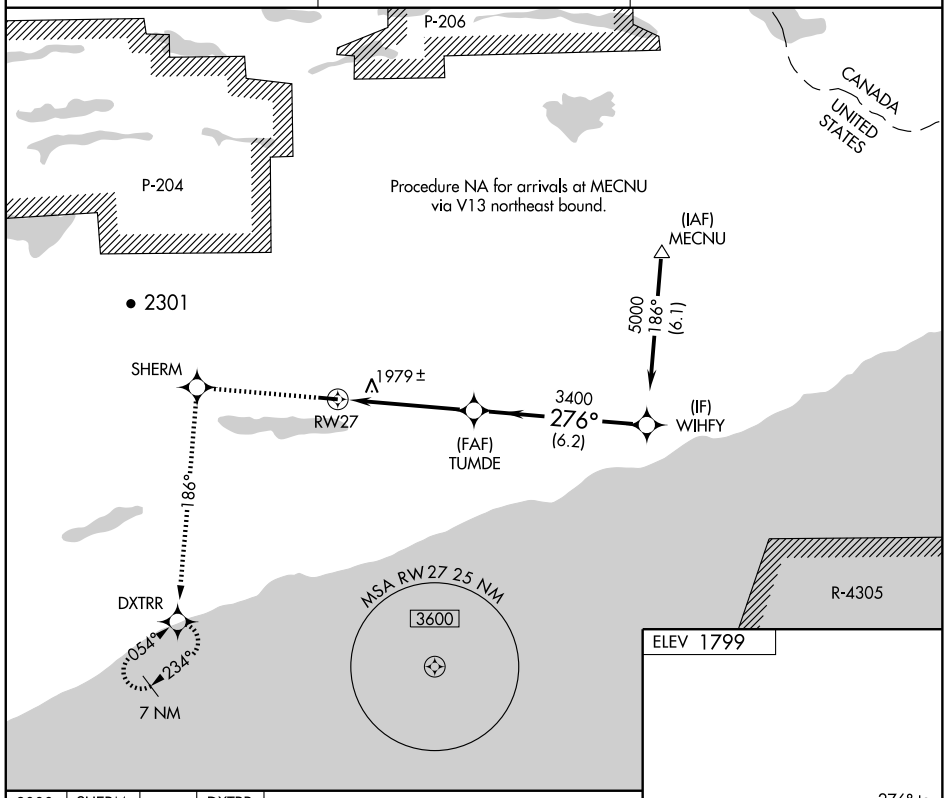
RNAV (GPS) RWY 27

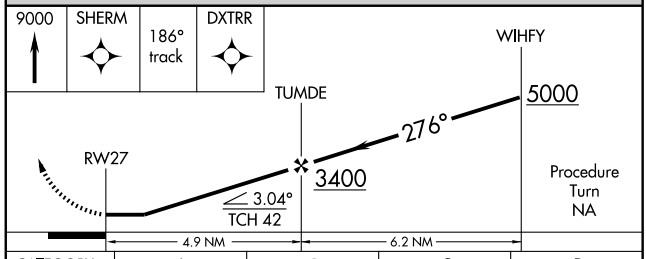
GRAND MARAIS/COOK COUNTY (CKC)

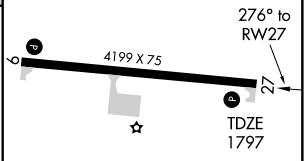
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ely altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile, and circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 9000 direct SHERM and via 186° track to DXTRR and hold, continue climb-in-hold to 9000.

AWOS-3	PRINCETON RADIO	UNICOM
119.925	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2240-1 443 (500-1)		2240-1¼ 443 (500-1¼)	NA
CIRCLING	2340-1 541 (600-1)		2340-1½ 541 (600-1½)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

NC-1. 08 APR 2010 to 06 MAY 2010

GRAND RAPIDS, MINNESOTA

AL-5258 (FAA)

LOC I-GPZ	APP CRS	Rwy Idg	5755
110.1	344°	TDZE	1355
		Apt Elev	1355

ILS RWY 34

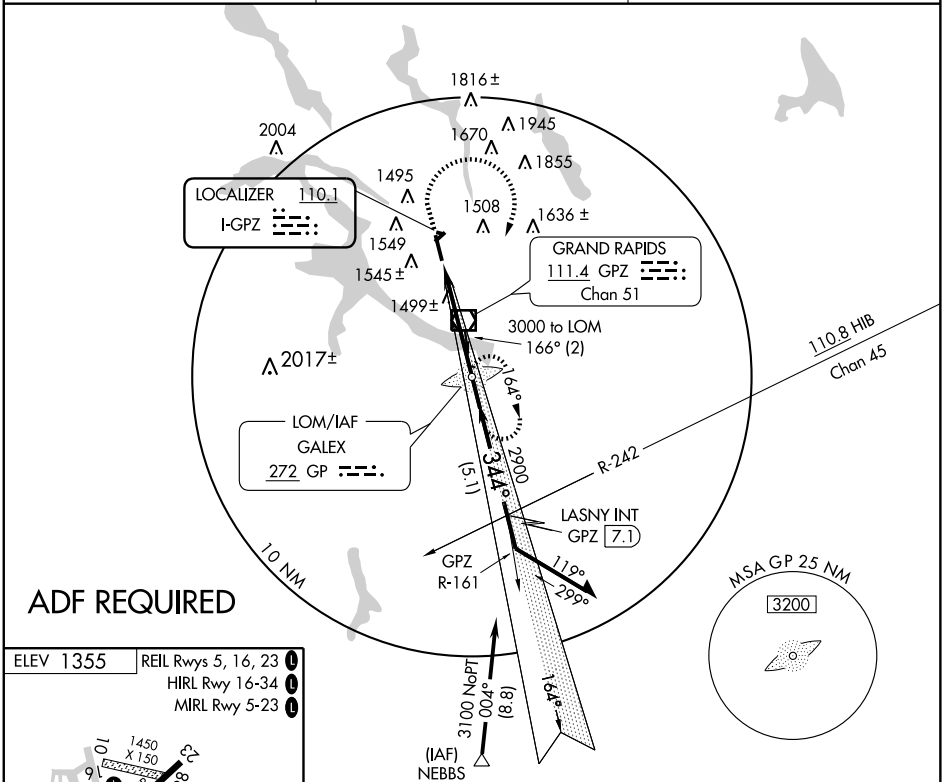
GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

Circling not authorized at night to Rwys 10-28 and 5-23.

MALSR

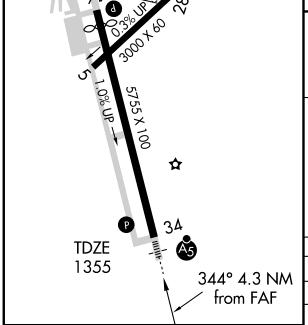
MISSED APPROACH: Climb to 3000, then right turn direct GALEX LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L

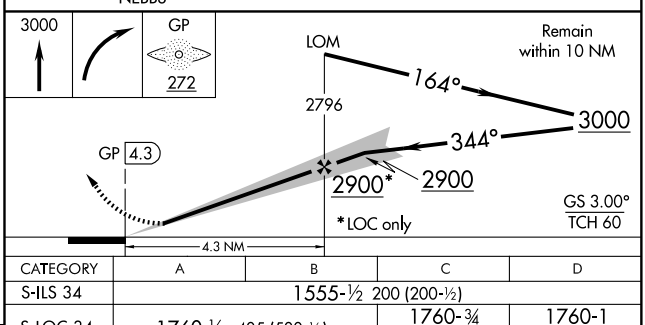


ELEV 1355

REIL Rwys 5, 16, 23 L
HIRL Rwy 16-34 L
MIRL Rwy 5-23 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 34	1555-½ 200 (200-½)			
S-LOC 34	1760-½ 405 (500-½)		1760-¾ 405 (500-¾)	1760-1 405 (500-1)
CIRCLING	1860-1 505 (600-1)	1900-1 545 (600-1)	1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5332
164°	TDZE	1332
	Apt Elev	1355

RNAV (GPS) RWY 16

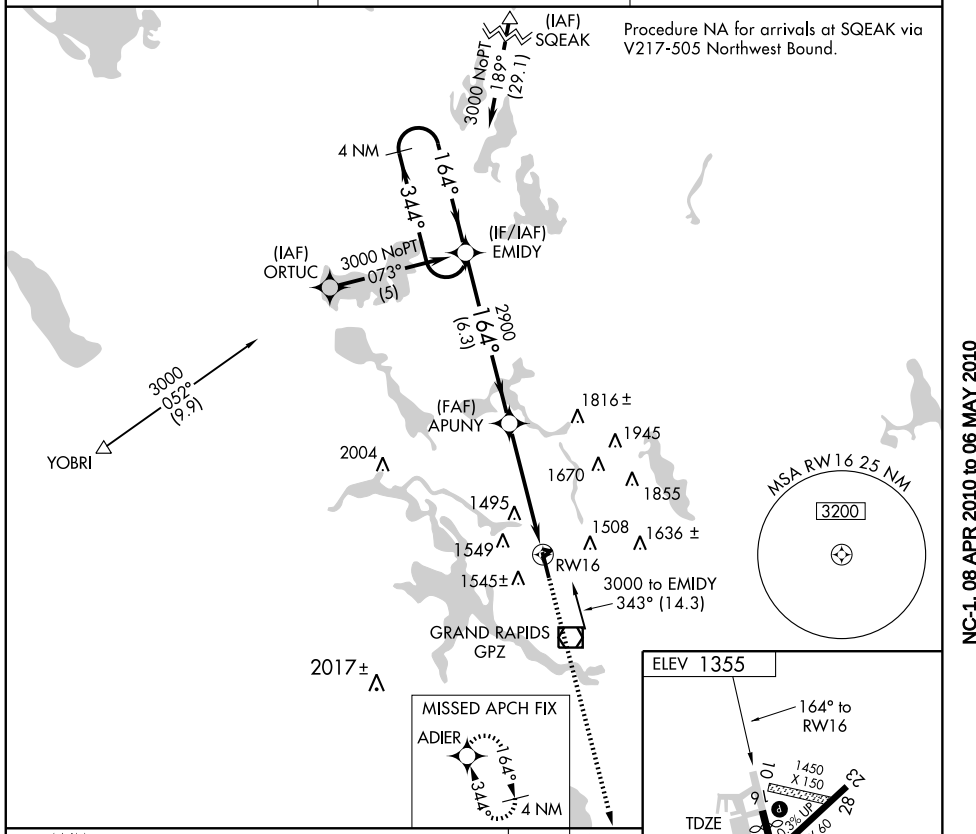
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

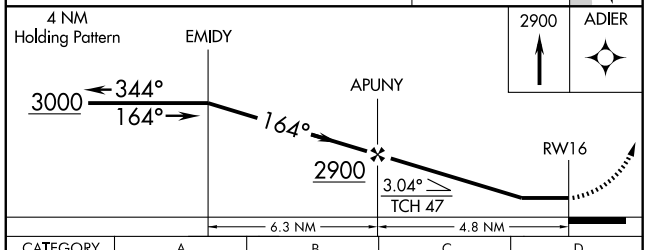
Circling to Rwy 10-28 and 5-23 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hibbings altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibility ¼ mile.

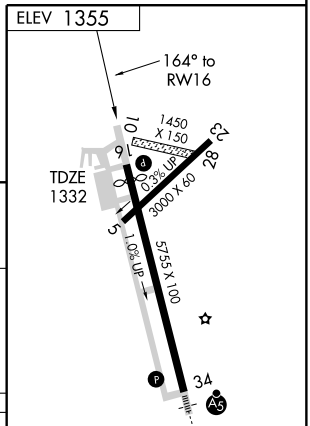
MISSED APPROACH: Climb to 2900 direct ADIER and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L

Procedure NA for arrivals at SQEAK via V217-505 Northwest Bound.







CATEGORY	A	B	C	D
LNAV MDA	1760-1	428 (500-1)	1760-1¼ 428 (500-1¼)	1760-1½ 428 (500-1½)
CIRCLING	1900-1	545 (600-1)	1900-1½ 545 (600-1½)	1920-2 565 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 16-34 L
REIL Rwys 5, 16, 23 L

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5755
CH 86412	344°	TDZE	1355
W34A		Apt Elev	1355

GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

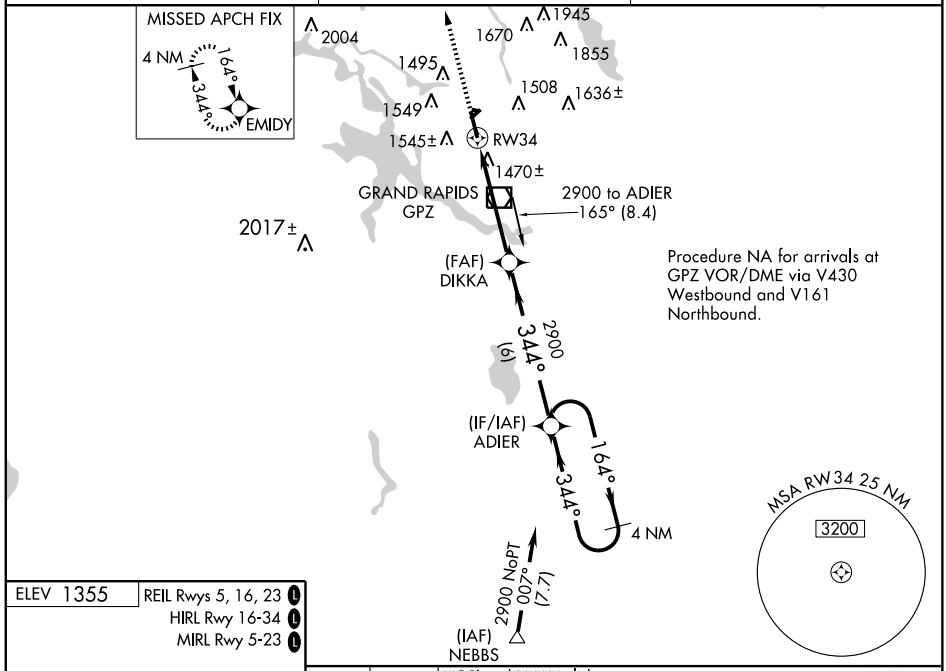
RNAV (GPS) RWY 34

T A Circling to Rwy 10-28 and 5-23 NA at night. For inoperative MALSR when using KHB altimeter setting, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hibbings altimeter setting. When local altimeter setting not received, use Hibbings altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cat. C visiblity ¼ mile.

MALSR

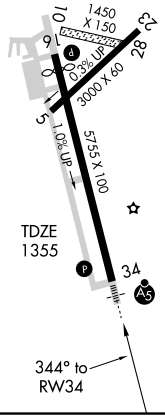
MISSED APPROACH: Climb to 3000 direct EMIDY and hold.

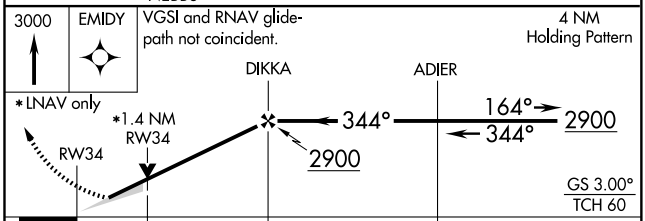
AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L



ELEV 1355

REIL Rwys 5, 16, 23 L
HIRL Rwy 16-34 L
MIRL Rwy 5-23 L





CATEGORY	A	B	C	D
LPV DA	1555-½ 200 (200-½)			
LNAV/ VNAV DA	1747-¾ 392 (400-¾)			
LNAV MDA	1860-½ 505 (600-½)		1860-1 505 (600-1)	
CIRCLING	1900-1 545 (600-1)		1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME GPZ	APP CRS		
111.4	334°	Rwy Idg	5755
Chan 51		TDZE	1355
		Apt Elev	1355

VOR RWY 34

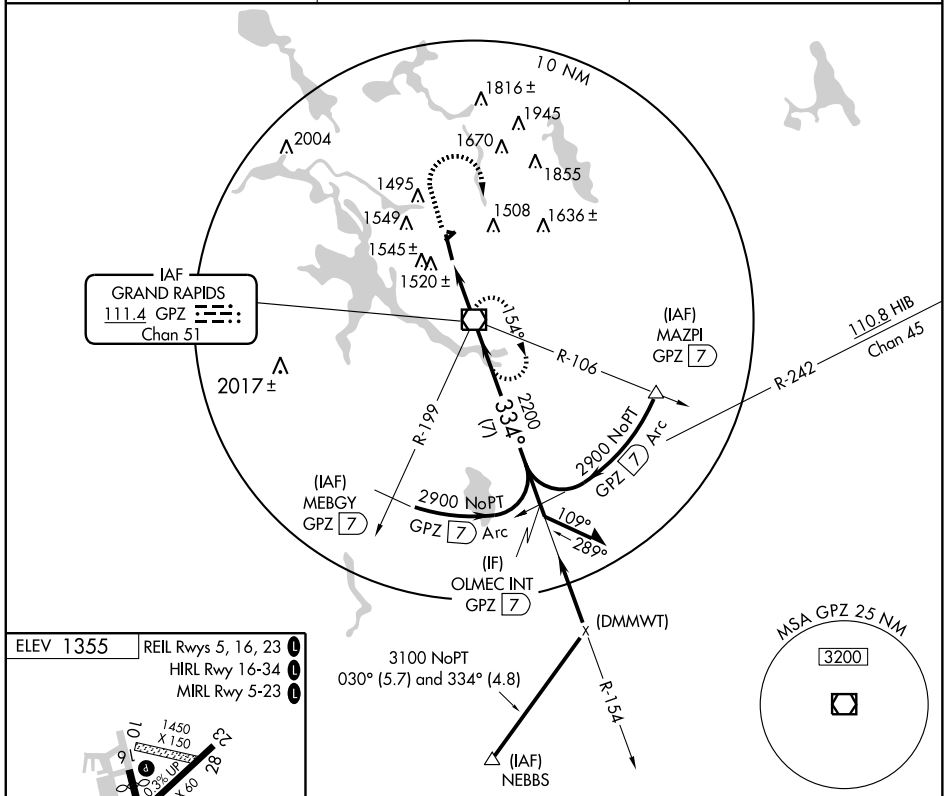
GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

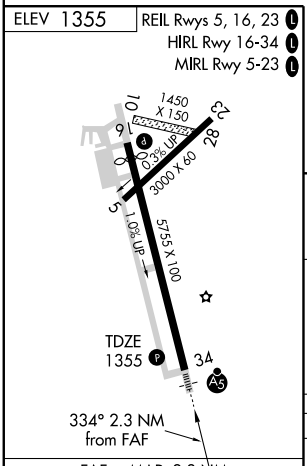
Circling to Rwy 10-28 and 5-23 NA at night. When local altimeter setting not received, use Hibbings altimeter setting and increase all MDA 80 feet, increase S-34 Cat. C and D and Circling Cat C visibility ¼ mile. VDP NA when using Hibbings altimeter setting.

MALSR

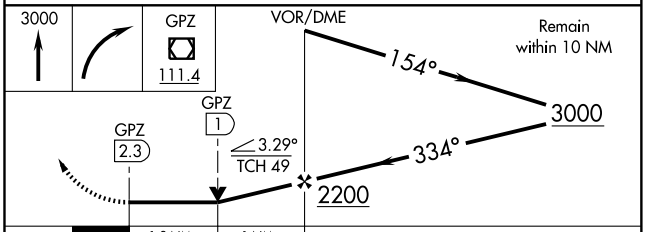
MISSED APPROACH: Climb to 3000 then right turn direct GPZ VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
S-34	1800-½ 445 (500-½)		1800-¾ 445 (500-¾)	1800-1 445 (500-1)
CIRCLING	1900-1 545 (600-1)		1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
333°	Rwy Idg	3700
	TDZE	1045
	Apt Elev	1047

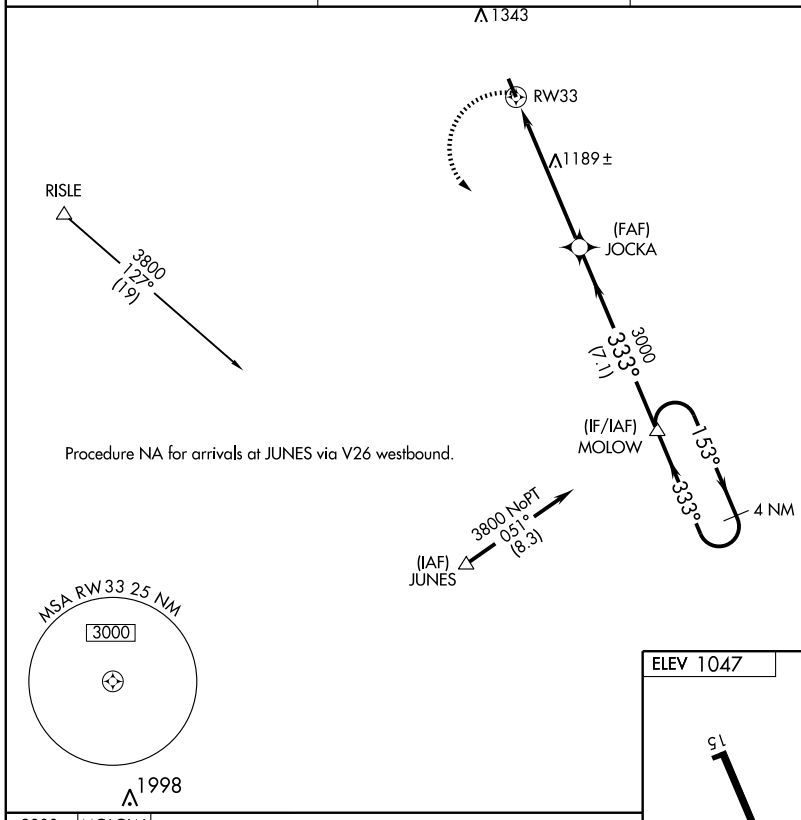
RNAV (GPS) RWY 33

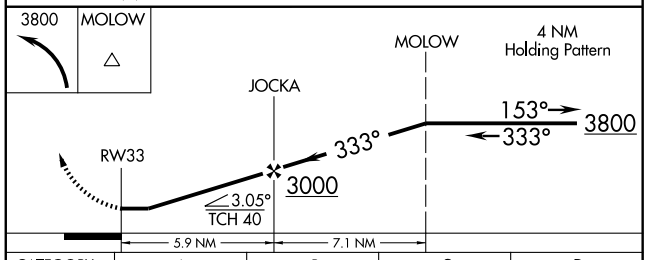
GRANITE FALLS MUNI/ LENZEN-ROE MEMORIAL FIELD (GDB)

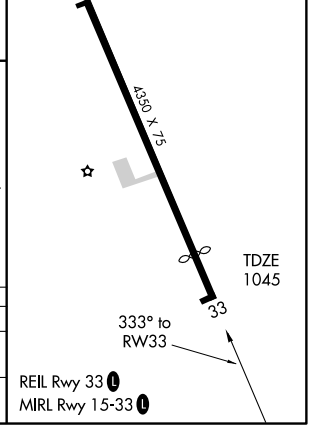
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montevideo altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3800 direct MOLOW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.1	127.1 290.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1480-1 433 (500-1)	1500-1 453 (500-1)	1500-1½ 453 (500-1½)	1600-2 553 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MVE	APP CRS	Rwy Idg	3700
111.6	328°	TDZE	1045
Chan 53		Apt Elev	1047

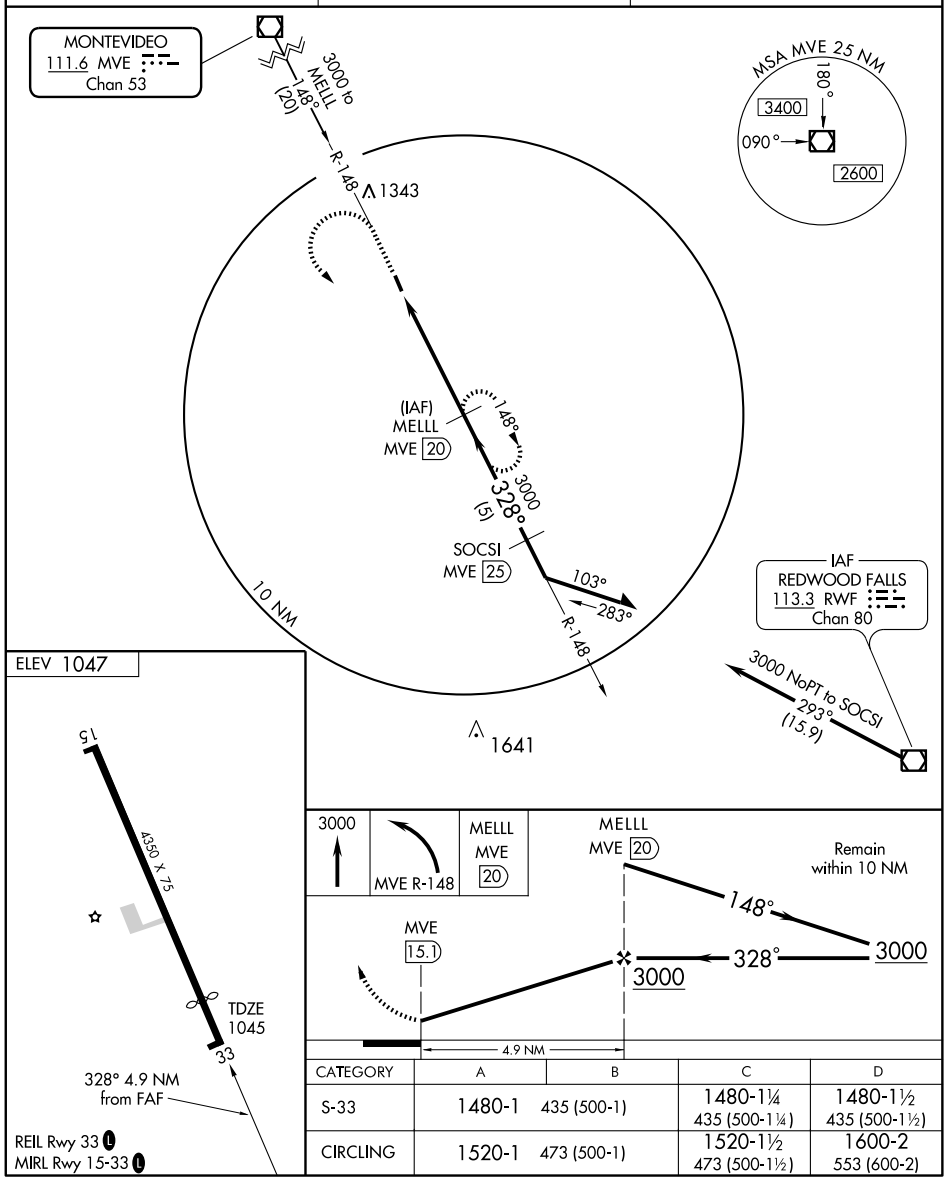
VOR/DME RWY 33

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD (GDB)

⚠ NA — When local altimeter setting not received, use Montevideo altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via R-148 to MELLL/MVE 20 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.1	127.1 290.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1480-1	435 (500-1)	1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1520-1	473 (500-1)	1520-1½ 473 (500-1½)	1600-2 553 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

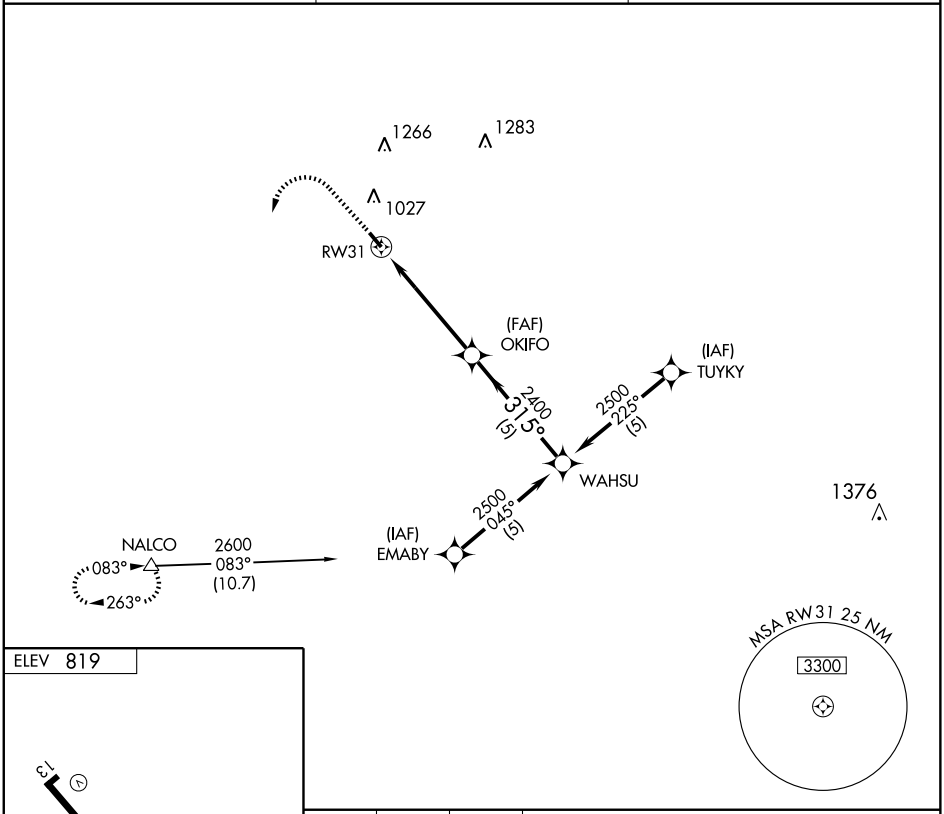
APP CRS	Rwy Idg	4007
315°	TDZE	819
	Apt Elev	819

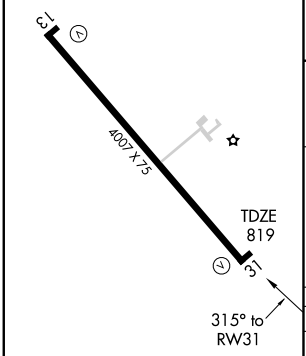
GPS RWY 31
HALLOCK MUNI (HCO)

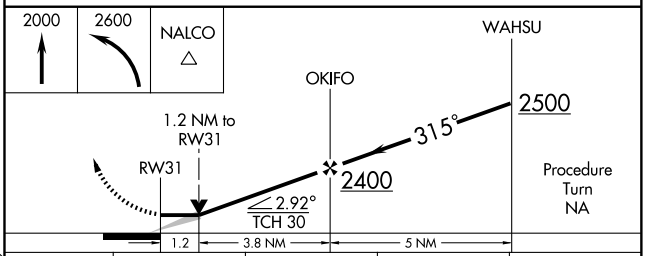
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NALCO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.475	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1220-1 401 (500-1)		1220-1¼ 401 (500-1¼)	
CIRCLING	1380-1 561 (600-1)		1380-1½ 561 (600-1½)	1380-2 561 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

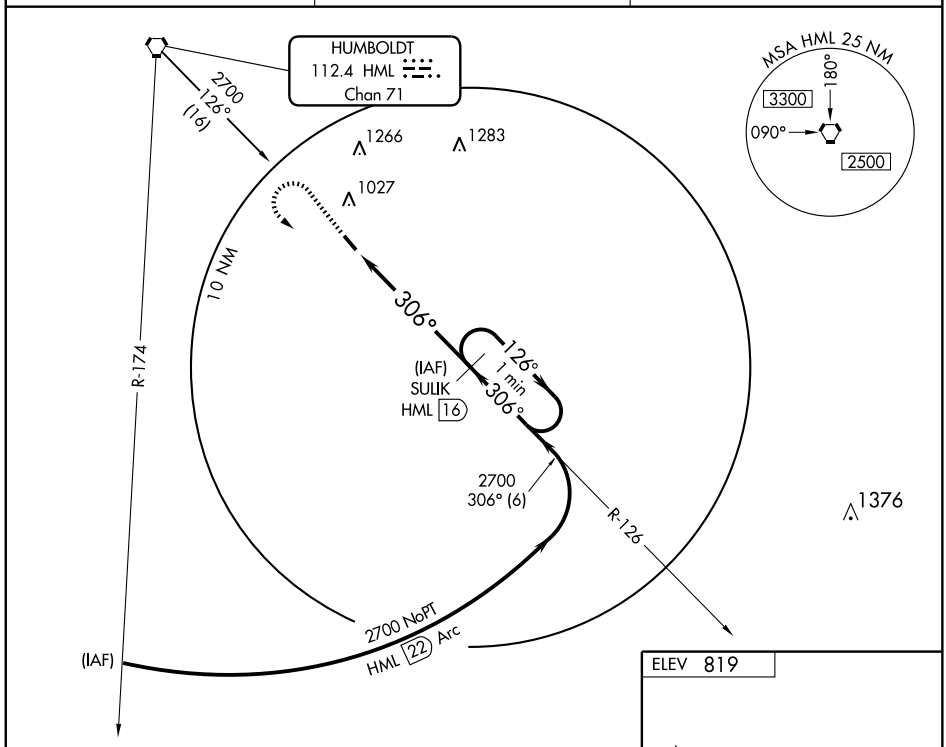
VORTAC HML	APP CRS	Rwy Idg	4007
112.4	306°	TDZE	819
Chan 71		Apt Elev	819

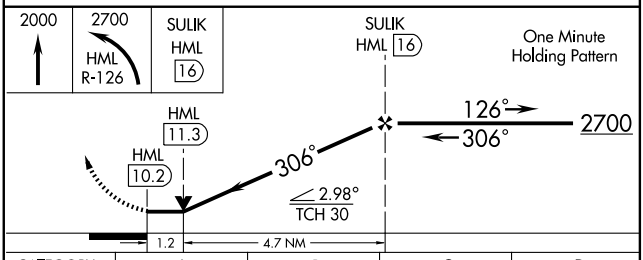
VOR/DME RWY 31
HALLOCK MUNI (HCO)

NA

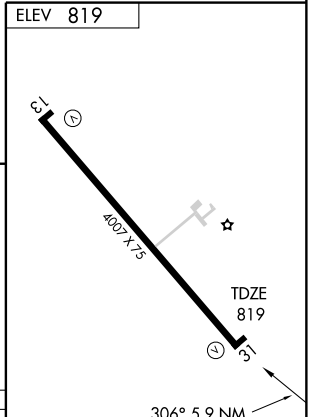
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via HML R-126 to SULIK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.475	132.15 269.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	1220-1 401 (500-1)		1220-1¼ 401 (500-1¼)	
CIRCLING	1380-1 561 (600-1)		1380-1½ 561 (600-1½)	1380-2 561 (600-2)



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3404
336°	TDZE	1205
	Apt Elev	1209

RNAV (GPS) RWY 34

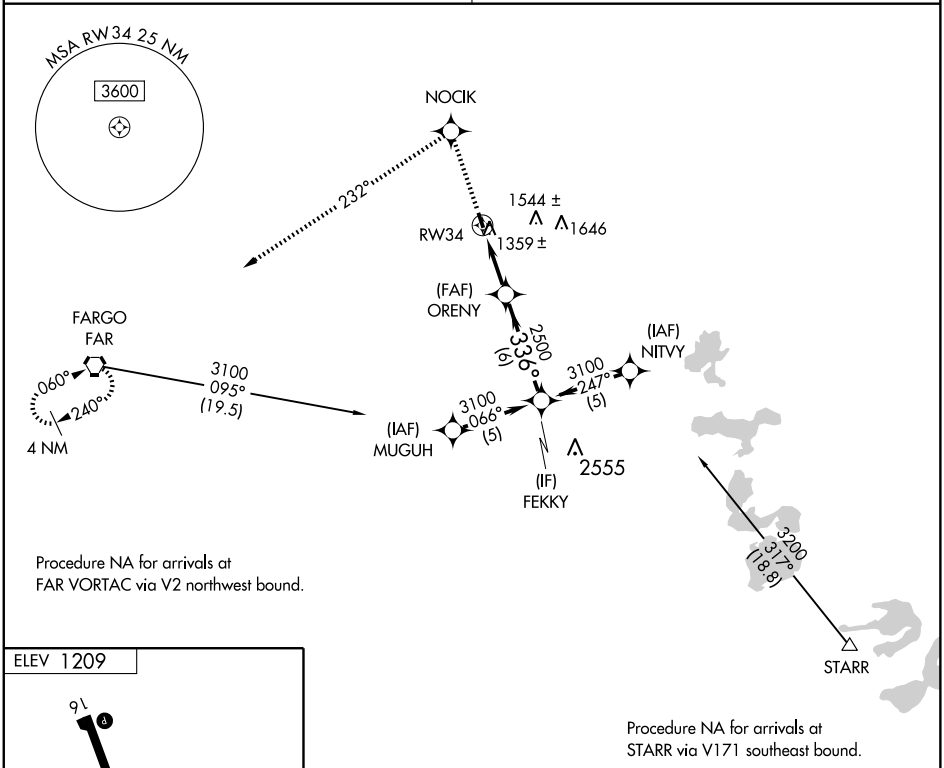
HAWLEY MUNI (Ø4Y)

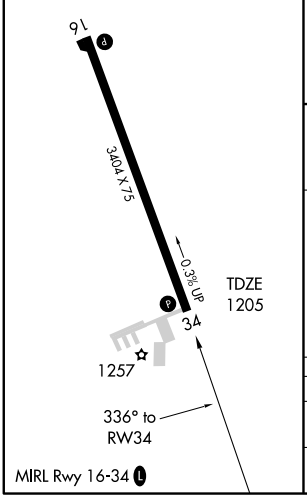
Use Fargo, ND altimeter setting.
NA DME/DME RNP-0.3 NA.

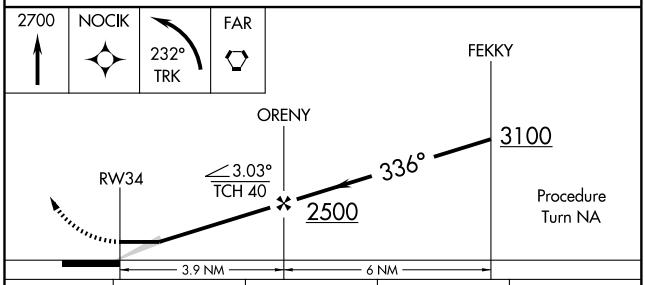
MISSED APPROACH: Climb to 2700 direct NOCIK and left turn via 232° track to FAR VORTAC and hold.

FARGO APP CON ★
120.4 377.15

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1700-1	495 (500-1)	1700-1¼ 495 (500-1¼)	NA
CIRCLING	1760-1	551 (600-1)	1760-1½ 551 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FAR	APP CRS	Rwy Idg	N/A
116.2	060°	TDZE	N/A
Chan 109		Apt Elev	1209

VOR/DME-A
HAWLEY MUNI (Ø4Y)

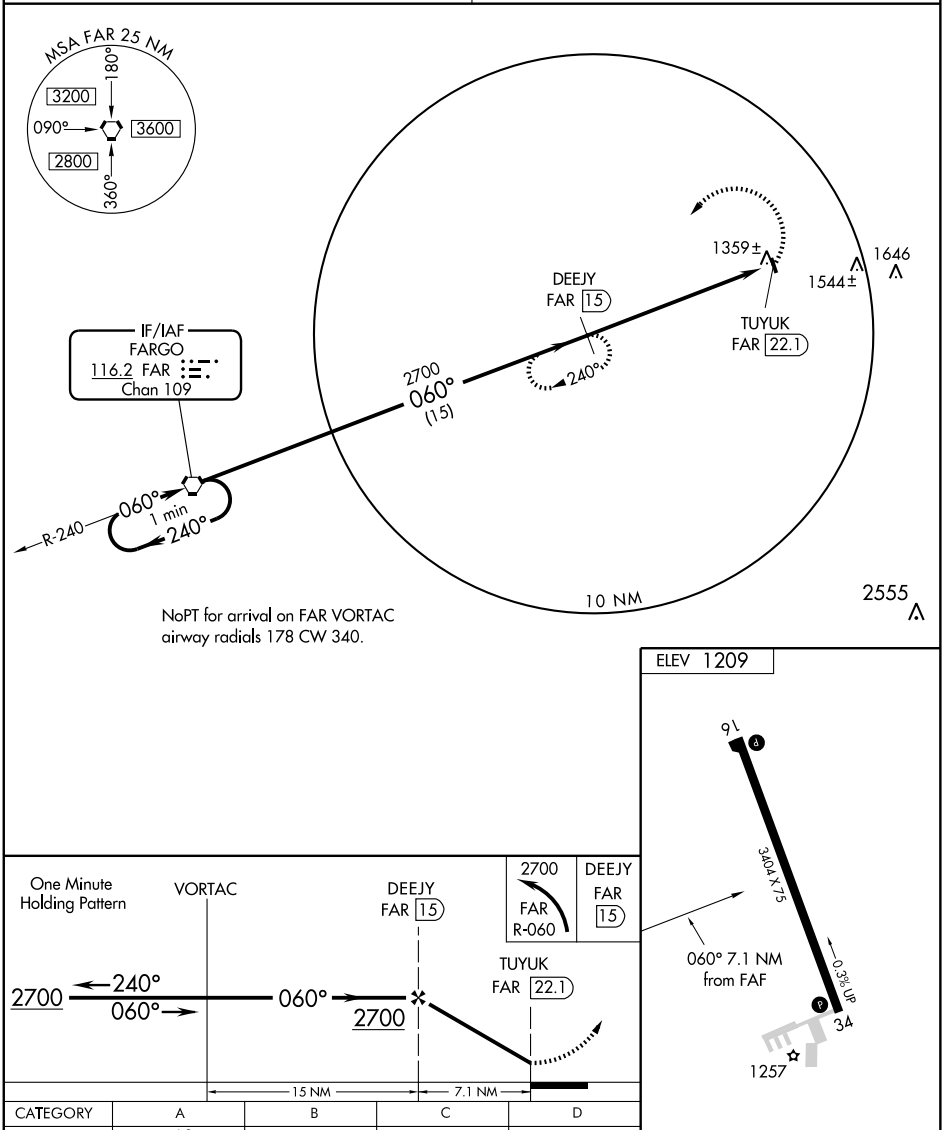
NA

Use Fargo, ND altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 via FAR R-060 to DEEJY/15 DME and hold.

FARGO APP CON ★
120.4 377.15

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1760-1 551 (600-1)	1760-1¼ 551 (600-1¼)	1760-1½ 551 (600-1½)	NA

MIRL Rwy 16-34 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-JAE	APP CRS	Rwy Idg	6760
110.5	130°	TDZE	1353
		Apt Elev	1353

ILS or LOC/DME RWY 13

HIBBING/ RANGE RGNL (HIB)

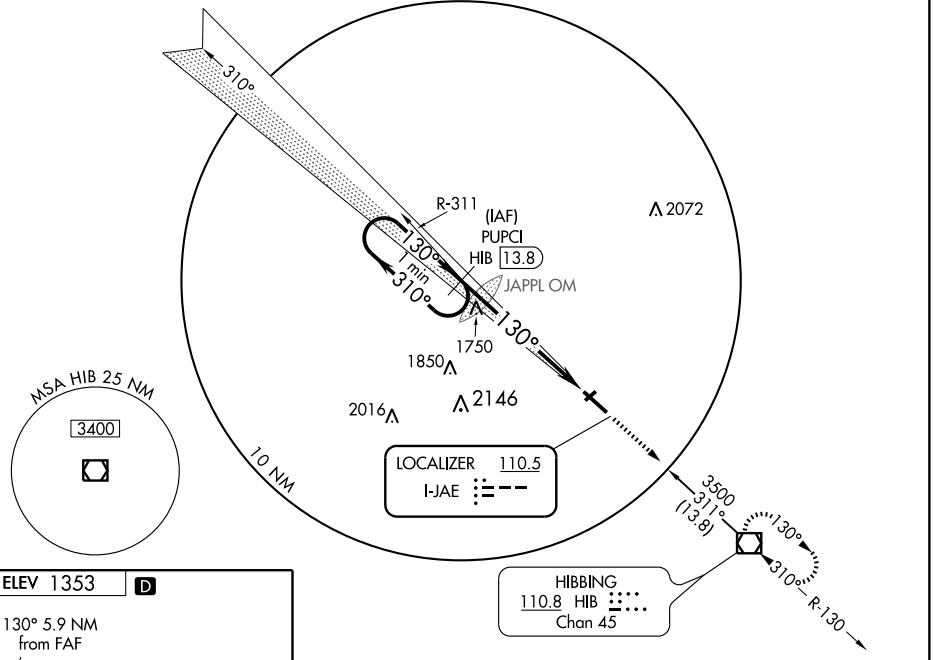
Autopilot couple approach NA below 2388.

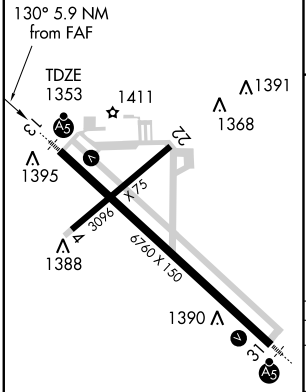
MALSR

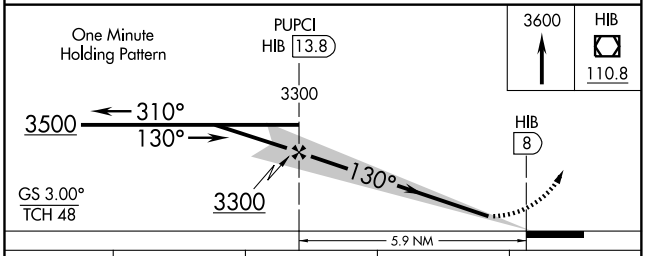
MISSED APPROACH: Climb to 3600 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON*	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 13	1553-½ 200 (200-½)			
S-LOC 13	2060-½ 707 (800-½)		2060-1½ 707 (800-1½)	2060-1¾ 707 (800-1¾)
CIRCLING	2060-1 707 (800-1)		2060-1½ 707 (800-1½)	2060-2 707 (800-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-HIB	APP CRS	Rwy Idg	6760
109.5	310°	TDZE	1343
		Apt Elev	1353

ILS or LOC RWY 31

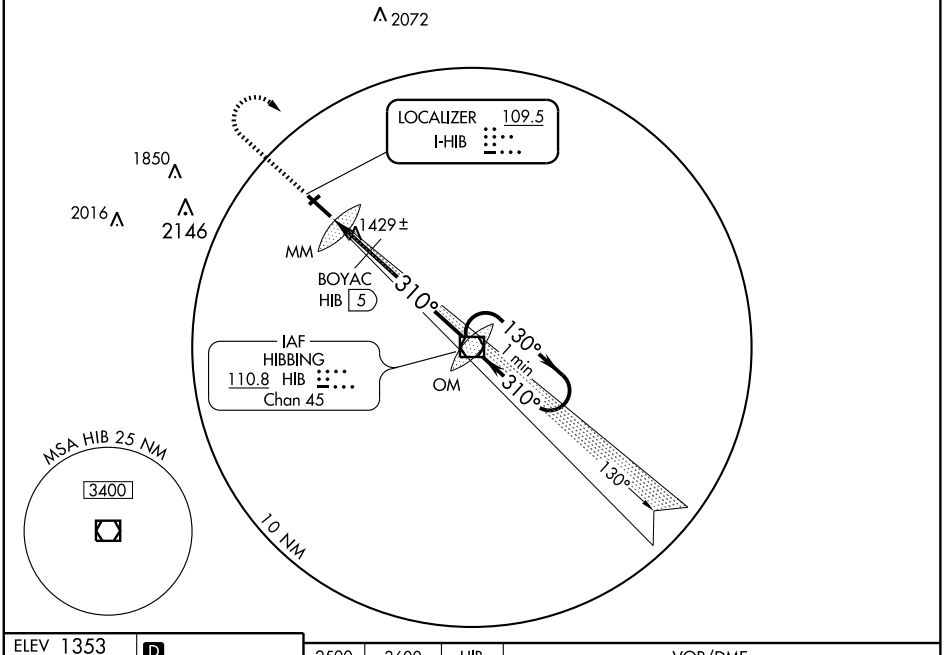
HIBBING/ RANGE RGNL (HIB)

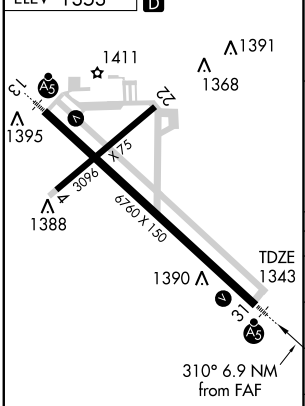
For inoperative MALSR, increase BOYAC FIX MINIMUMS S-LOC 31 Category D visibility to 1. #DME from HIB VOR/DME.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct HIB VOR/DME and hold.

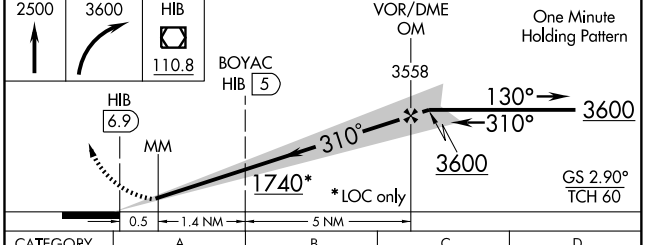
ASOS	DULUTH APP CON*	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L





HIRL Rwy 13-31 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 31	1543-½ 200 (200-½)			
S-LOC 31	1740-½ 397 (400-½)			1740-¾ 397 (400-¾)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)
# BOYAC FIX MINIMUMS				
S-LOC 31	1680-½ 337 (400-½)			1680-¾ 337 (400-¾)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3096
047°	TDZE	1350
	Apt Elev	1353

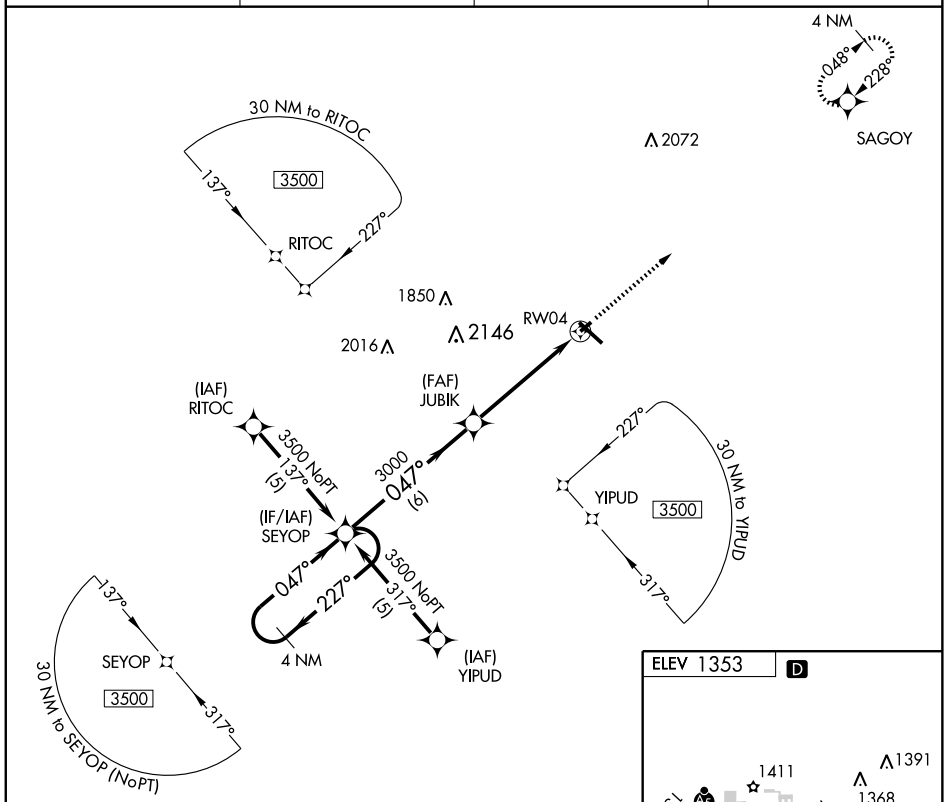
RNAV (GPS) RWY 4

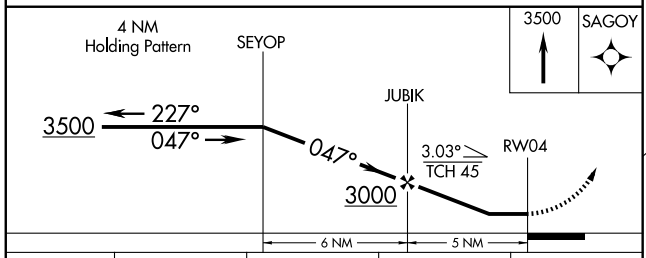
HIBBING/ RANGE RGNL (HIB)

Procedure not authorized at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

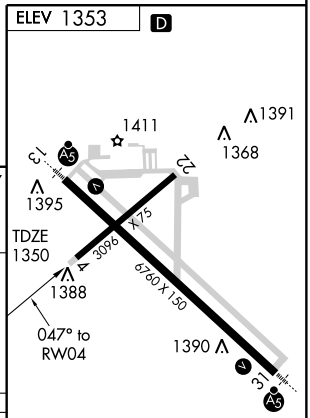
MISSED APPROACH: Climb to 3500 direct SAGOY WP and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1780-1	430 (500-1)	NA	
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	NA	



HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6760
130°	TDZE	1353
	Apt Elev	1353

RNAV (GPS) RWY 13

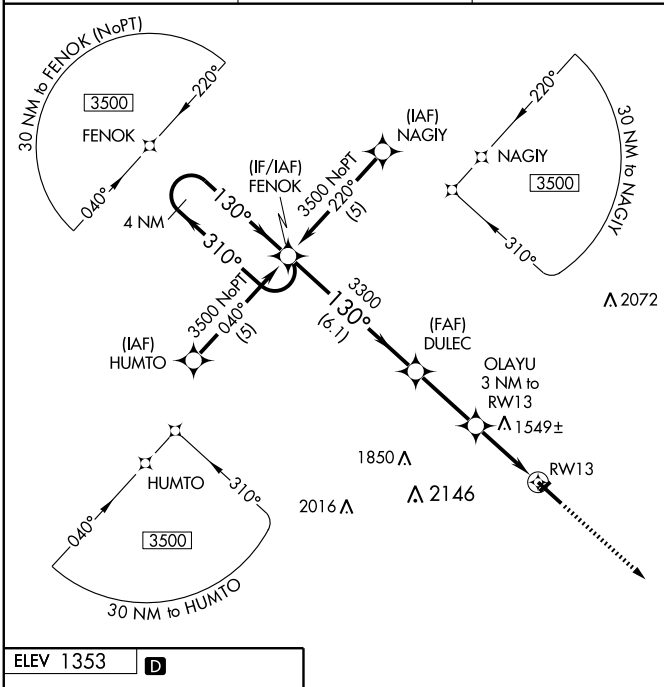
HIBBING/ RANGE RGNL (HIB)

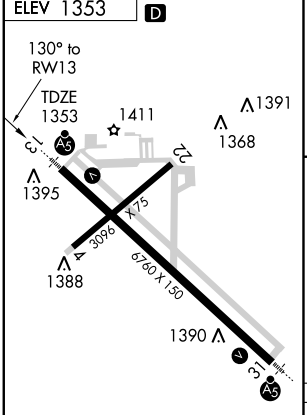
T NA — Circling not authorized at night to Rwy 4-22. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA Cat. A and B to 1 mile.

MALSR

MISSED APPROACH: Climb to 3500 direct CEKSA WP and hold.

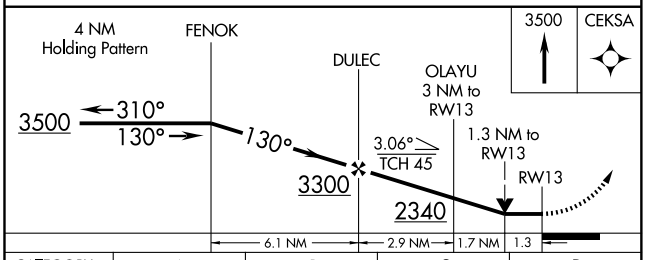
ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L





HIRL Rwy 13-31 L





CATEGORY	A	B	C	D
LNAV MDA	1800-¾ 447 (500-¾)			1800-1 447 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3096
227°	TDZE	1350
	Apt Elev	1353

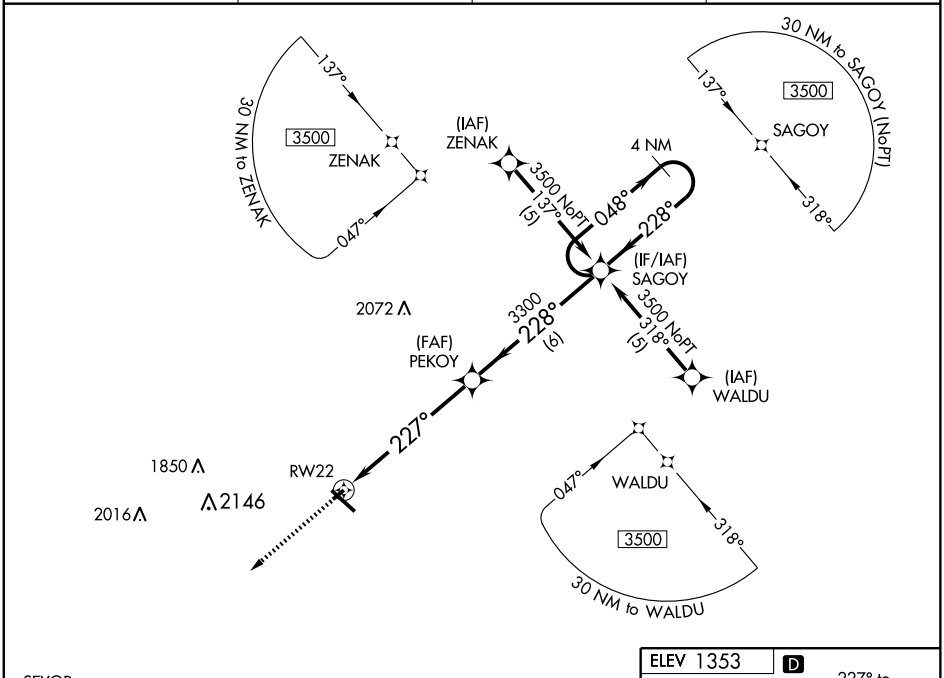
RNAV (GPS) RWY 22

HIBBING/ RANGE RGNL (HIB)

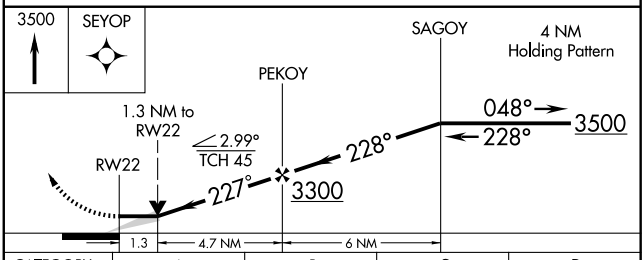
Procedure not authorized at night.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct SEYOP WP and hold.

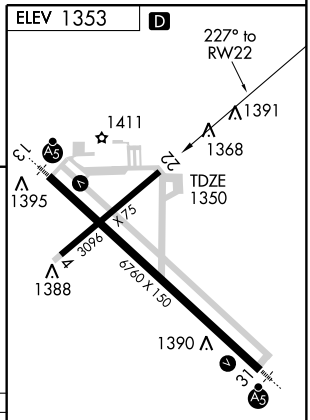
ASOS	DULUTH APP CON*	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1	450 (500-1)	NA	
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6760
310°	TDZE	1343
	Apt Elev	1353

RNAV (GPS) RWY 31

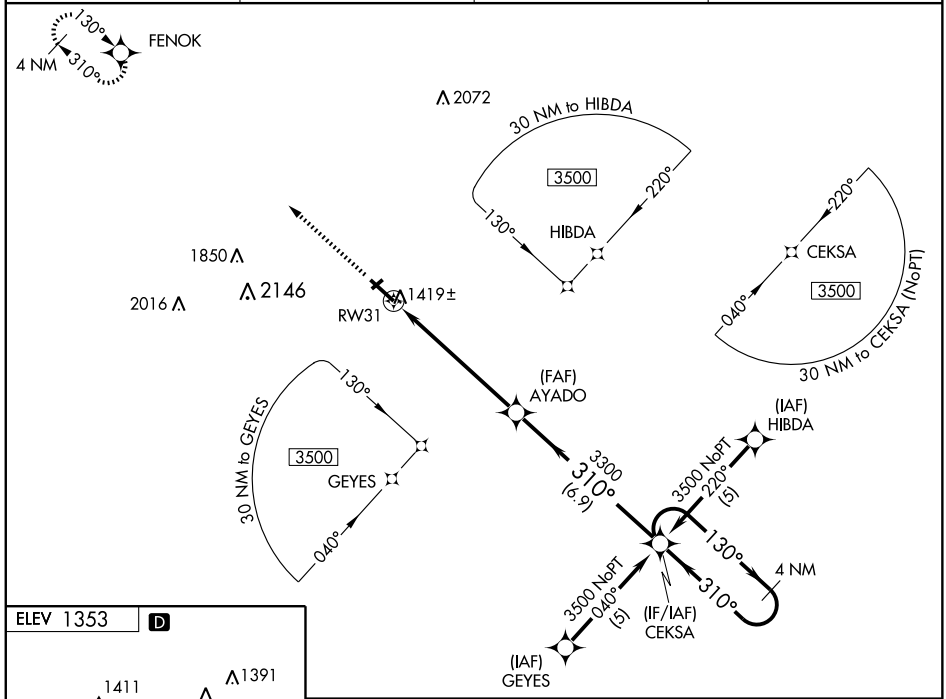
HIBBING/ RANGE RGNL (HIB)

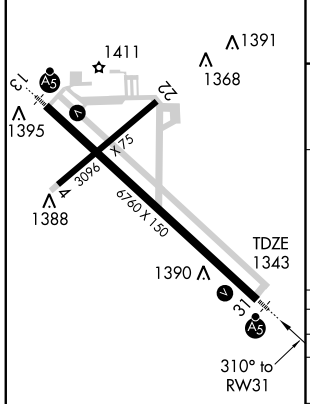
T NA — Circling not authorized at night to Rwy 4-22.
Baro-VNAV NA below -17°C (2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat. A/B/C visibility to 1 mile.
Inoperative table does not apply to LNAV Cat. D.

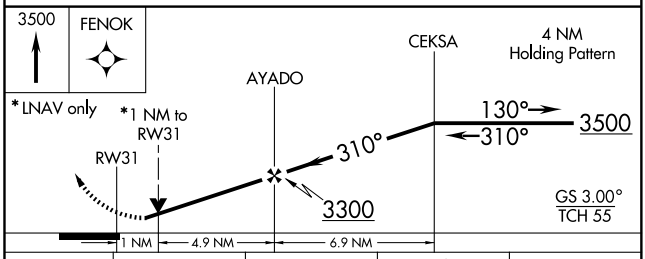
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct FENOK WP and hold.

ASOS	DULUTH APP CON *	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1700-¾ 357 (400-¾)			
LNAV MDA	1700-¾ 357 (400-¾)			1700-1 357 (400-1)
CIRCLING	1820-1¼ 467 (500-1¼)	1840-1¼ 487 (500-1¼)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME HIB	APP CRS	Rwy Idg	6760
110.8	131°	TDZE	1353
Chan 45		Apt Elev	1353

VOR RWY 13

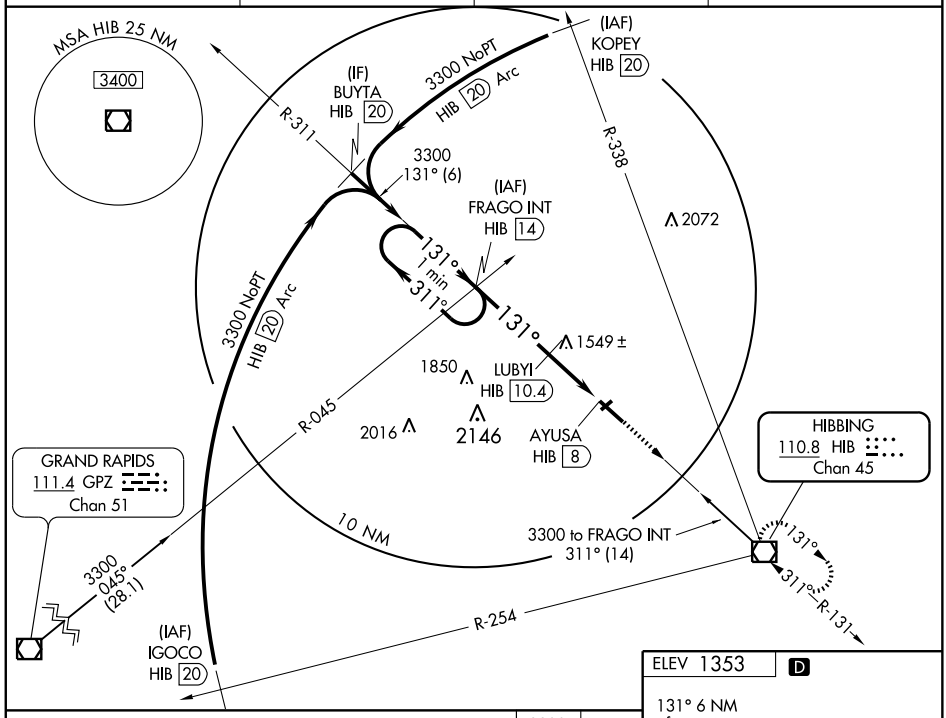
HIBBING/ RANGE RGNL (HIB)

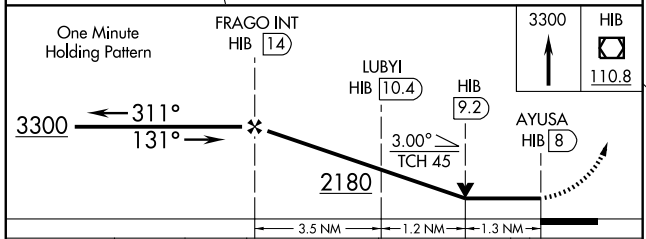
For inoperative MALSR increase S-13 Cat A to 1 mile.
LUBYI FIX MINIMUMS: Increase Cat A and B to 1 mile.

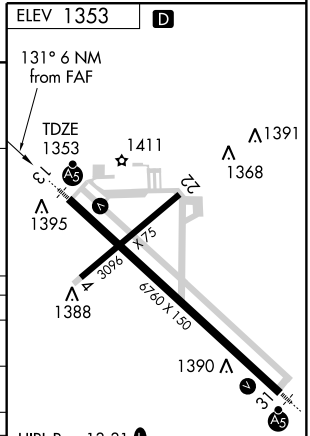
MALSR

MISSED APPROACH: Climb to 3300 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	2180-¾ 827 (900-¾)		2180-2 827 (900-2)	2180-2¼ 827 (900-2¼)
CIRCLING	2180-1 827 (900-1)	2180-1¼ 827 (900-1¼)	2180-2½ 827 (900-2½)	2180-2¾ 827 (900-2¾)
LUBYI FIX MINIMUMS				
S-13	1800-¾ 447 (500-¾)			1800-1 447 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME HIB	APP CRS	Rwy Idg	6760
110.8	311°	TDZE	1343
Chan 45		Apt Elev	1353

VOR RWY 31

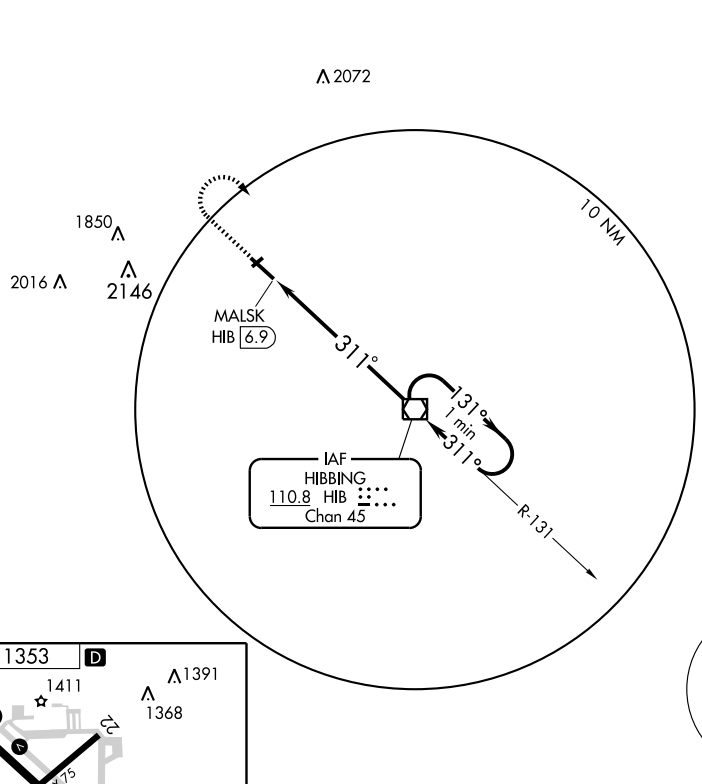
HIBBING/ RANGE RGNL (HIB)

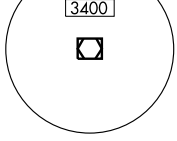
For inoperative MALSR, increase S-31 Cat. A and B visibility to 1 mile and Cat D visibility to 1¼ miles.

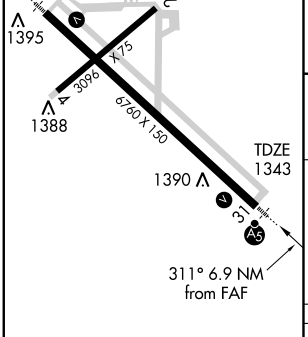
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L

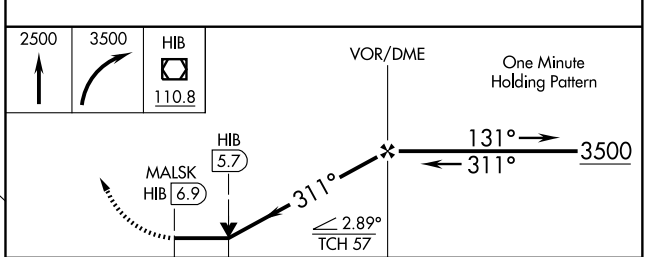






HIRL Rwy 13-31 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-31	1760- ¾ 417 (500- ¾)			1760-1 417 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2561
065°	TDZE	1021
	Apt Elev	1021

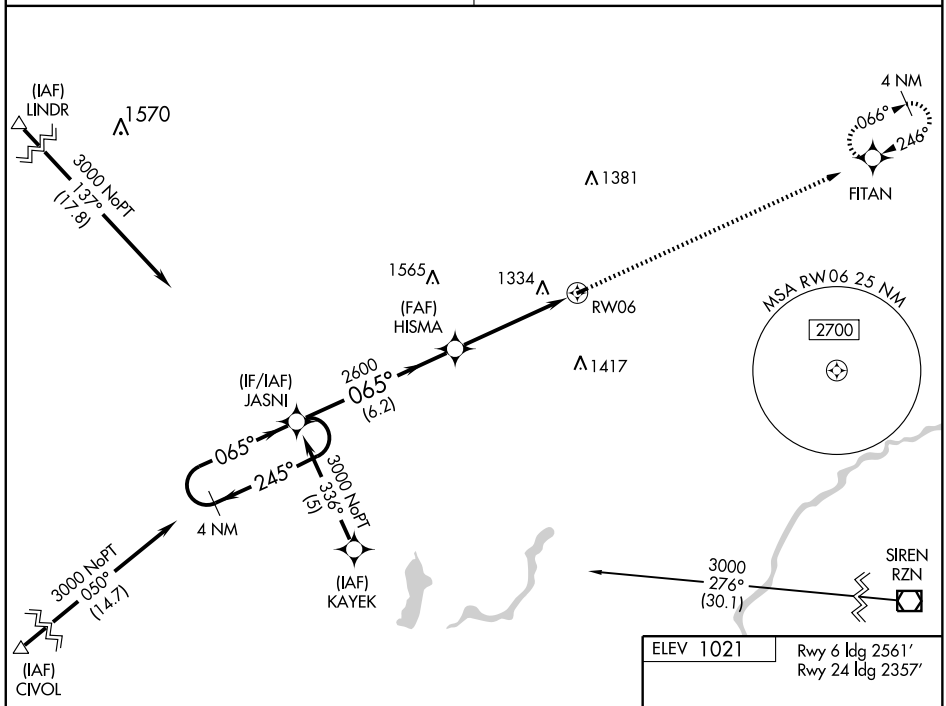
RNAV (GPS) RWY 6

HINCKLEY/ FIELD OF DREAMS (Ø4W)

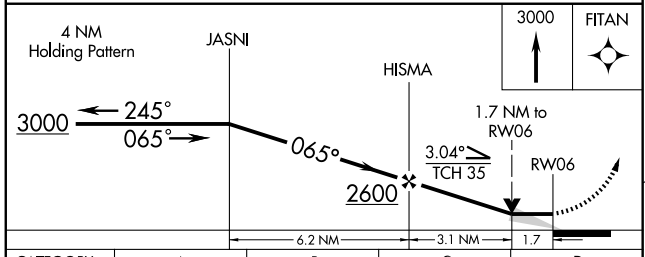
DME/DME RNP-0.3 NA.
NA
VDP NA when using Mora altimeter setting.
When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct FITAN and hold.

MINNEAPOLIS CENTER	CTAF
121.05 397.9	122.9 L

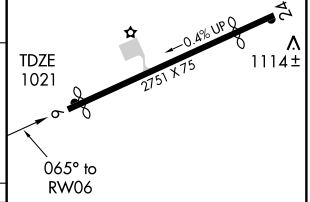


Procedure NA for arrivals at RZN VOR/DME via V505 and V13 northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1600-1 579 (600-1)		NA	
CIRCLING	1640-1 619 (700-1)		NA	

ELEV 1021
Rwy 6 ldg 2561'
Rwy 24 ldg 2357'



MIRL Rwy 6-24 L

NC-1. 08 APR 2010 to 06 MAY 2010

HINCKLEY, MINNESOTA

AL-10344 (FAA)

APP CRS	Rwy Idg	2357
246°	TDZE	1021
	Apt Elev	1021

RNAV (GPS) RWY 24

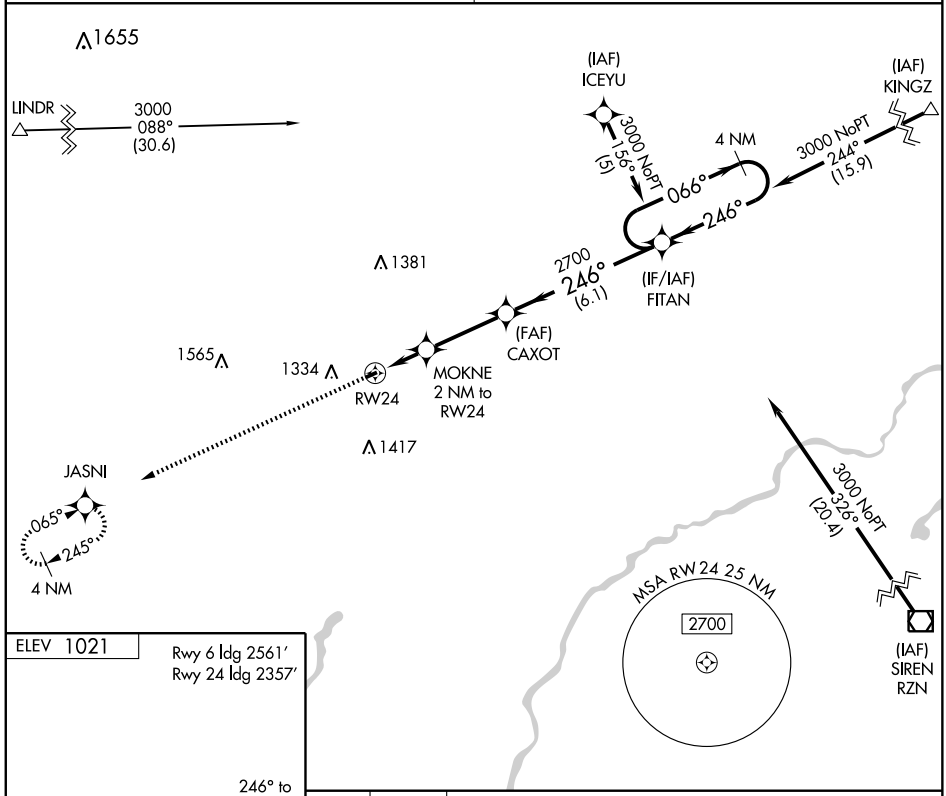
HINCKLEY/ FIELD OF DREAMS (Ø4W)

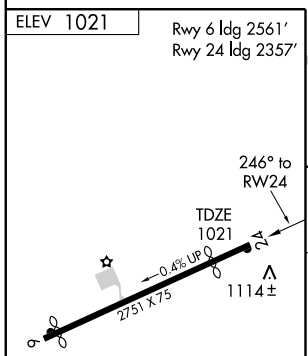
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet.
VDP NA when using Mora altimeter setting.

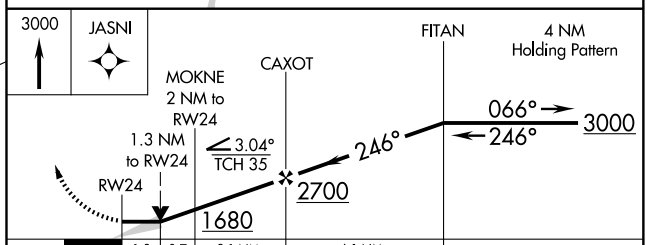
NA

MISSED APPROACH: Climb to 3000 direct JASNI and hold.

MINNEAPOLIS CENTER	CTAF
121.05 397.9	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 359 (400-1)		NA	
CIRCLING	1640-1 619 (700-1)		NA	

MIRL Rwy 6-24 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB HCD 209	APP CRS 151°	Rwy Idg 4000 TDZE 1060 Apt Elev 1060

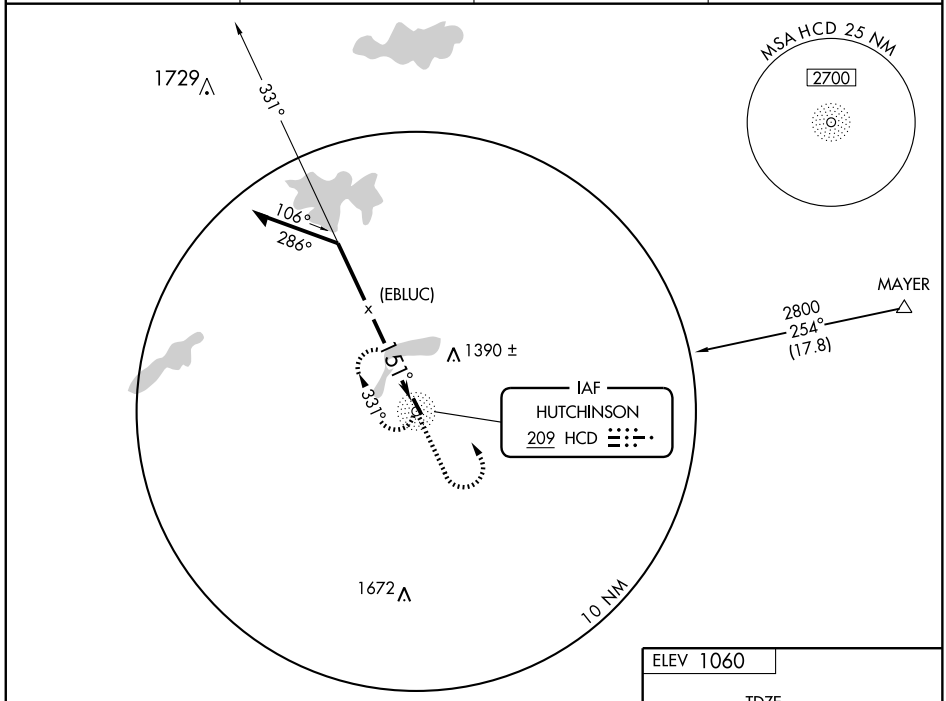
NDB or GPS RWY 15

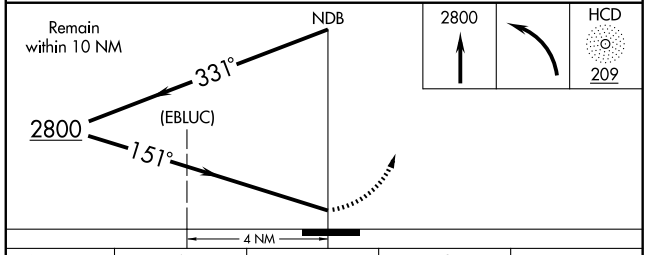
HUTCHINSON MUNI-BUTLER FIELD (HCD)

NA

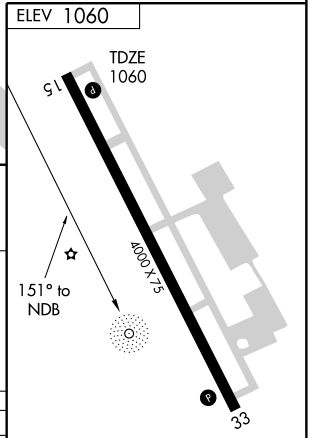
MISSED APPROACH: Climb to 2800, then left turn direct HCD NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1620-1	560 (600-1)	1620-1½ 560 (600-1½)	NA
CIRCLING	1620-1	560 (600-1)	1620-1½ 560 (600-1½)	NA



MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L

NC-1. 08 APR 2010 to 06 MAY 2010

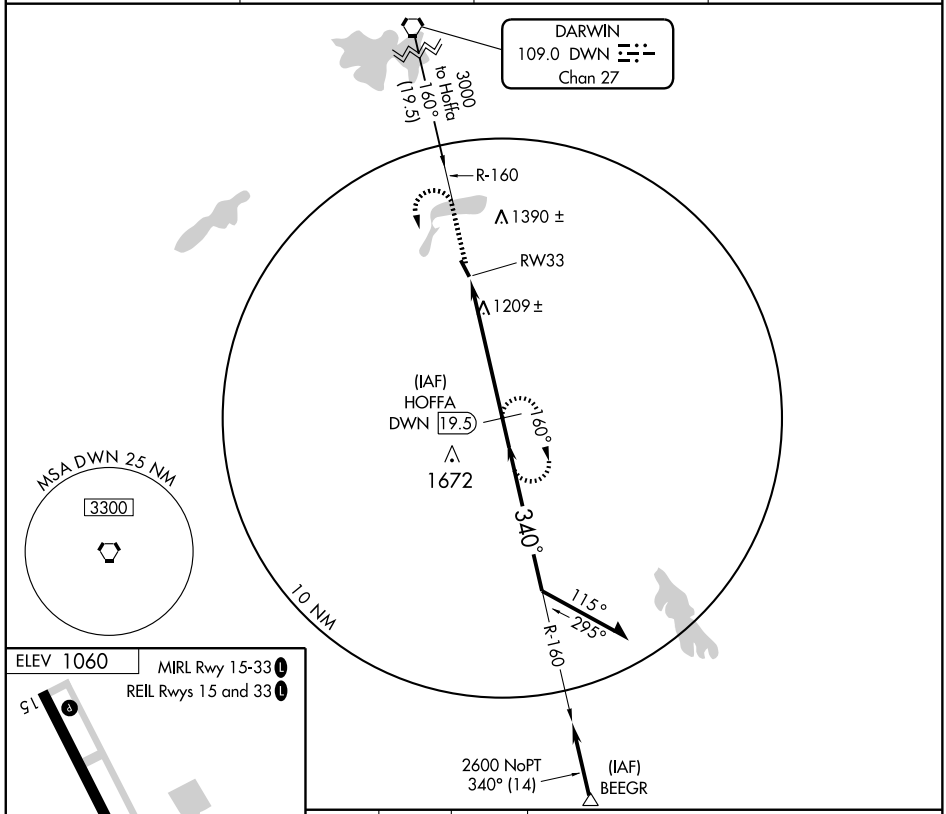
VORTAC DWN	APP CRS	Rwy Idg	4000
109.0	340°	TDZE	1060
Chan 27		Apt Elev	1060

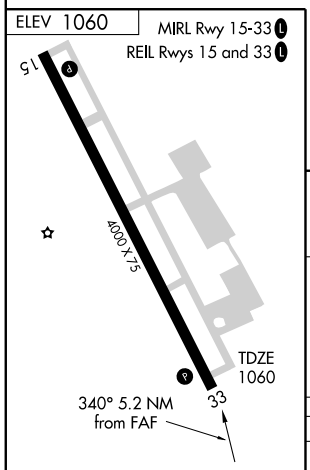
VOR/DME or GPS RWY 33

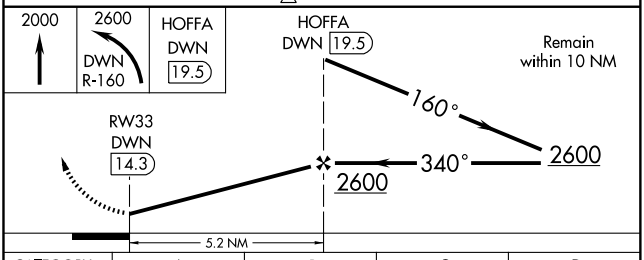
HUTCHINSON MUNI-BUTLER FIELD (HCD)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via DWN R-160 to HOFFA/19.5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1460-1 400 (400-1)			NA
CIRCLING	1540-1 480 (500-1)		1540-1½ 480 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1185

COPTER ILS or LOC RWY 31

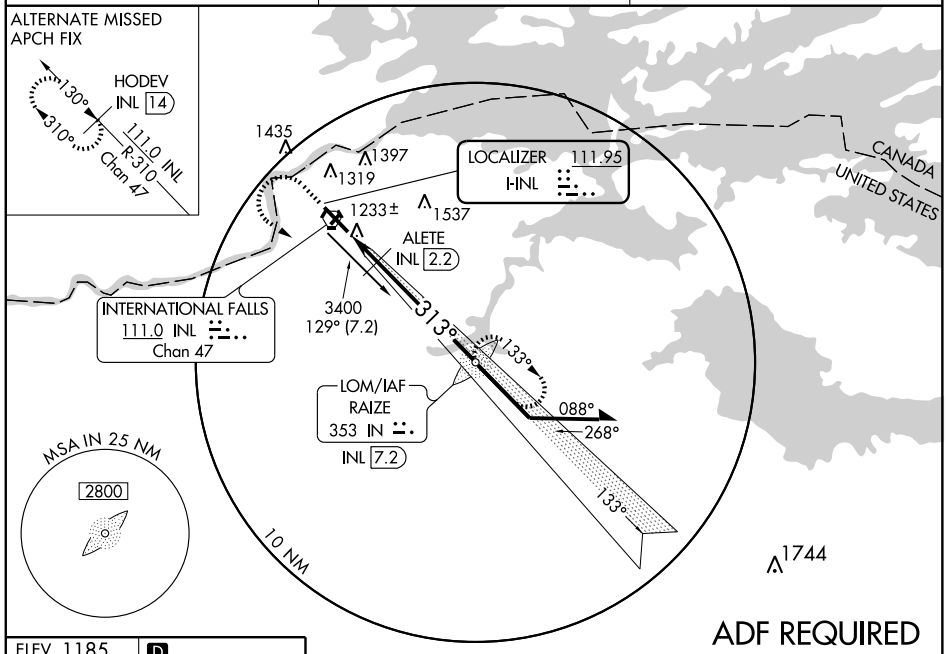
INTERNATIONAL FALLS/FALLS INTL (INL)

⚠ Inoperative table does not apply.
When local altimeter setting not received, use Baudette altimeter setting and increase DA 127 feet and ILS visibility ⅜ mile, increase all MDAs 140 feet.

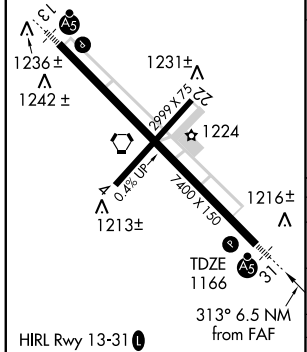
MALSR (A5)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3400 direct RAIZE LOM and hold.

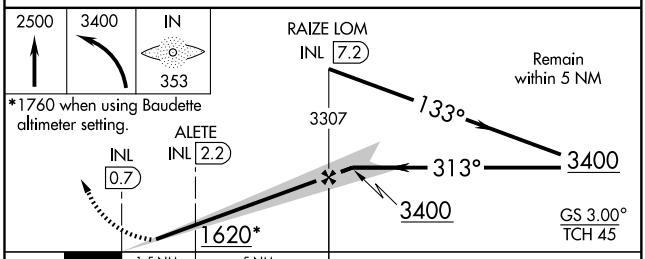
ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



ELEV 1185 D



FAF to MAP 6.5 NM					
Knots	45	60	75	90	105
Min:Sec	8:40	6:30	5:12	4:20	3:43



CATEGORY	COPTER	B	C	D
H-ILS 31	1366-⅜ 200 (200-⅜)	NA		
H-LOC 31	1620-½ 454 (500-½)	NA		
CIRCLING	NA			
ALETE FIX MINIMUMS				
H-LOC 31	1520-½ 354 (400-½)	NA		
CIRCLING	NA			

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-ABK	APP CRS	Rwy Idg	7400
109.1	133°	TDZE	1184
		Apt Elev	1185

ILS or LOC/DME RWY 13

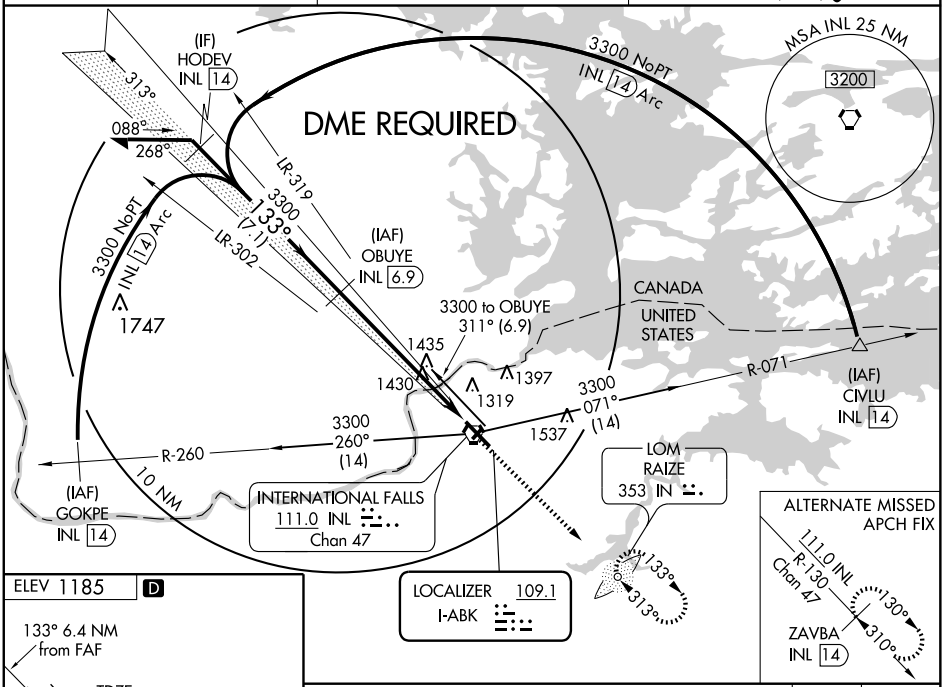
INTERNATIONAL FALLS/FALLS INTL (INL)

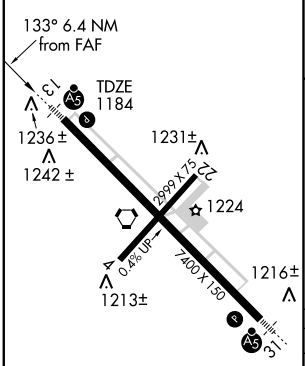
T A When local altimeter setting not received, use Baudette altimeter setting and increase DAs 127 feet and S-ILS 13 visibility ¼ mile all Cats, increase all MDAs 140 feet and S-LOC 13 Cat B visibility ¼ mile, Cat C and D ½ mile, increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inoperative MALSR when using Baudette altimeter setting, increase S-ILS 13 visibility ½ mile all Cats. ADF required. Circling to Rwy 4-22 NA at night. DME from INL VORTAC. Simultaneous reception of I-ABK and INL DME required. Caution opposing ILS continously on.

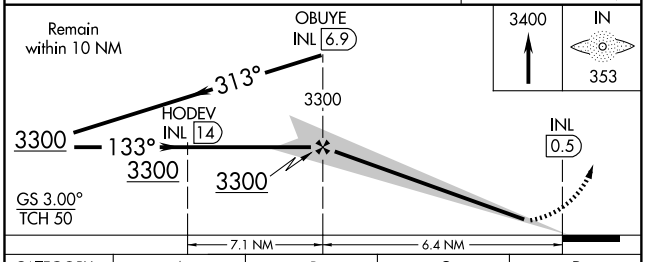
MALSR (A5)

MISSED APPROACH: Climb to 3400 direct IN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	1384-½ 200 (200-½)			
S-LOC 13	1820-½ 636 (700-½)		1820-1¼ 636 (700-1¼)	1820-1½ 636 (700-1½)
CIRCLING	1820-1 635 (700-1)		1820-1¾ 635 (700-1¾)	1820-2 635 (700-2)

HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1185

ILS or LOC RWY 31

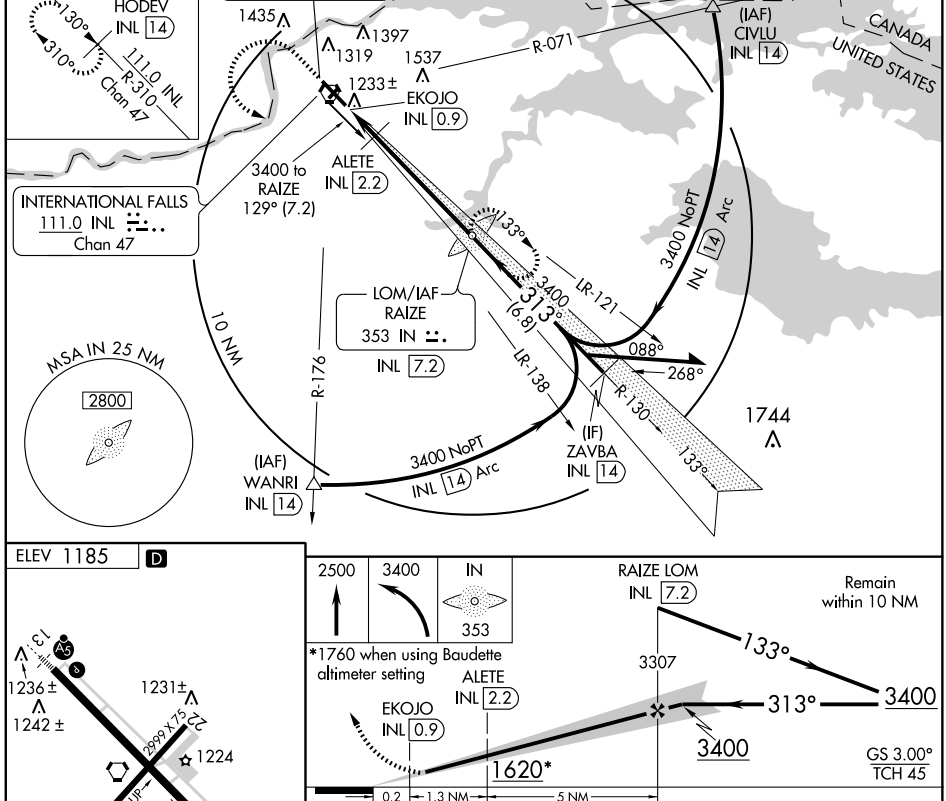
INTERNATIONAL FALLS/FALLS INTL (INL)

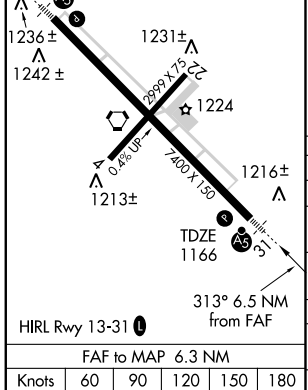
Circling to Rwy 4-22 NA at night. ADF required. Autopilot coupled approach NA below 2250 feet. When local altimeter setting not received, use Baudette altimeter setting and increase DA 127 feet and S-ILS visibility ¼ mile all Cats, increase all MDA 140 feet and increase all Cat C/D visibility ¼ mile. Caution opposing ILS continously on.

MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3400 direct RAIZE LOM/INL VORTAC 7.2 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 31	1366-½ 200 (200-½)			
S-LOC 31	1620-½ 454 (500-½)		1620-¾ 454 (500-¾)	1620-1 454 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)
ALETE FIX MINIMUMS				
S-LOC 31	1520-½ 354 (400-½)			1520-¾ 354 (400-¾)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NC-1. 08 APR 2010 to 06 MAY 2010

LOM IN	APP CRS	Rwy Idg	7400
353	313°	TDZE	1166
		Apt Elev	1185

NDB RWY 31

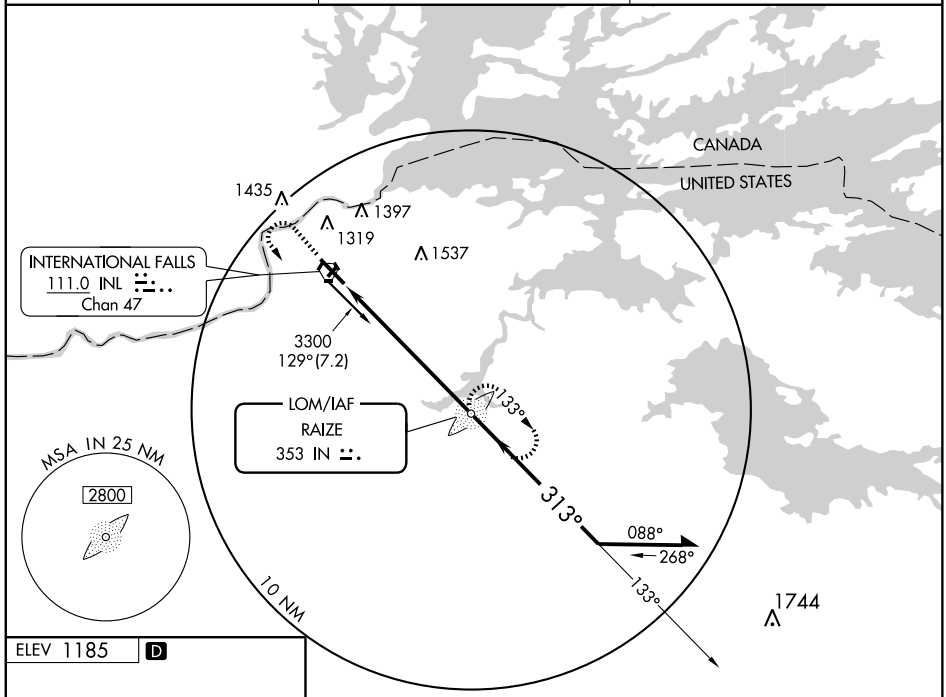
INTERNATIONAL FALLS/FALLS INTL (INL)

T A NA — Circling to Rwy 4-22 NA at night. When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-31 Cats C/D visibility ½ mile, Circling Cat C ½ mile, Cat D ¼ mile.

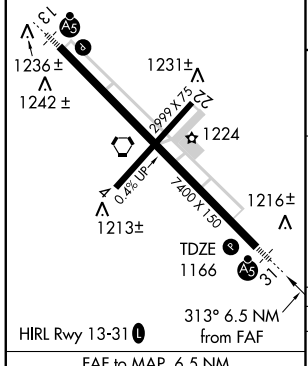
MALSR (A5)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 direct IN LOM and hold.

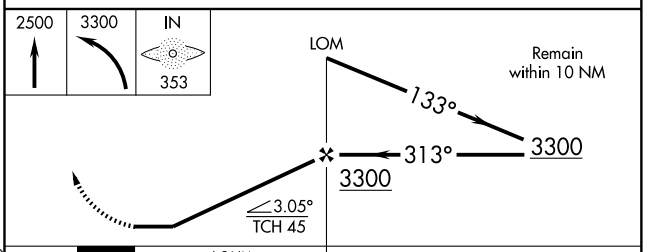
ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



ELEV 1185 D



FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-31	1700-¾	534 (600-¾)	1700-1 534 (600-1)	1700-1½ 534 (600-1½)
CIRCLING	1700-1	515 (600-1)	1700-1½ 515 (600-1½)	1780-2 595 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 53706 W13A	APP CRS 133°	Rwy Idg 7400 TDZE 1184 Apt Elev 1185

RNAV (GPS) RWY 13

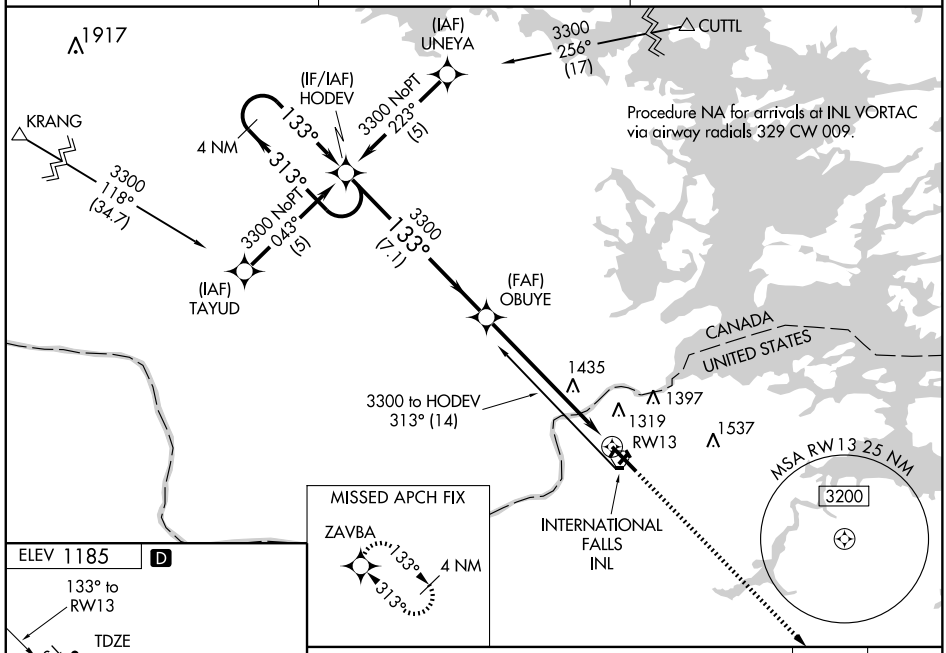
INTERNATIONAL FALLS/FALLS INTL (INL)

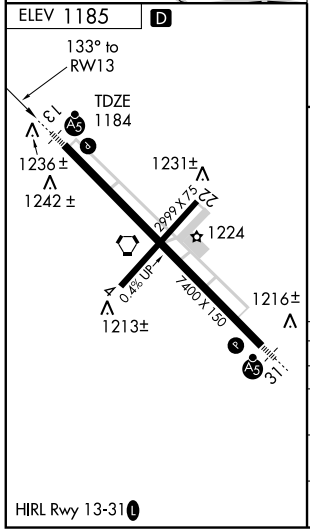
T A W When local altimeter setting not received, use Baudette altimeter setting and increase all DAs 127 feet, increase LPV visibility ¼ mile all Cats, and LNAV/VNAV visibility ¾ mile all Cats, increase all MDAs 140 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inoperative MALSR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats, inoperative table does not apply to LNAV/VNAV. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

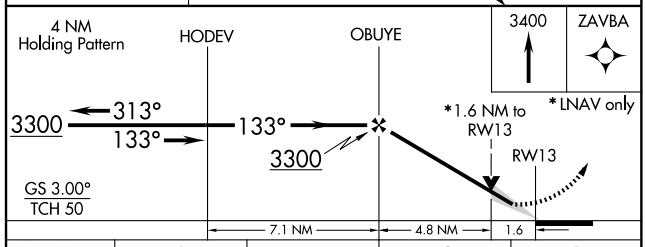
MALSR (A5)

MISSED APPROACH: Climb to 3400 direct ZAVBA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1434-½ 250 (300-½)			
LNAV/VNAV DA	1669-1¼ 485 (500-1¼)			
LNAV MDA	1760-½ 576 (600-½)		1760-1 576 (600-1)	1760-1¼ 576 (600-1¼)
CIRCLING	1760-1 575 (600-1)		1760-1½ 575 (600-1½)	1780-2 595 (600-2)

HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 78406 W31A	APP CRS 313°	Rwy Idg 7400 TDZE 1166 Apt Elev 1185

RNAV (GPS) RWY 31

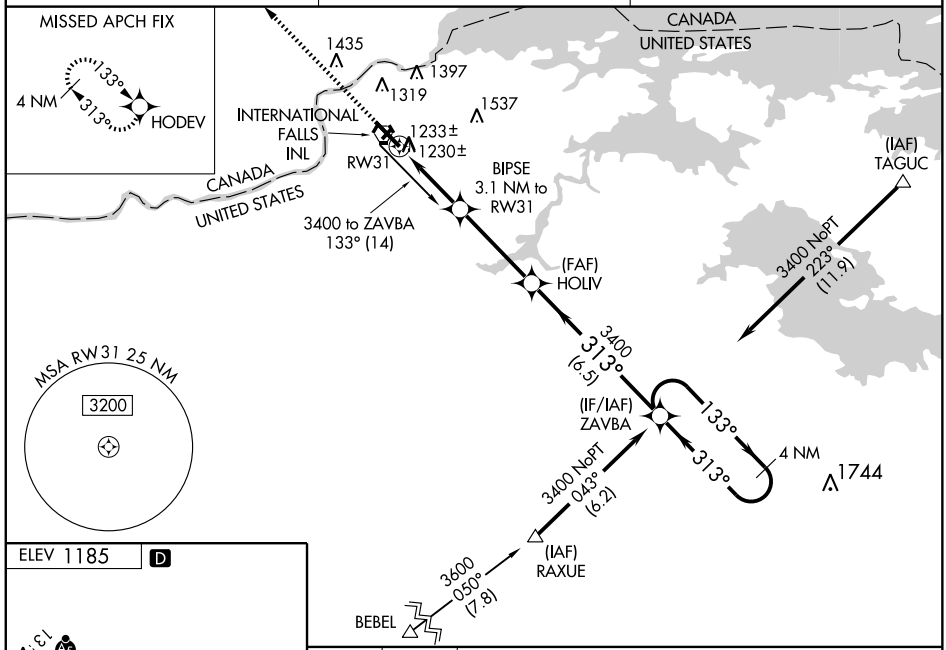
INTERNATIONAL FALLS/FALLS INTL (INL)

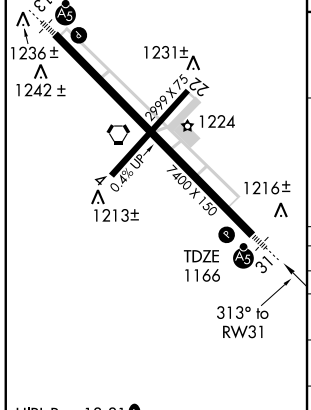
When local altimeter setting not received, use Baudette altimeter setting and increase all DAs 127 feet, and LPV and LNAV/VNAV visibility ½ mile all Cats, increase all MDAs 140 feet and LNAV Cat C visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats. For inoperative MALSR, increase LPV visibility ½ mile all Cats, inoperative table does not apply to LNAV Cat D. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

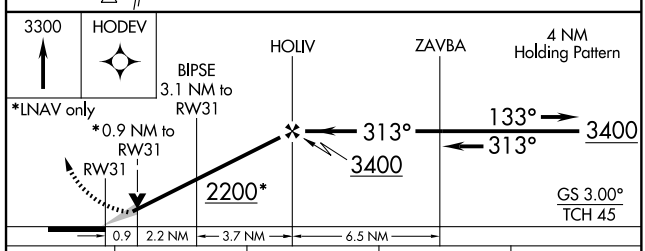
MALSR (A5)

MISSED APPROACH: Climb to 3300 direct HODEV and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1462-½ 296 (300-½)			
LNAV/VNAV DA	1500-¾ 334 (400-¾)			
LNAV MDA	1500-½ 334 (400-½)			1500-1 334 (400-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC INL	APP CRS	Rwy Idg	7400
111.0	305°	TDZE	1166
Chan 47		Apt Elev	1185

VOR/DME RWY 31

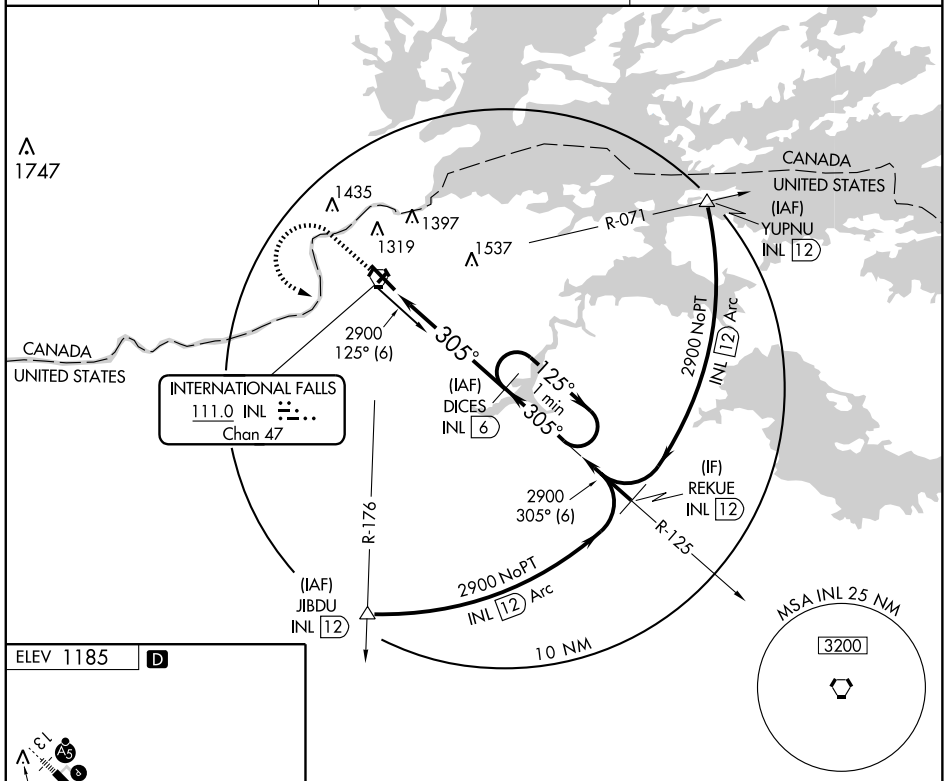
INTERNATIONAL FALLS/FALLS INTL (INL)

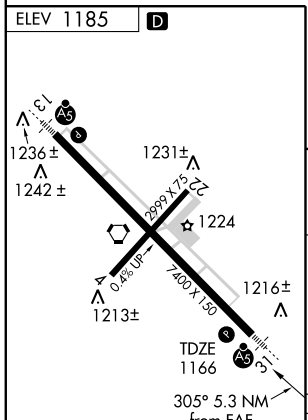
Circling to Rwy 4-22 NA at night.
When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, increase S-31 Cat C and D visibility ¼ mile, and Circling Cat C and D visibility ¼ mile.

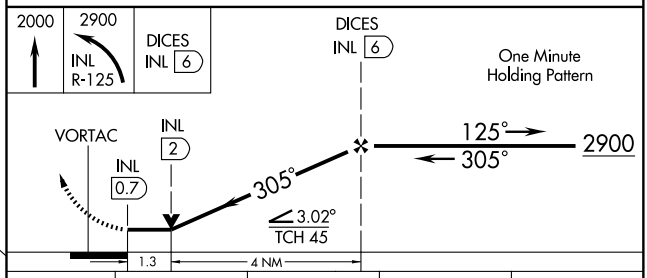
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 via INL VORTAC R-125 to DICES/6 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1620-½ 454 (500-½)		1620-¾ 454 (500-¾)	1620-1 454 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC INL	APP CRS	Rwy Idg	7400
111.0	134°	TDZE	1184
Chan 47		Apt Elev	1185

VOR RWY 13

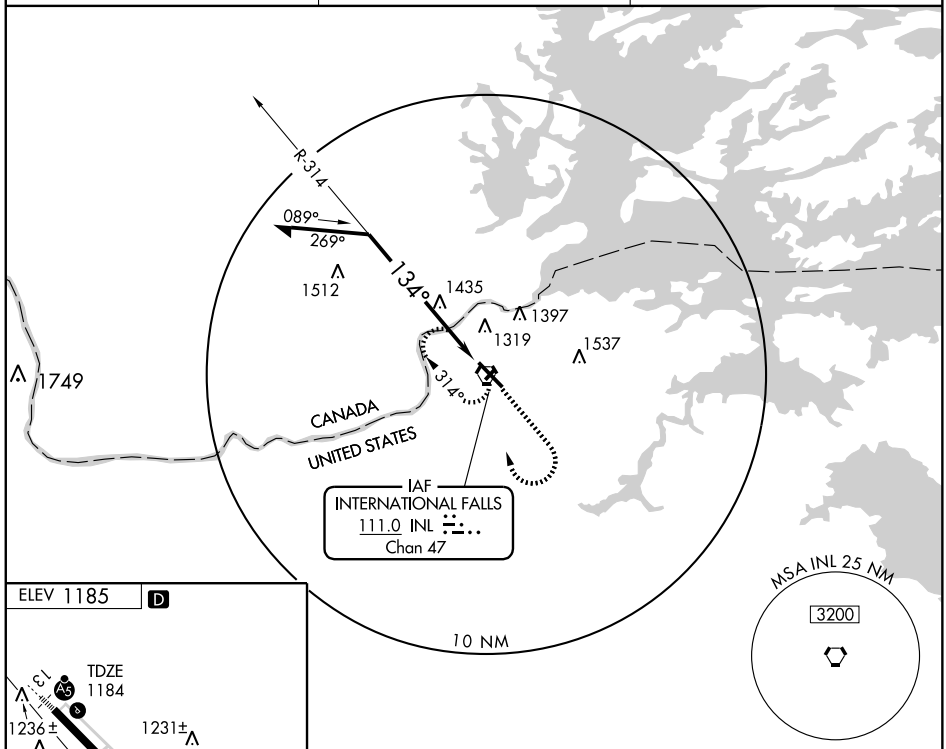
INTERNATIONAL FALLS/FALLS INTL (INL)

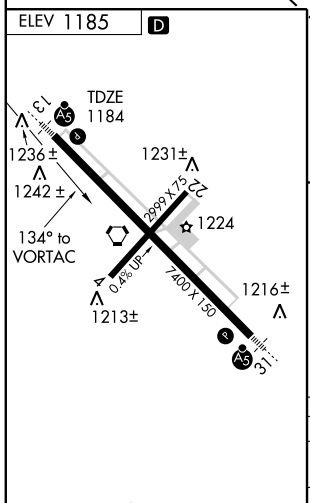
Circling to Rwy 4-22 NA at night.
VDP NA when using Baudette altimeter setting.
When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-13 Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile. Increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inoperative MALSR when using Baudette altimeter setting, increase S-13 Cat A visibility ¼ mile.

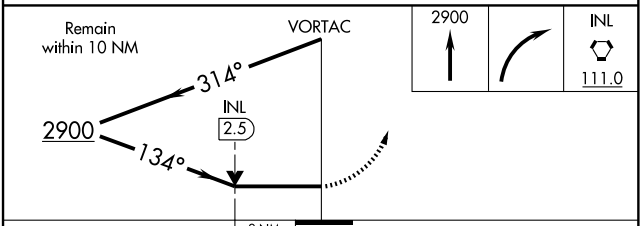
MALSR

MISSED APPROACH: Climb to 2900 then right turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	1880-½ 696 (700-½)		1880-1½ 696 (700-1½)	1880-1¾ 696 (700-1¾)
CIRCLING	1880-1 695 (700-1)		1880-2 695 (700-2)	1880-2¼ 695 (700-2¼)

HIRL Rwy 13-31 L

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC INL 111.0 Chan 47	APP CRS 303°	Rwy Idg 7400 TDZE 1174 Apt Elev 1185

VOR RWY 31

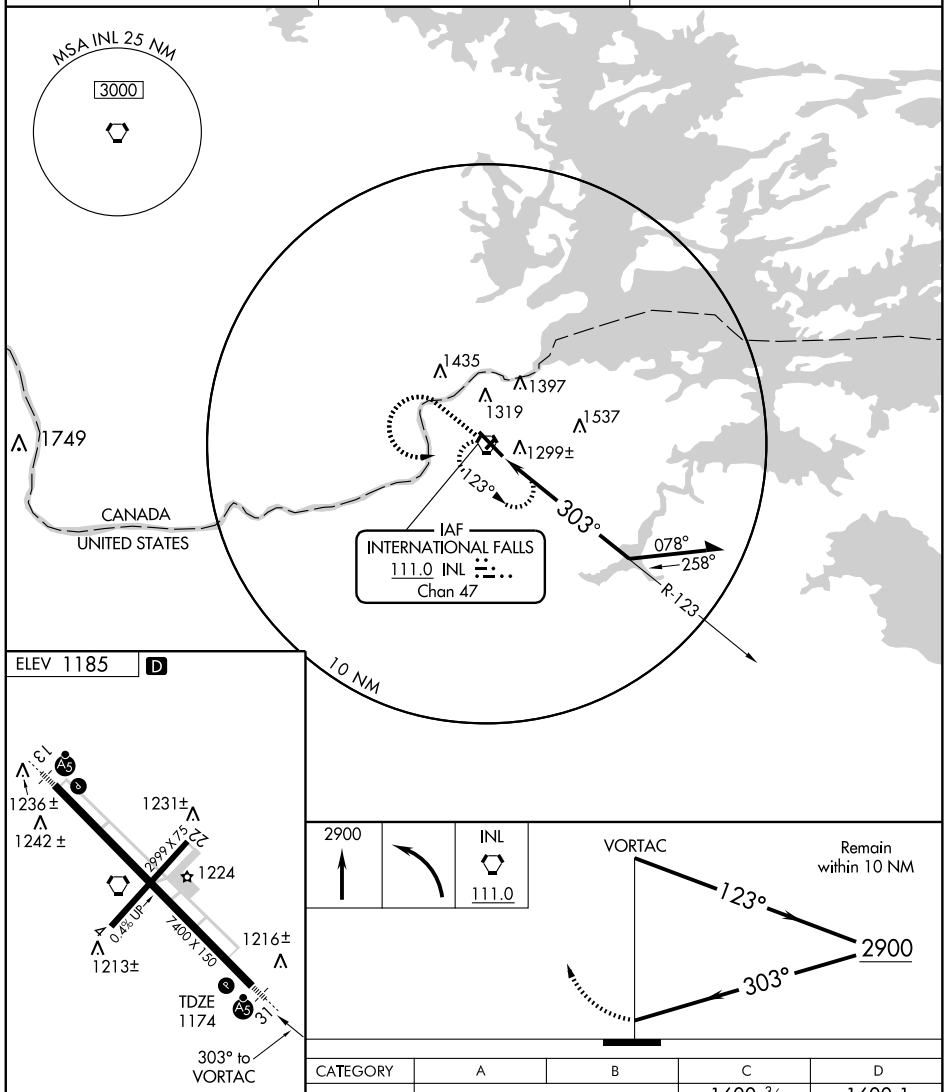
INTERNATIONAL FALLS/FALLS INTL (INL)

For inoperative MALSR, increase S-31 Cat. D visibility to 1¼. Circling to Rwy 4-22 NA at night.

MALSR

MISSED APPROACH: Climb to 2900 then left turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1600-½ 426 (500-½)		1600-¾ 426 (500-¾)	1600-1 426 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1840-2 655 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

NDB/DME MJQ	APP CRS	Rwy Idg	3591
353	141°	TDZE	1445
DME Chan 19 (Y) (108.25)		Apt Elev	1446

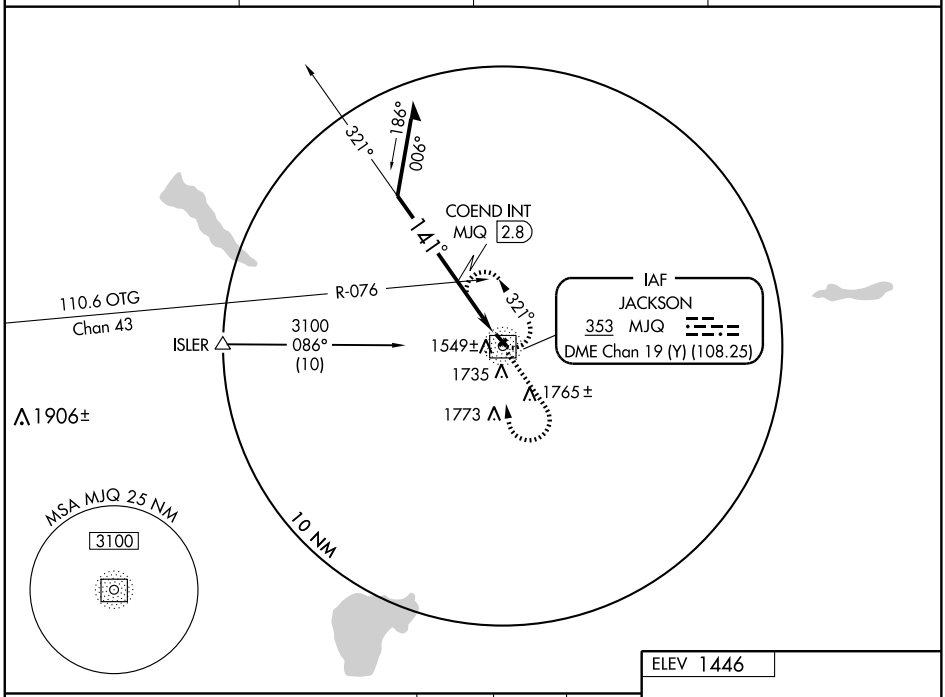
NDB RWY 13

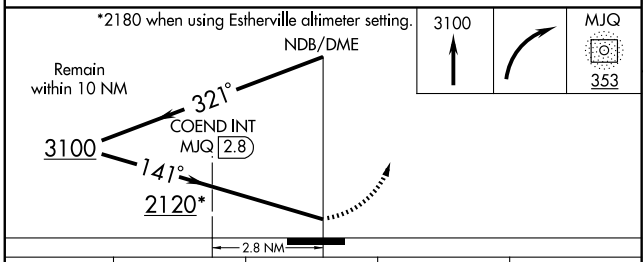
JACKSON MUNI (MJQ)

When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and COEND FIX minimums S-13 visibility Cat C ¼ mile and circling Cat C ¼ mile.

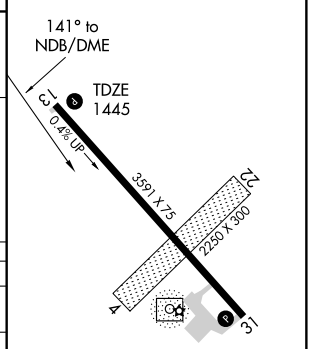
MISSED APPROACH: Climb to 3100 then right turn direct MJQ NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	2120-1	675 (700-1)	2120-2 675 (700-2)	NA
CIRCLING	2120-1	674 (700-1)	2120-2 674 (700-2)	NA
COEND FIX MINIMUMS				
S-13	1940-1	495 (500-1)	1940-1¼ 495 (500-1¼)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

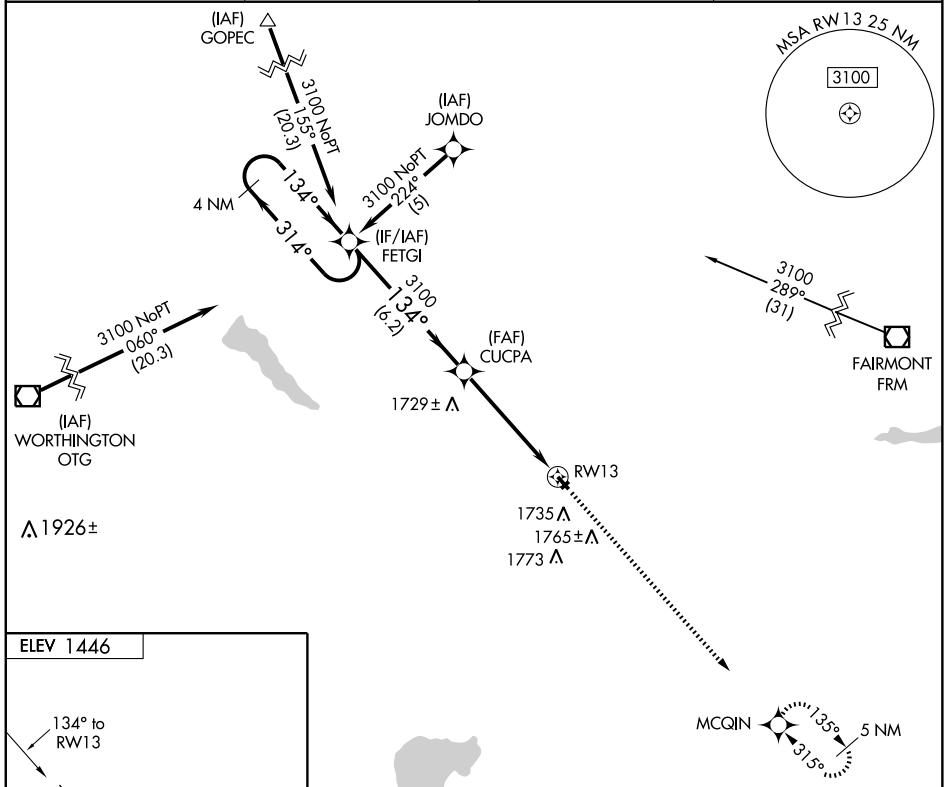
APP CRS	Rwy Idg	3591
134°	TDZE	1445
	Apt Elev	1446

RNAV (GPS) RWY 13
JACKSON MUNI (MJQ)

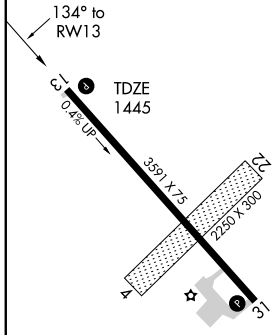
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 4200 direct MCQIN and hold.

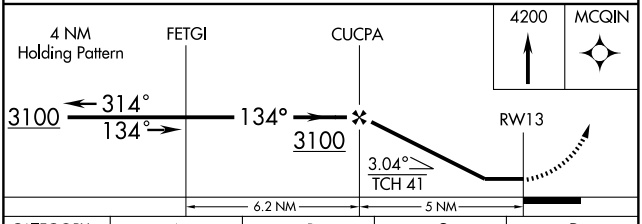
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L



Procedure NA for arrivals at OTG VOR/DME via V250 southwest bound.



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	1920-1	475 (500-1)	1920-1¼ 475 (500-1¼)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3591
314°	TDZE	1445
	Apt Elev	1446

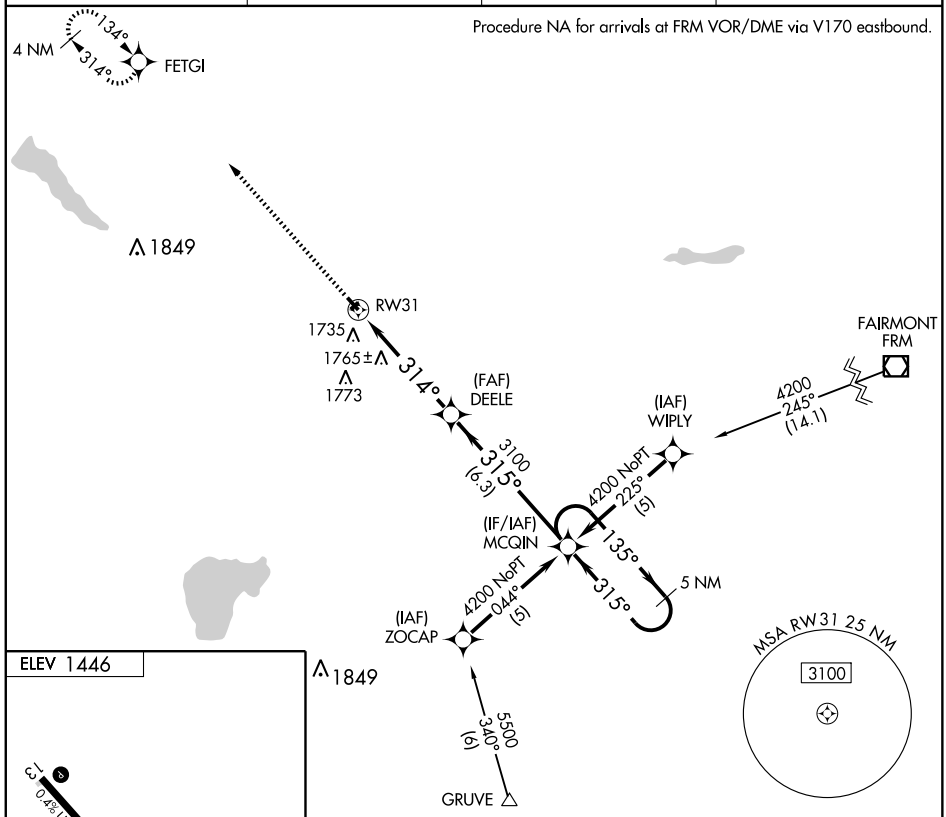
RNAV (GPS) RWY 31
JACKSON MUNI (MJQ)

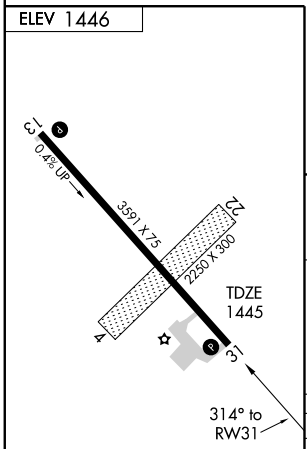
DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ mile.

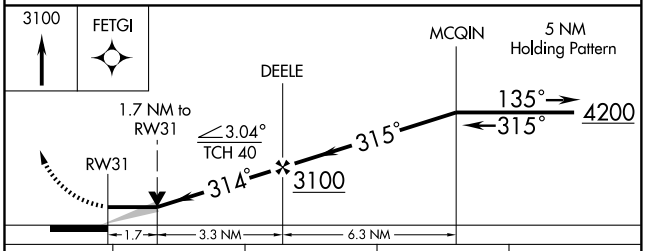
MISSED APPROACH: Climb to 3100 direct FETGI and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L

Procedure NA for arrivals at FRM VOR/DME via V170 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	2020-1	575 (600-1)	2020-1½ 575 (600-1½)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

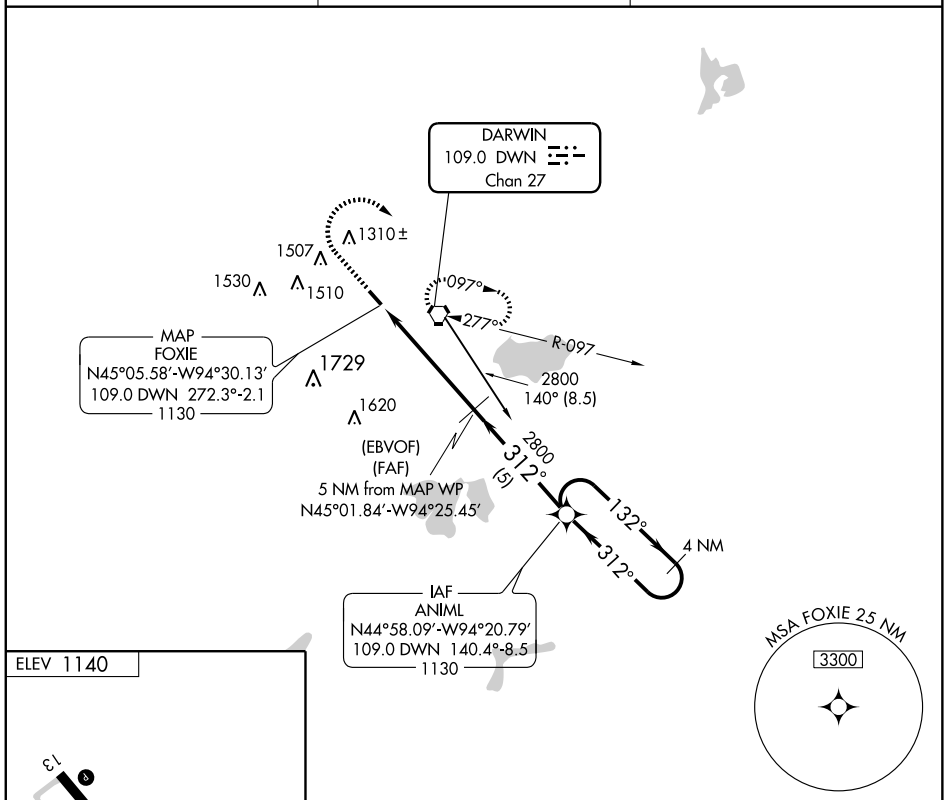
VORTAC DWN	APP CRS	Rwy Idg	4002
109.0	312°	TDZE	1140
Chan 27		Apt Elev	1140

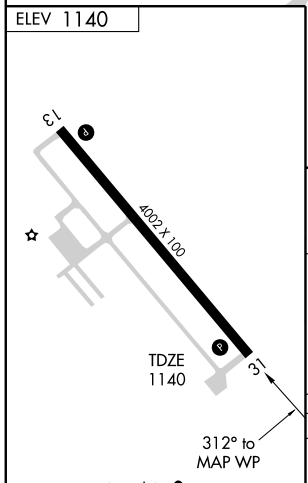
VOR/DME RNAV or GPS RWY 31

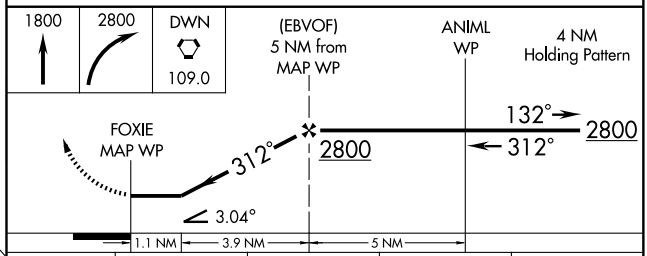
LITCHFIELD MUNI (LJF)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct DWN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 L







CATEGORY	A	B	C	D
S-31	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1800-2 660 (700-2)

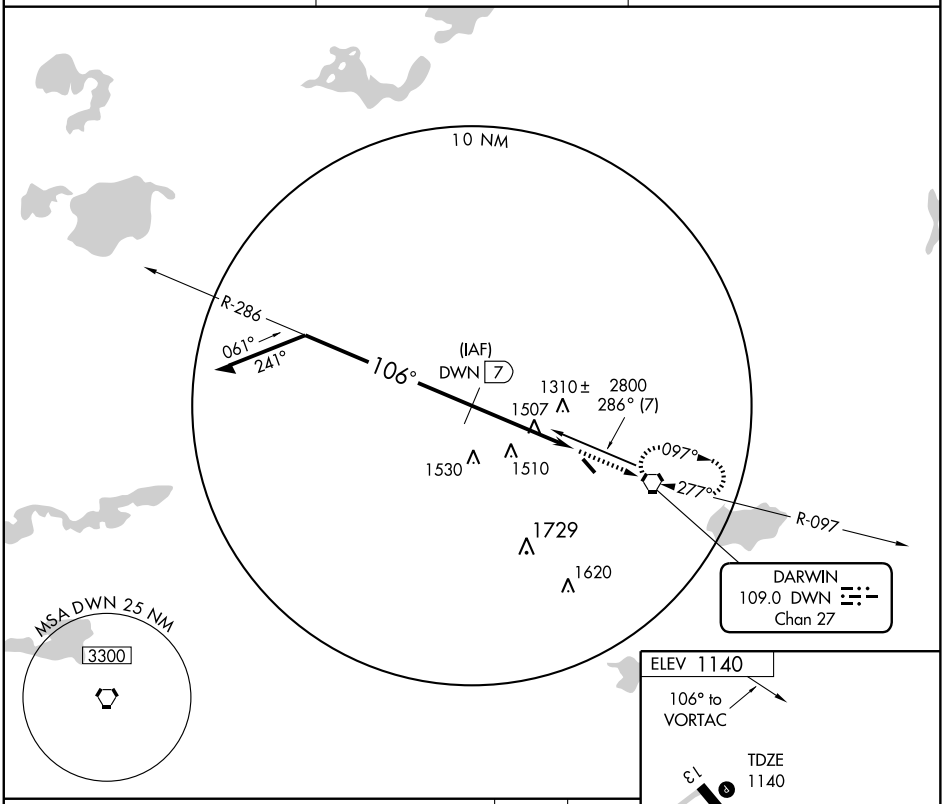
NC-1. 08 APR 2010 to 06 MAY 2010

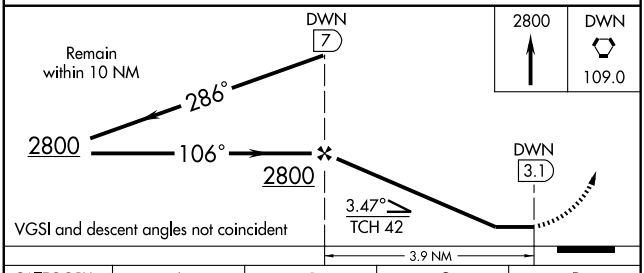
VORTAC DWN	APP CRS	Rwy Idg	4002
109.0	106°	TDZE	1140
Chan 27		Apt Elev	1140

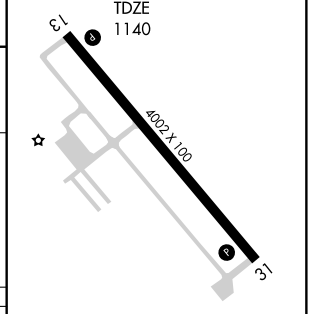
VOR/DME RWY 13
LITCHFIELD MUNI (LJF)

MISSED APPROACH: Climb to 2800 direct DWN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 (L)







CATEGORY	A	B	C	D
S-13	1760-1	620 (700-1)	1760-1¾ 620 (700-1¾)	1760-2 620 (700-2)
CIRCLING	1760-1	620 (700-1)	1760-1¾ 620 (700-1¾)	1800-2 660 (700-2)

REIL Rwys 13 and 31 (L)
MIRL Rwy 13-31 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

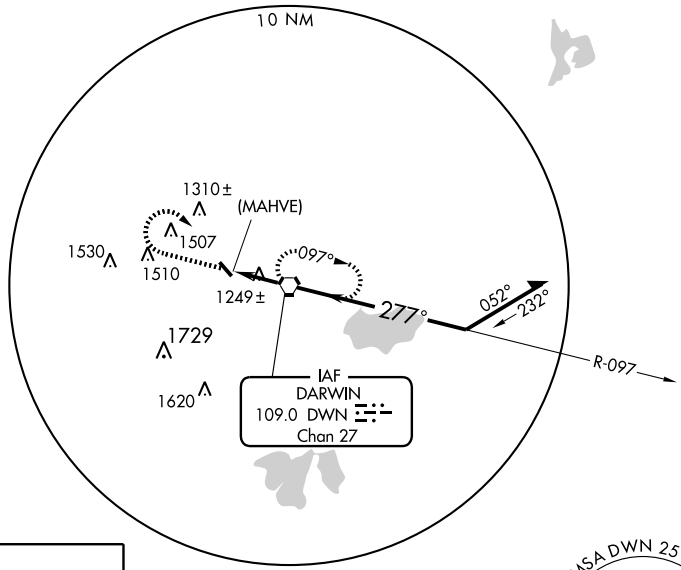
VORTAC DWN 109.0 Chan 27	APP CRS 277°	Rwy Idg N/A TDZE N/A Apt Elev 1140

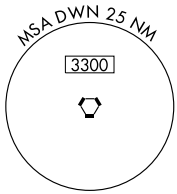
VOR or GPS-A

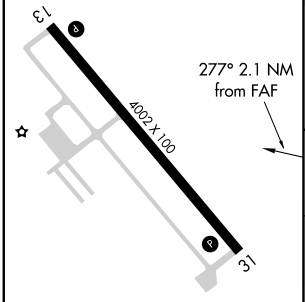
LITCHFIELD MUNI (LJF)

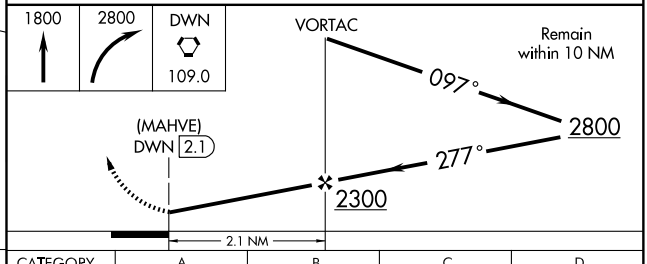
MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct DWN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 L









FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1800-2 660 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4011
308°	TDZE	1122
	Apt Elev	1122

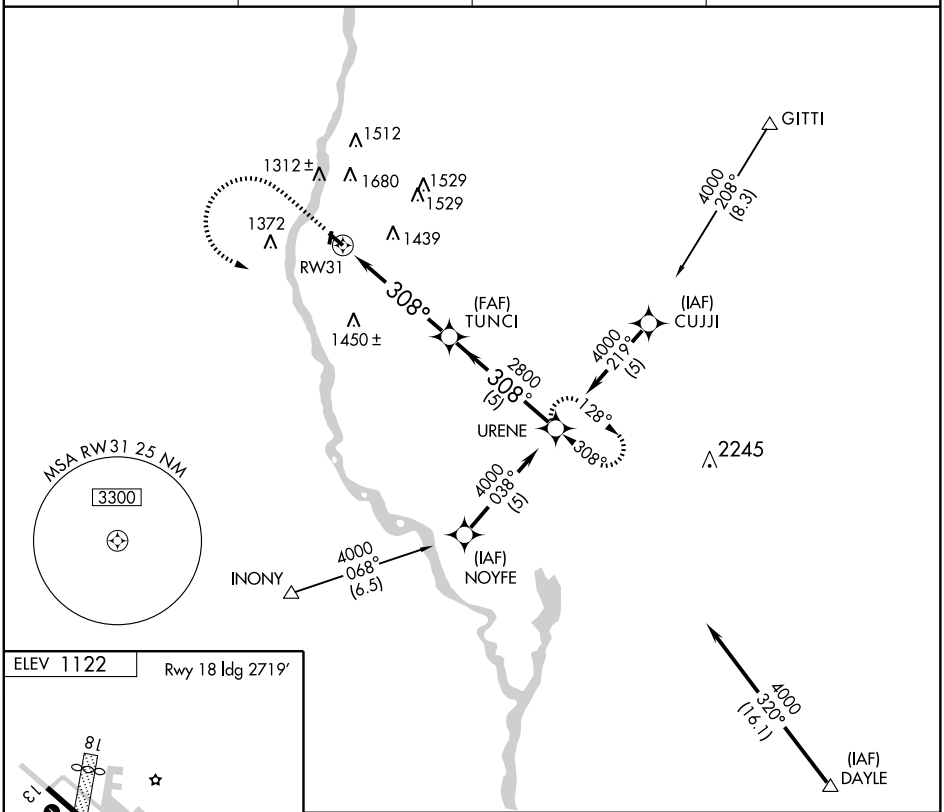
GPS RWY 31

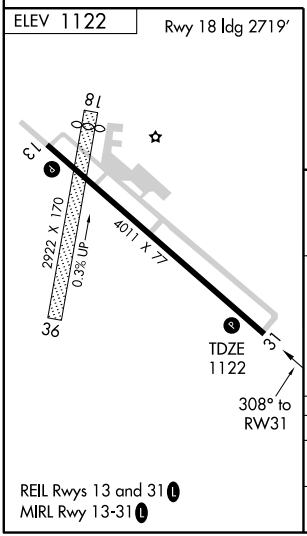
LITTLE FALLS/MORRISON COUNTY, CHARLES A. LINDBERGH FIELD (LXL)

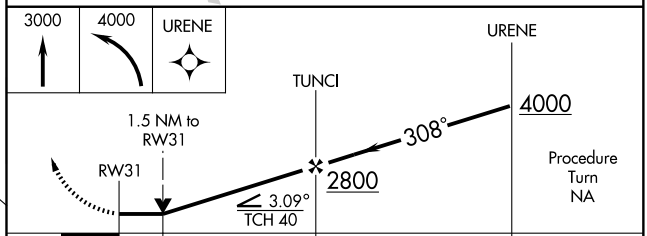
T
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct URENE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
359	118.05 239.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1660-1	538 (600-1)	1660-1½ 538 (600-1½)	1660-1¾ 538 (600-1¾)
CIRCLING	1700-1 578 (600-1)	1720-1 598 (600-1)	1720-1½ 598 (600-1½)	1980-2¾ 858 (900-2¾)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB LXL	APP CRS	Rwy Idg	4011
359	312°	TDZE	1122
		Apt Elev	1122

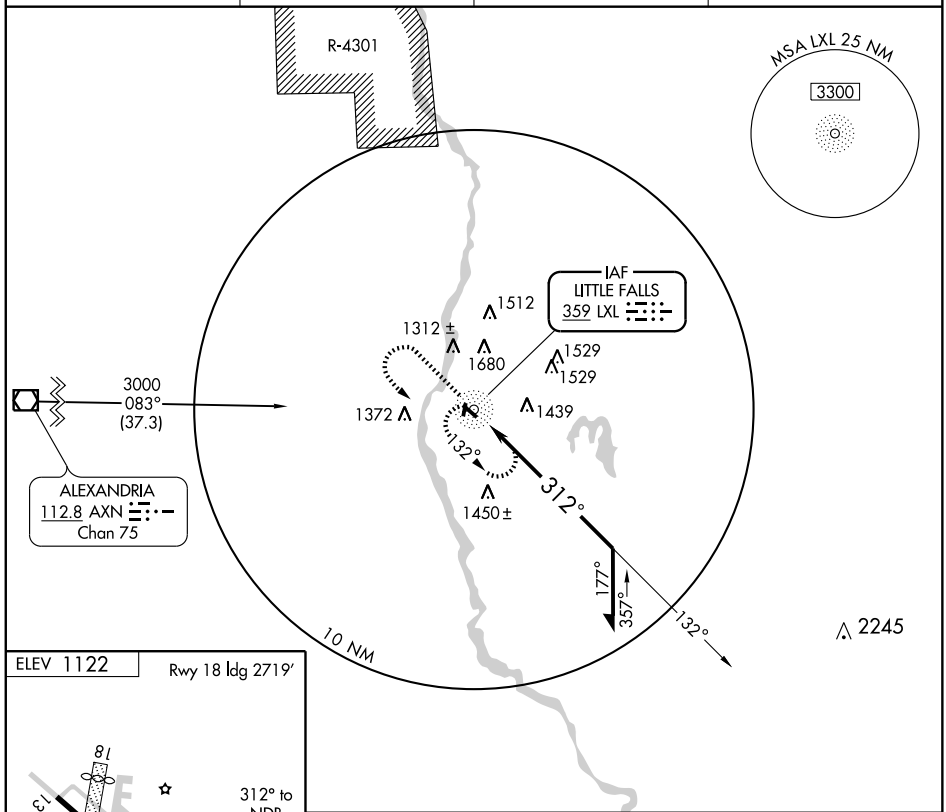
NDB RWY 31

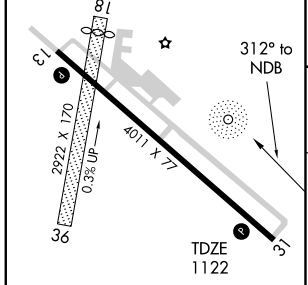
LITTLE FALLS/MORRISON COUNTY, CHARLES A. LINDBERGH FIELD (LXL)

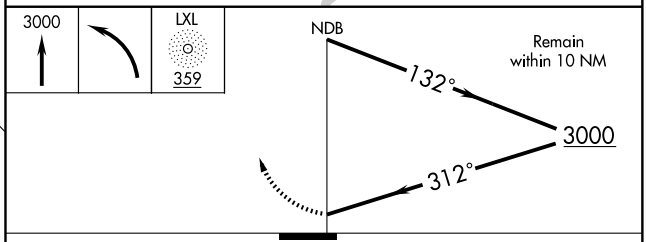
NA

MISSED APPROACH: Climb to 3000 then left turn direct LXL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
359	118.05 239.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1840-1	718 (800-1)	1840-2 718 (800-2)	1840-2¼ 718 (800-2¼)
CIRCLING	1840-1	718 (800-1)	1840-2 718 (800-2)	1980-2¾ 858 (900-2¾)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3000
344°	TDZE	1332
	Apt Elev	1333

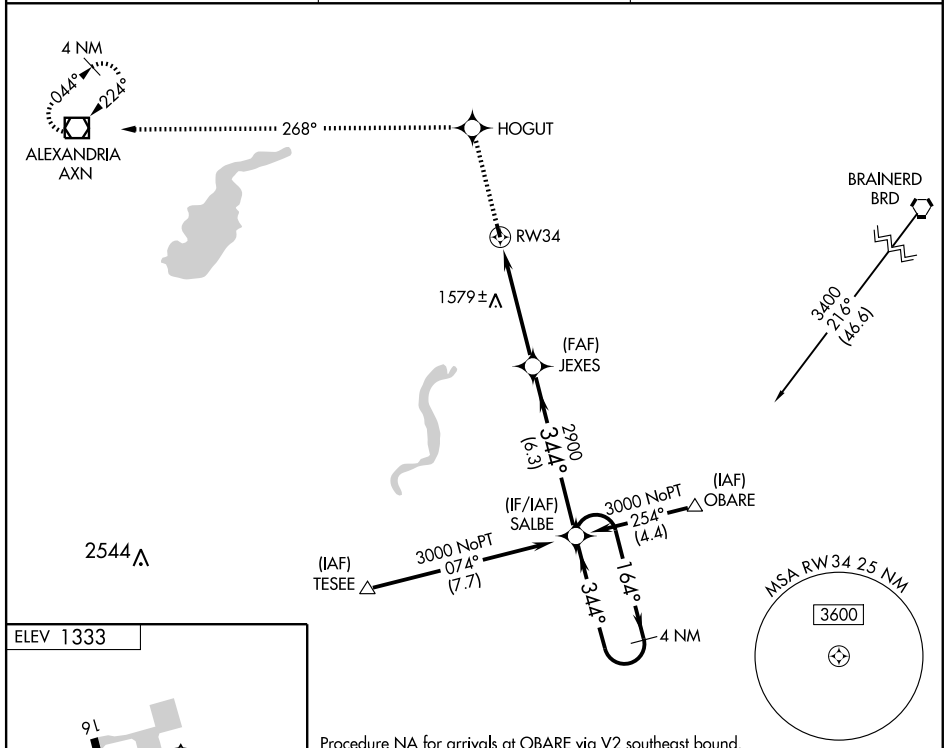
RNAV (GPS) RWY 34

LONG PRAIRIE/ TODD FIELD (14Y)

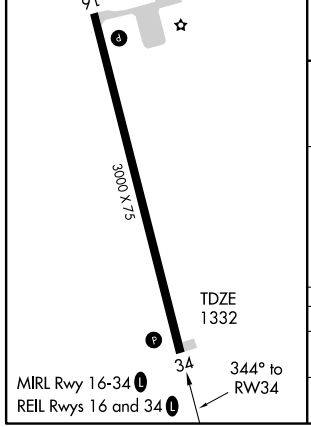
Procedure NA at night.
NA
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Alexandria altimeter setting.

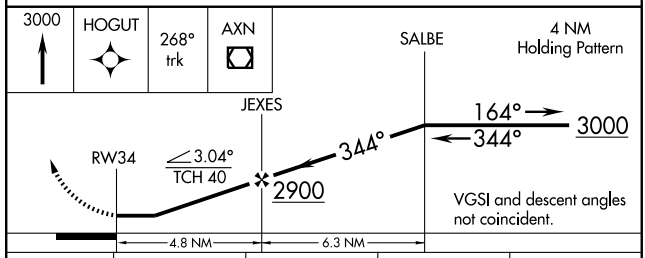
MISSED APPROACH: Climb to 3000 direct HOGUT and via 268° track to ALEXANDRIA VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.650	126.1 269.2	122.9 L



Procedure NA for arrivals at OBARE via V2 southeast bound.
Procedure NA for arrival on BRD VORTAC airway radials 156 CW 171.





CATEGORY	A	B	C	D
LNAV MDA	1900-1	568 (600-1)	1900-1½ 568 (600-1½)	NA
CIRCLING	1900-1	567 (600-1)	1900-1½ 567 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

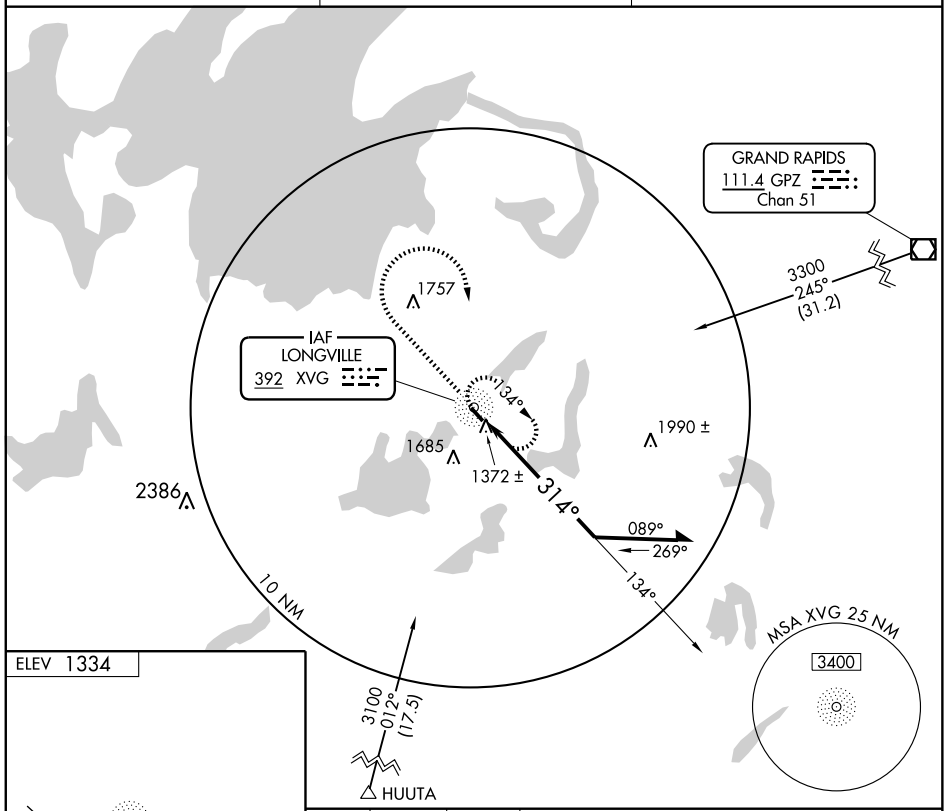
NDB XVG 392	APP CRS 314°	Rwy Idg 3560 TDZE 1332 Apt Elev 1334

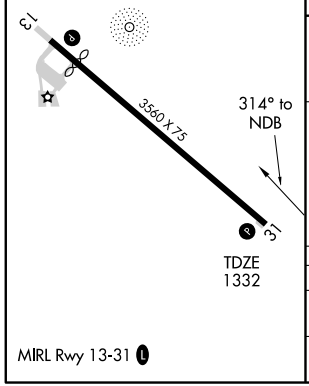
NDB RWY 31
LONGVILLE MUNI (XVG)

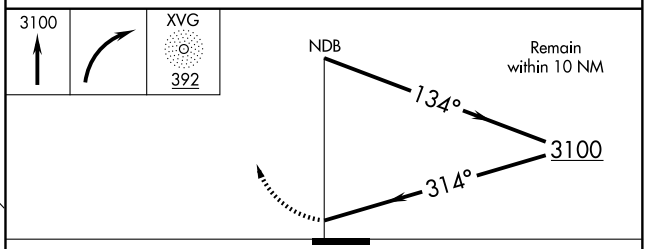
NA

MISSED APPROACH: Climb to 3100 then right turn direct XVG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
392	118.05 239.0	122.9 L







CATEGORY	A	B	C	D
S-31	1920-1	588 (600-1)	NA	
CIRCLING	1920-1	586 (600-1)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

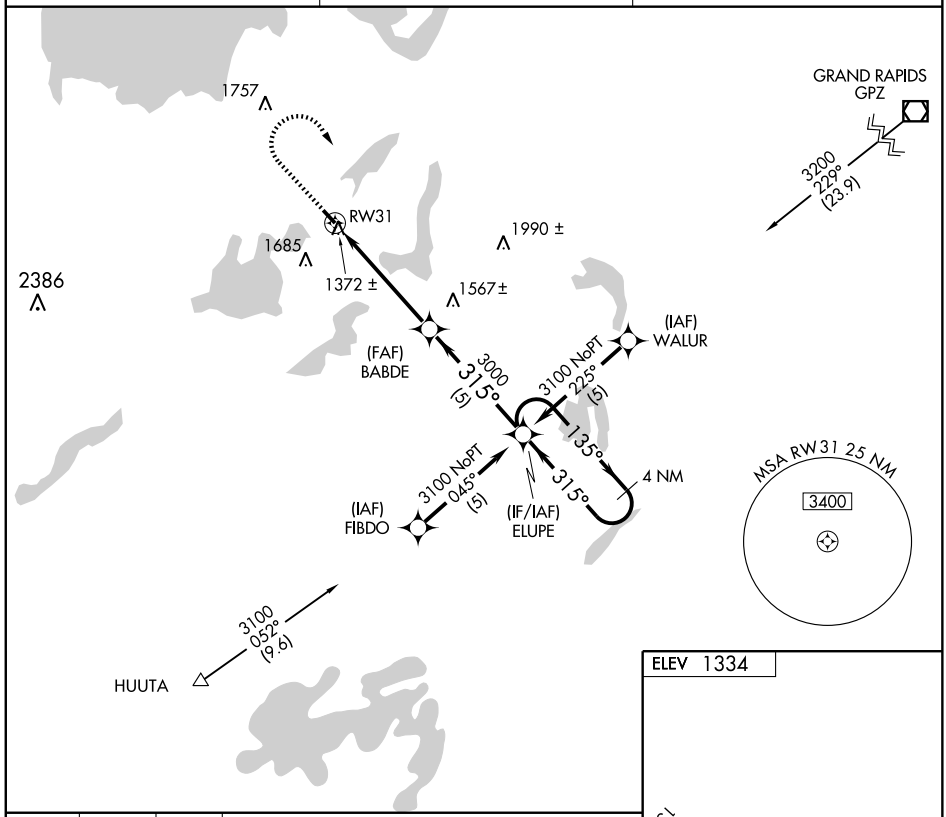
APP CRS	Rwy Idg	3560
315°	TDZE	1332
	Apt Elev	1334

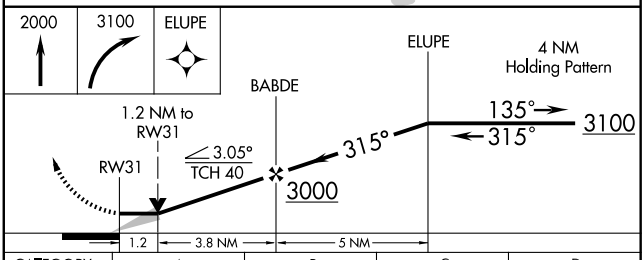
RNAV (GPS) RWY 31
LONGVILLE MUNI (XVG)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

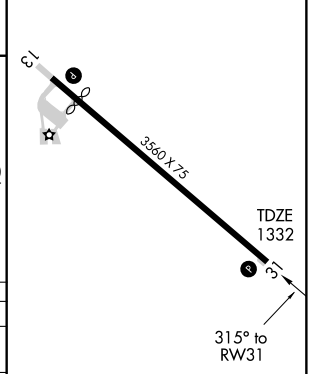
MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct ELUPE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
392	118.05 239.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1760-1	428 (500-1)	NA	
CIRCLING	1860-1	526 (600-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

NDB DXX 341	APP CRS 306°	Rwy Idg 3301 TDZE 1082 Apt Elev 1082

NDB or GPS RWY 31

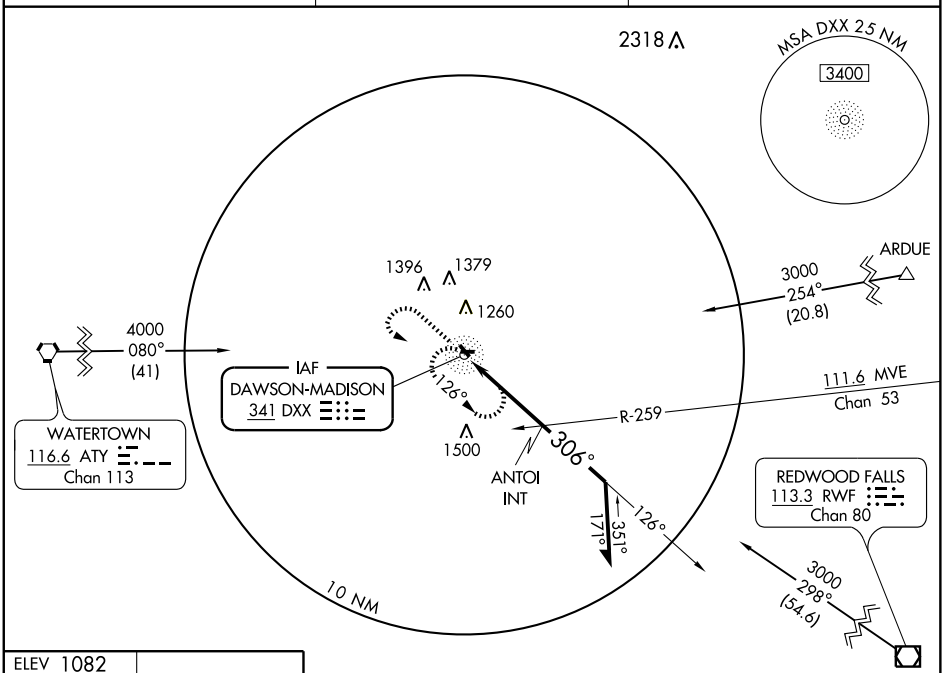
MADISON/LAC QUI PARLE COUNTY (DXX)

NA

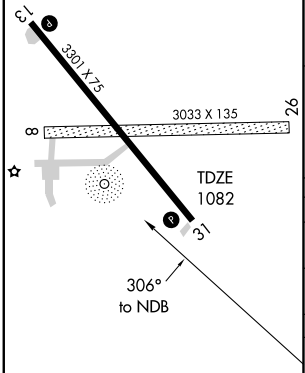
Activate MIRL Rwy 13-31-CTAF.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct DXX NDB and hold.

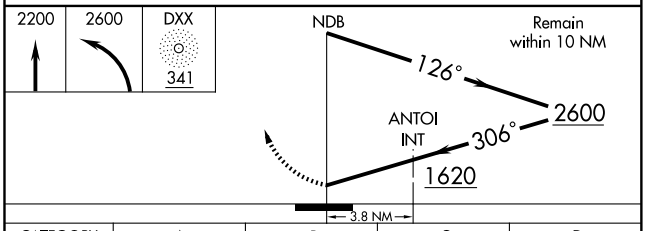
AWOS-3	MINNEAPOLIS CENTER	UNICOM
341	128.5 306.2	122.8 (CTAF) L



ELEV 1082



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	1620-1	538 (600-1)	1620-1½ 538 (600-1½)	NA
CIRCLING	1620-1	538 (600-1)	1620-1½ 538 (600-1½)	NA
ANTOI FIX MINIMA				
S-31	1500-1	418 (500-1)	1500-1¼ 418 (500-1¼)	NA
CIRCLING	1560-1	478 (500-1)	1560-1½ 478 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	331°	TDZE	1020
		Apt Elev	1020

COPTER ILS or LOC RWY 33

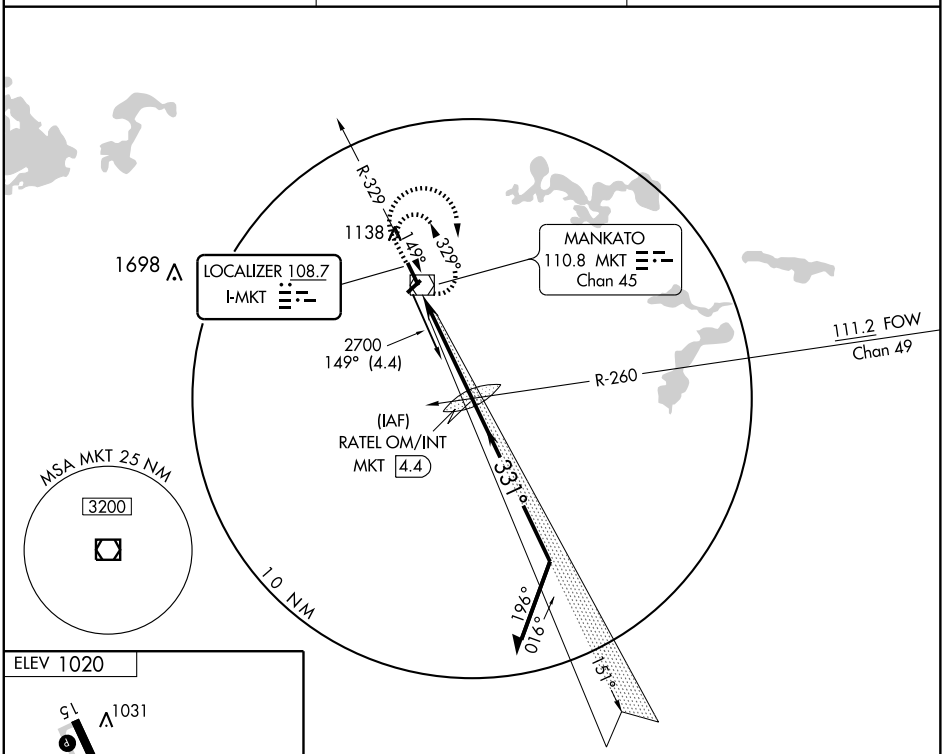
MANKATO RGNL (MKT)

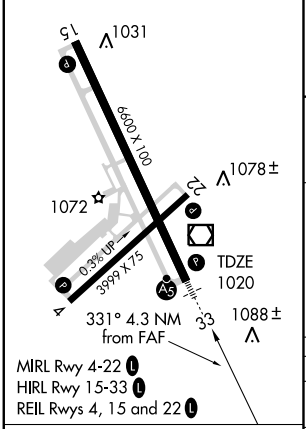
For inoperative MALSR increase visibility to ½ mile.

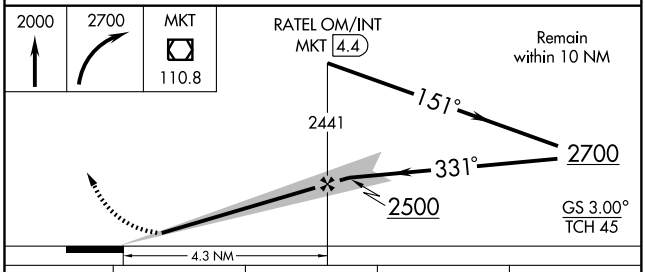
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct MKT VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L







FAF to MAP 4.3 NM					
Knots	45	60	75	90	105
Min:Sec	5:44	4:18	3:26	2:52	2:27

CATEGORY	COPTER	B	C	D
S-ILS 33	1220-¼ 200 (200-¼)	NA		
S-LOC 33	1420-¼ 400 (400-¼)	NA		
CIRCLING		NA		

NC-1. 08 APR 2010 to 06 MAY 2010

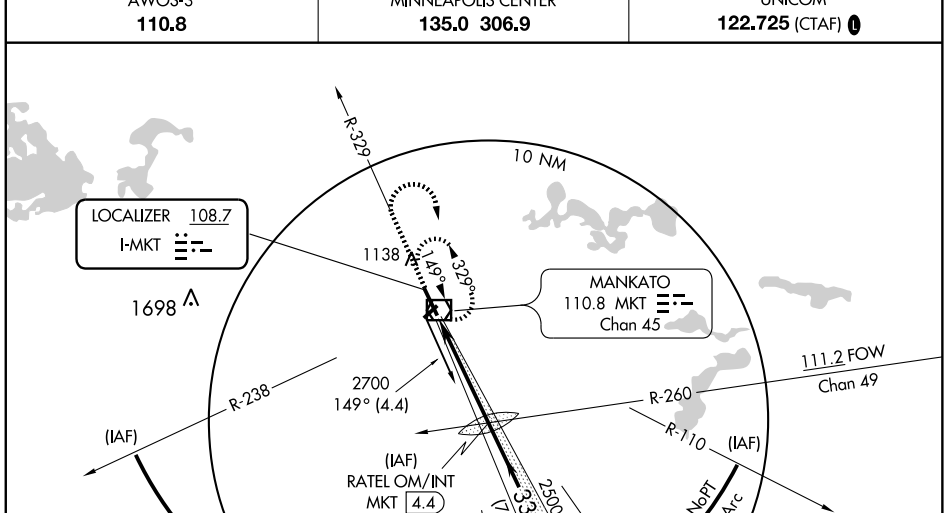
LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	331°	TDZE	1020
		Apt Elev	1020

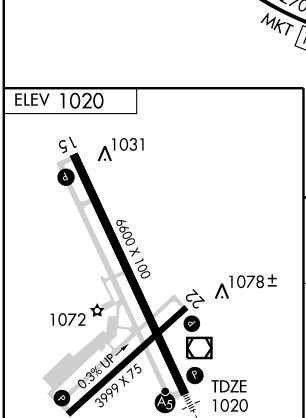
ILS RWY 33
MANKATO RGNL (MKT)

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct MKT VOR/DME and hold.

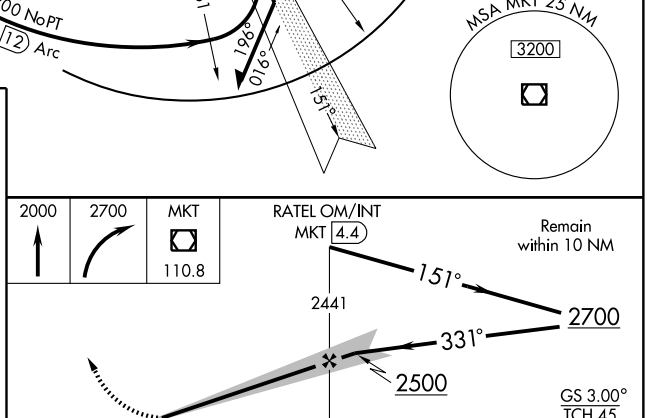
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 33	1220-½ 200 (200-½)			
S-LOC 33	1420-½ 400 (400-½)			1420-¾ 400 (400-¾)
CIRCLING	1460-1 440 (500-1)	1480-1 460 (500-1)	1480-1½ 460 (500-1½)	1580-2 560 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 4

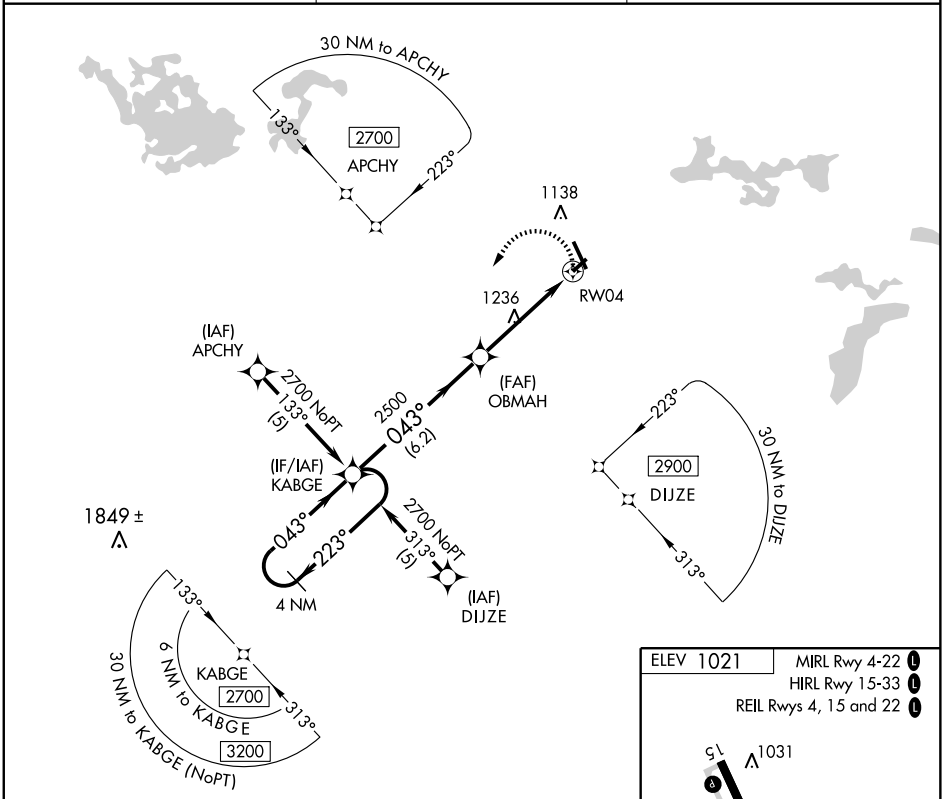
MANKATO RGNL (MKT)

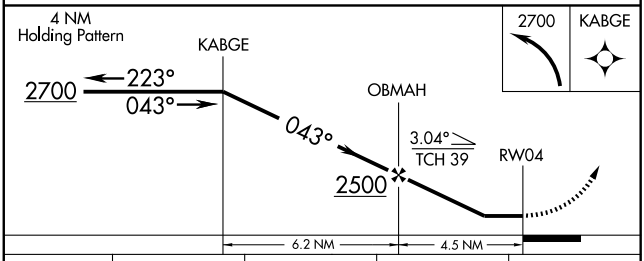
APP CRS	Rwy Idg	3999
043°	TDZE	1018
	Apt Elev	1021

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet.

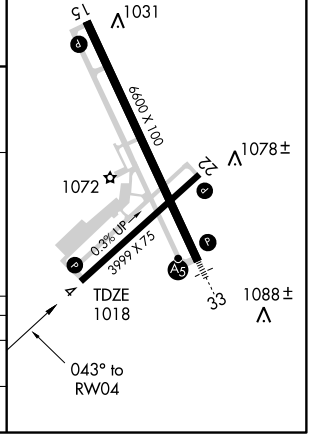
MISSED APPROACH: Climbing left turn to 2700 direct KABGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1	522 (600-1)	1540-1½ 522 (600-1½)	NA
CIRCLING	1540-1	519 (600-1)	1540-1½ 519 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 45615	151°	TDZE	1020
W15A		Apt Elev	1021

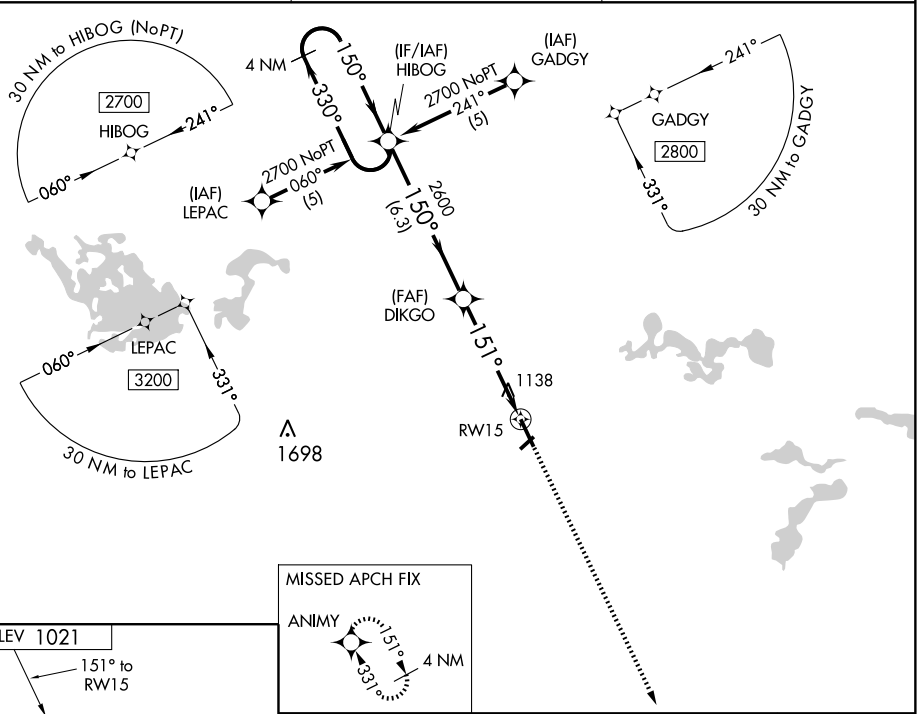
RNAV (GPS) RWY 15

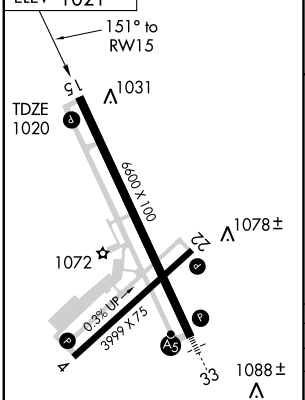
MANKATO RGNL (MKT)

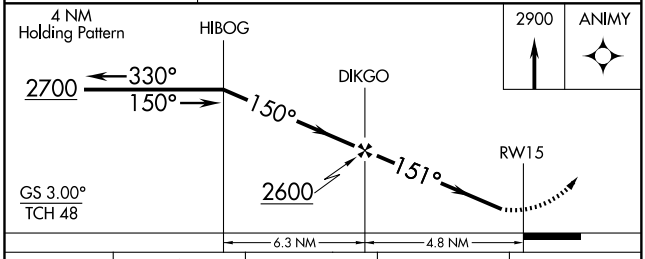
Baro-VNAV NA when using Waseca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Waseca altimeter setting and increase all DA 57 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ANIMY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1373-1¼ 353 (400-1¼)			
LNAV/VNAV DA	1416-1½ 396 (400-1½)			
LNAV MDA	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

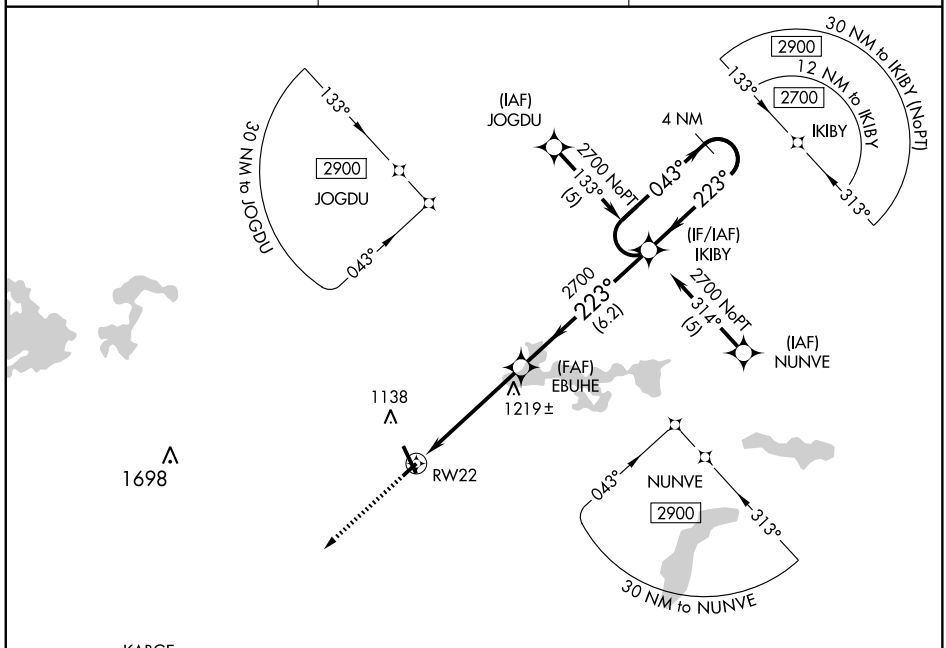
MANKATO RGNL (MKT)

APP CRS	Rwy Idg	3999
223°	TDZE	1021
	Apt Elev	1021

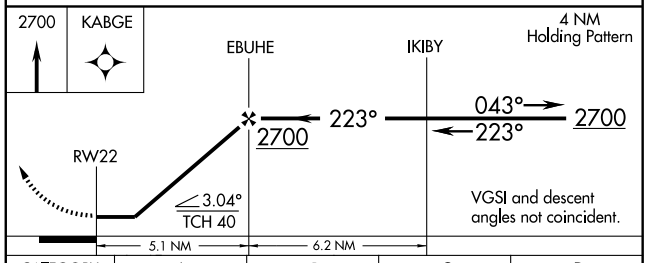
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile.

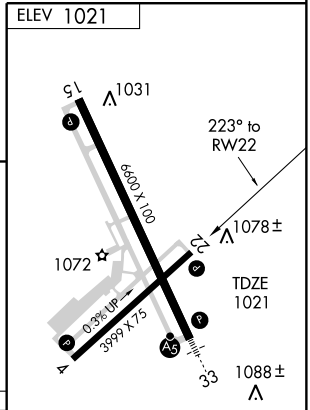
MISSED APPROACH: Climb to 2700 direct KABGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1480-1	459 (500-1)	1480-1¼ 459 (500-1¼)	NA
CIRCLING	1480-1	459 (500-1)	1480-1½ 459 (500-1½)	NA

MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 86315	331°	TDZE	1021
W33A		Apt Elev	1021

RNAV (GPS) RWY 33

MANKATO RGNL (MKT)

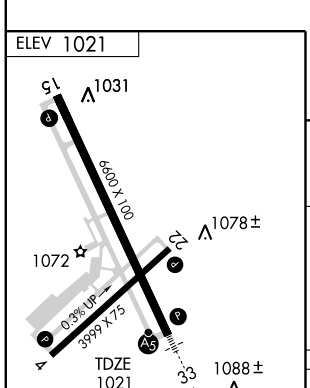
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Waseca altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Inoperative table does not apply to LNAV Cat D. When using Waseca altimeter setting; for inoperative MALSR increase LPV all Cats visibility ½ mile and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Waseca altimeter setting.

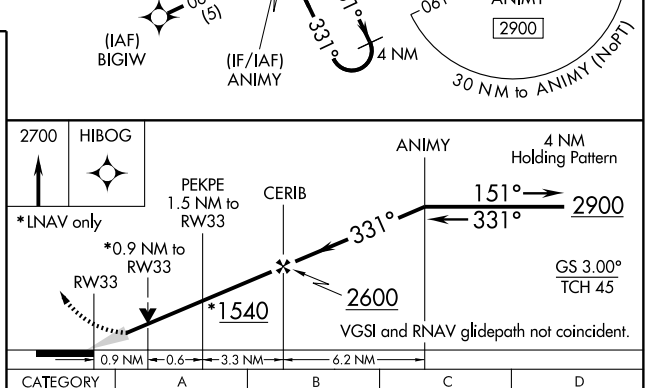
MALSR

MISSED APPROACH: Climb to 2700 direct HIBOG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1221-½ 200 (200-½)			
LNAV/VNAV DA	1375-¾ 354 (400-¾)			
LNAV MDA	1360-½ 339 (400-½)			1360-1 339 (400-1)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

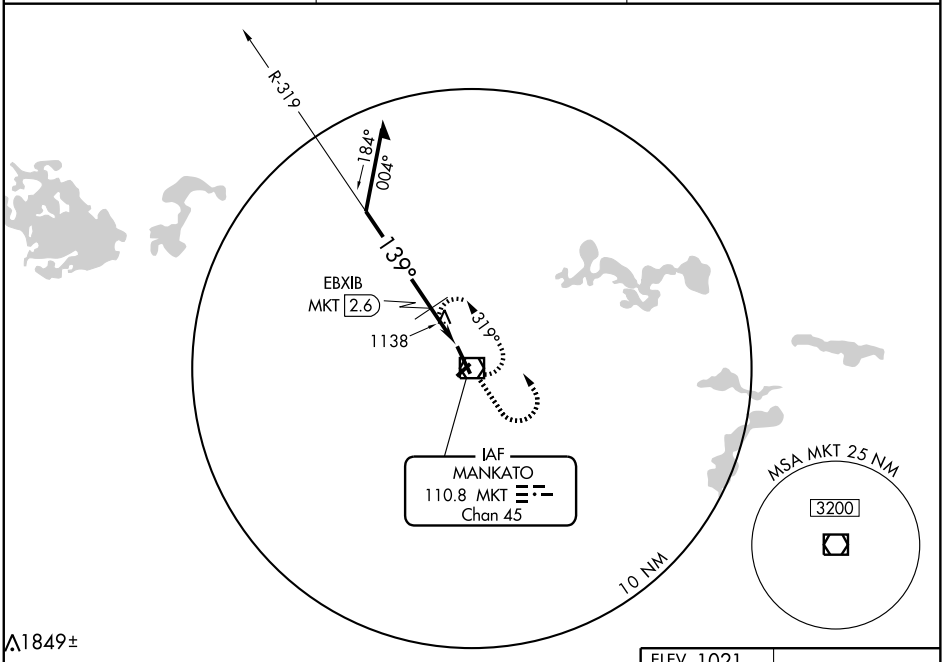
VOR/DME MKT	APP CRS	Rwy Idg	6600
110.8	139°	TDZE	1020
Chan 45		Apt Elev	1021

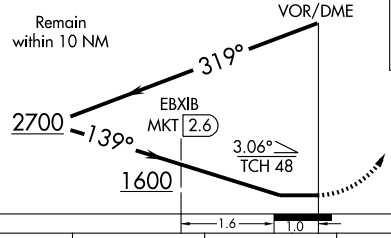
VOR RWY 15
MANKATO RGNL (MKT)

When local altimeter setting not received use Waseca altimeter setting and increase EBXIB FIX MINIMUMS all MDA 60 feet, increase Circling Cats C and D visibility ¼ mile, and increase EBXIB FIX MINIMUMS S-15 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct MKT VOR/DME and hold.

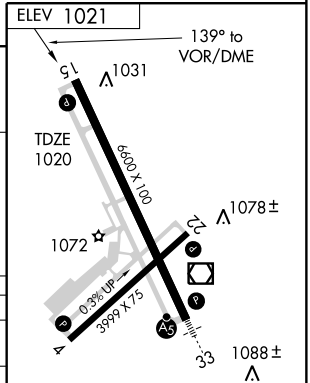
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





2000	2700	MKT
		110.8

CATEGORY	A	B	C	D
S-15	1600-1 580 (600-1)		1600-1½ 580 (600-1½)	1600-1¾ 580 (600-1¾)
CIRCLING	1600-1 579 (600-1)		1600-1½ 579 (600-1½)	1600-2 579 (600-2)
EBXIB FIX MINIMUMS				
S-15	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)



NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MKT	APP CRS	Rwy Idg	6600
110.8	340°	TDZE	1021
Chan 45		Apt Elev	1021

VOR RWY 33

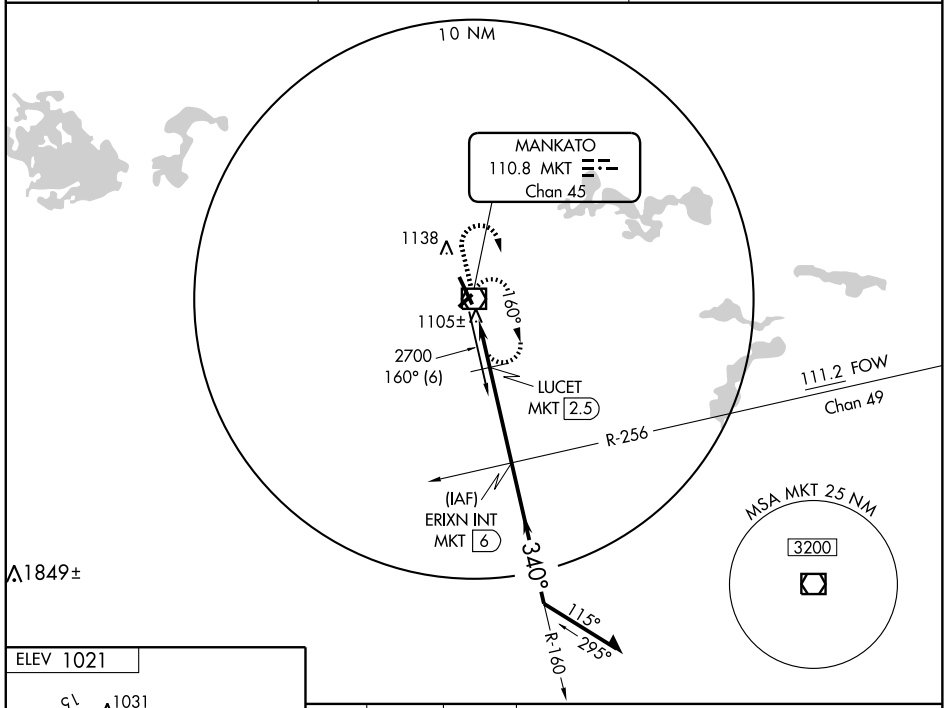
MANKATO RGNL (MKT)

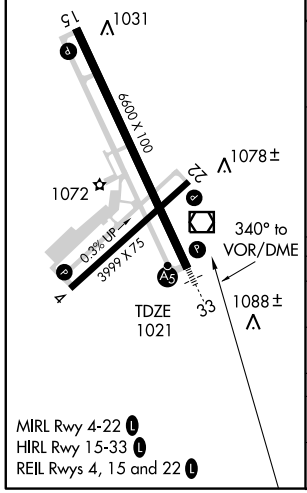
VDP NA when using Waseca altimeter setting. When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet, and increase S-33 Cats C and D visibility ¼ mile and LUCET FIX MINIMUMS S-33 Cat C ¼ mile. For inoperative MALSR increase LUCET FIX MINIMUMS Cat D visibility ¼ mile.

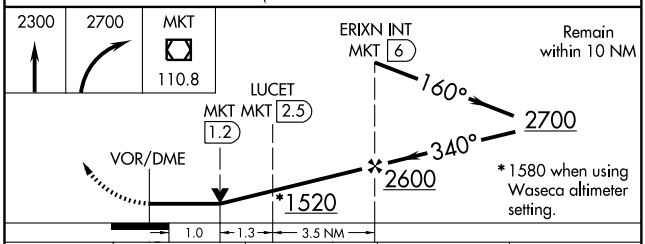
MALSR

MISSED APPROACH: Climb to 2300 then climbing right turn to 2700 direct MKT VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





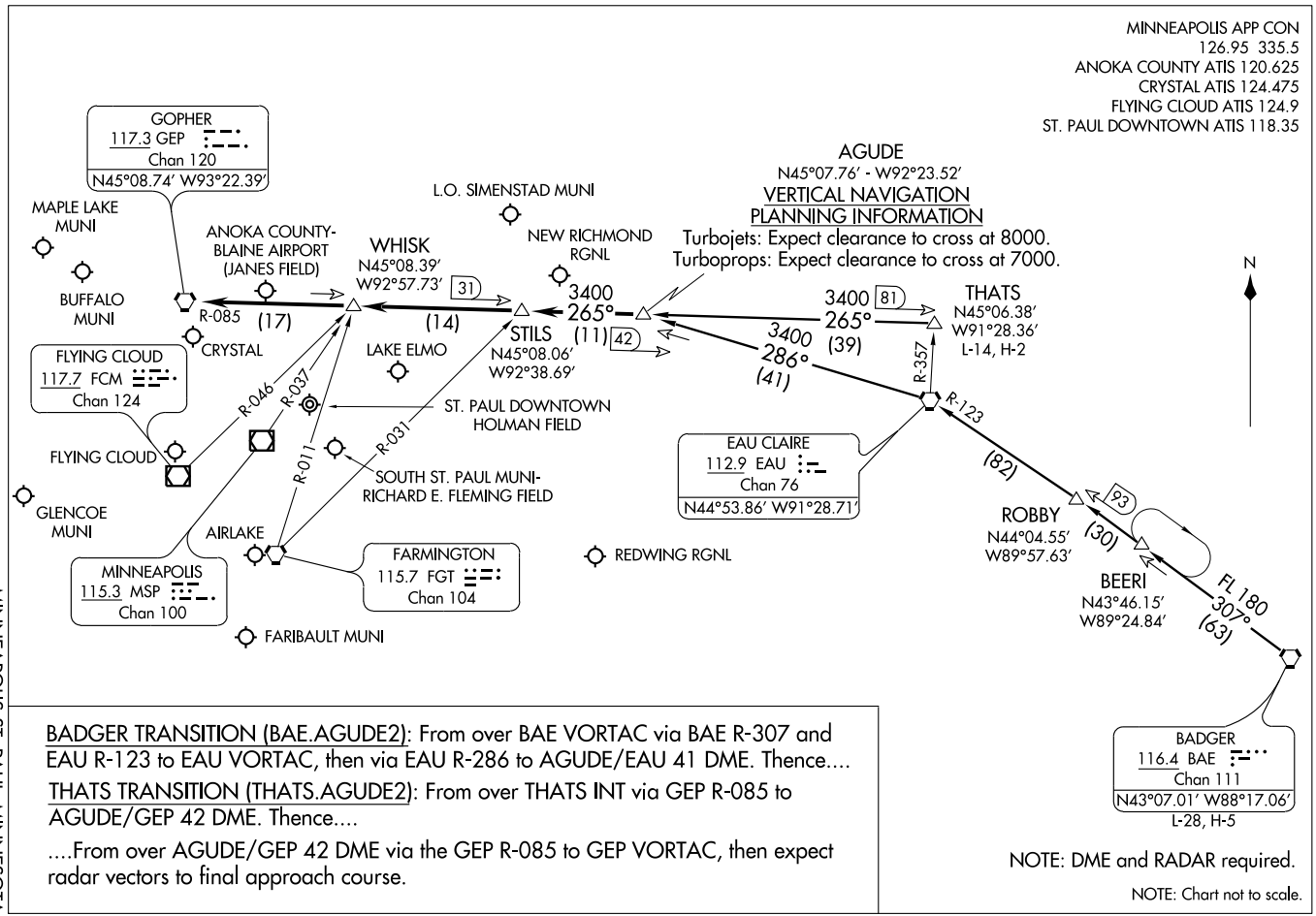


CATEGORY	A	B	C	D
S-33	1520-½ 499 (500-½)		1520-¾ 499 (500-¾)	1520-1 499 (500-1)
CIRCLING	1520-1 499 (500-1)		1520-1½ 499 (500-1½)	1580-2 559 (600-2)
LUCET FIX MINIMUMS				
S-33	1400-½ 379 (400-½)			1400-1 379 (400-1)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

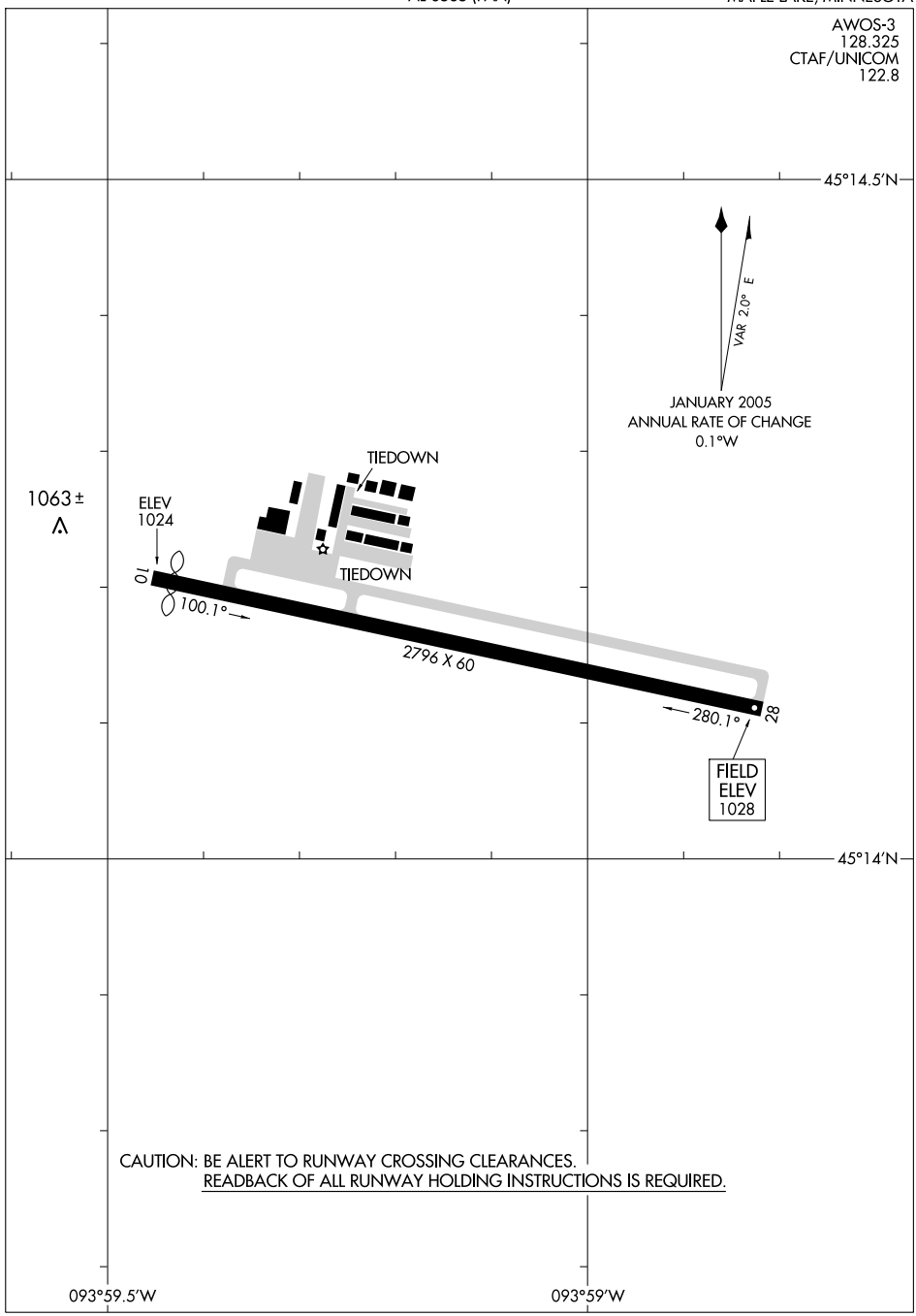
NOTE: Chart not to scale.

09071

AIRPORT DIAGRAM

AL-6585 (FAA)

MAPLE LAKE MUNI (MGG)
MAPLE LAKE, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

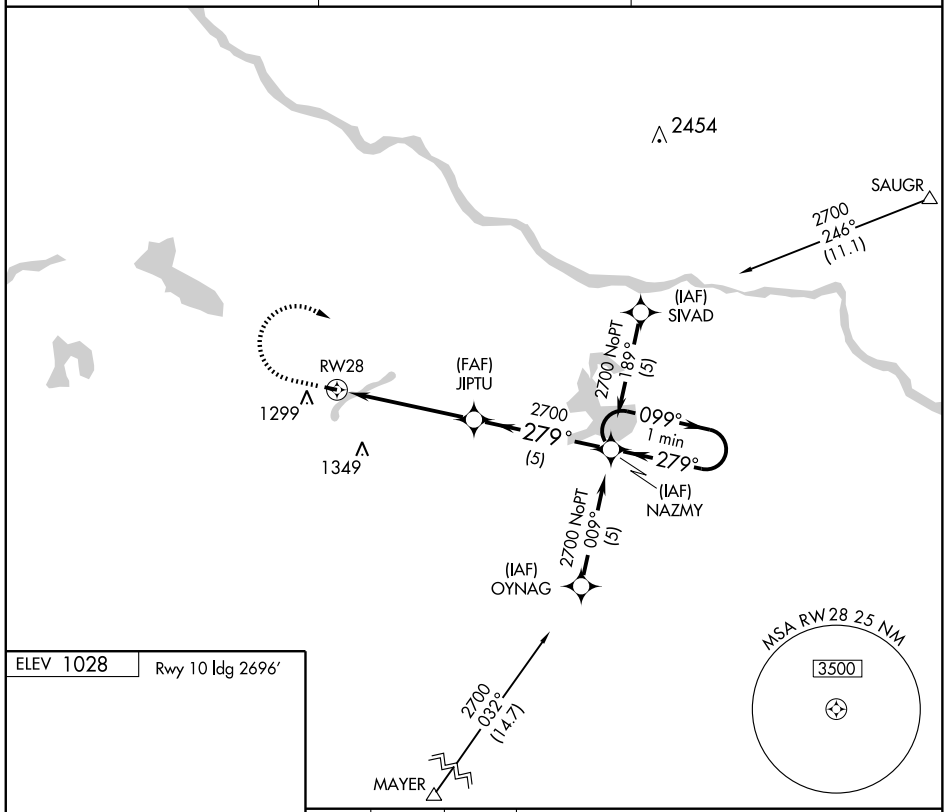
APP CRS		
279°	Rwy Idg	2796
	TDZE	1028
	Apt Elev	1028

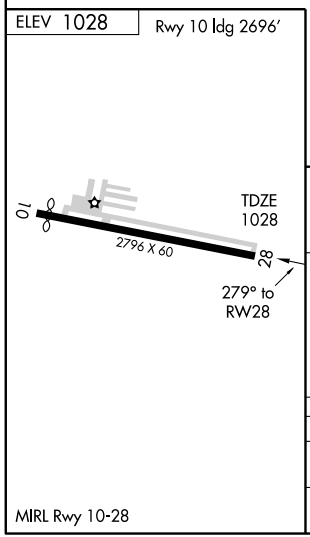
GPS RWY 28
MAPLE LAKE MUNI (MGG)

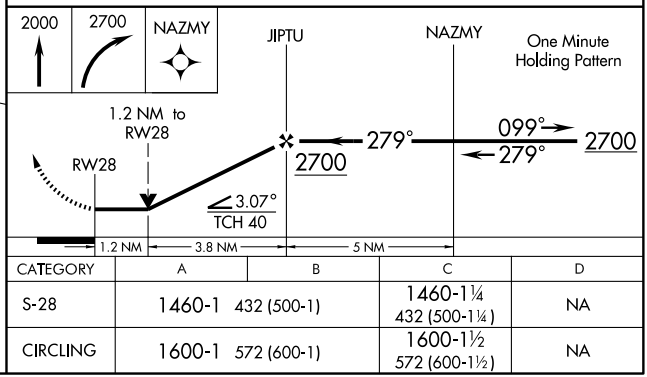
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct NAZMY WP and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
128.325	126.5 357.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	1460-1 432 (500-1)		1460-1¼ 432 (500-1¼)	NA
CIRCLING	1600-1 572 (600-1)		1600-1½ 572 (600-1½)	NA

MIRL Rwy 10-28

NC-1. 08 APR 2010 to 06 MAY 2010

MAPLE LAKE, MINNESOTA

AL-6585 (FAA)

VORTAC DWN 109.0 Chan 27	APP CRS 239°	Rwy Idg N/A TDZE N/A Apt Elev 1028

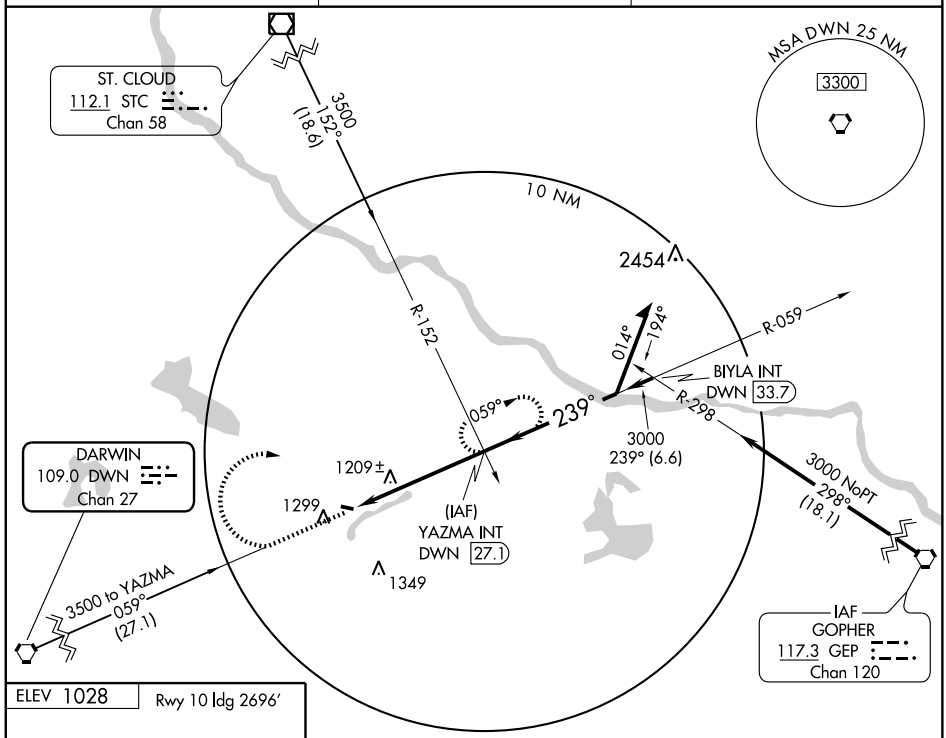
VOR-A

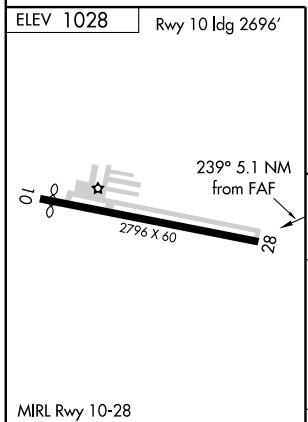
MAPLE LAKE MUNI (MGG)

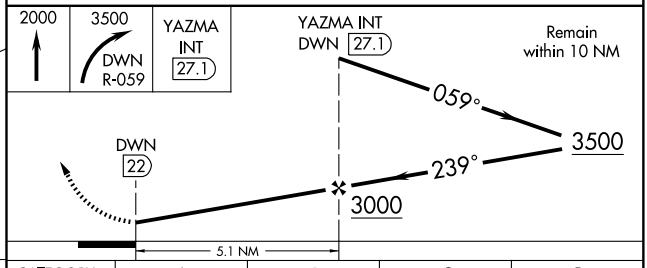
⚠ If local altimeter setting not received, use St. Cloud Regional altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 via DWN R-059 to YAZMA INT/27.1 DME and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
128.325	126.5 357.4	122.8 (CTAF)







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1660-1 632 (700-1)	1660-1¼ 632 (700-1¼)	1660-1¾ 632 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7220
305°	TDZE	1180
	Apt Elev	1180

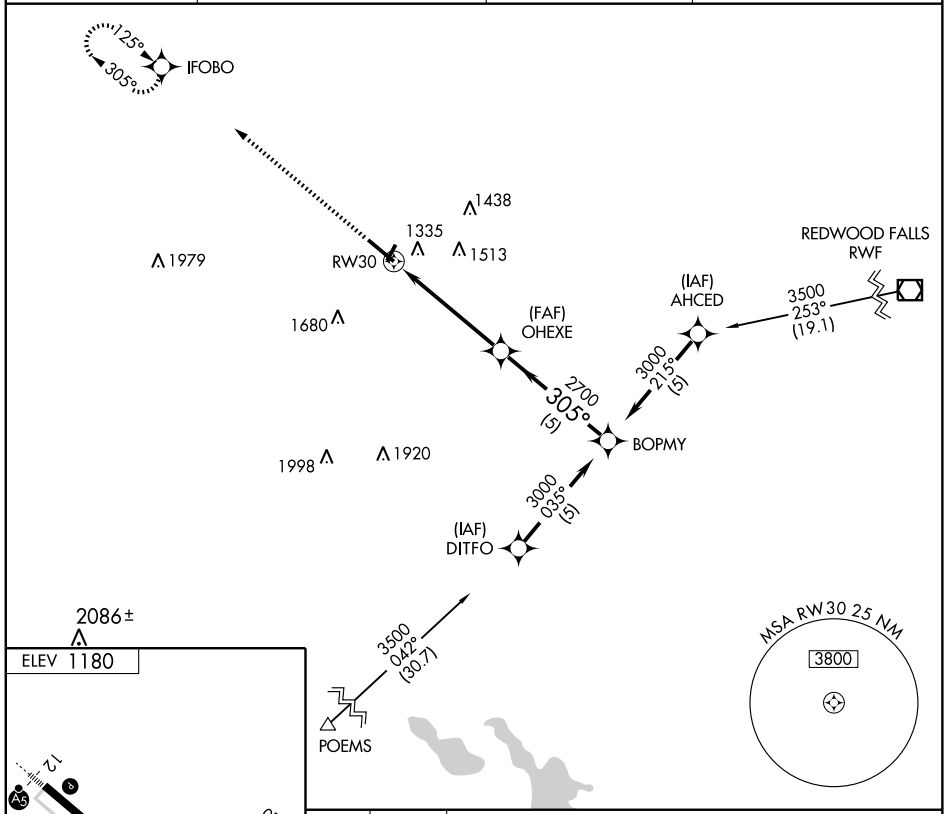
GPS RWY 30

MARSHALL/ SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

NA

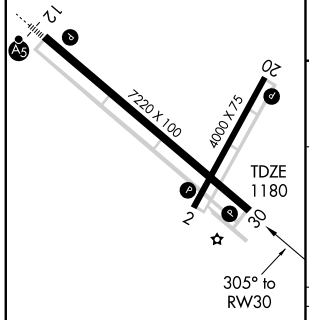
MISSED APPROACH: Climb to 3000 direct IFOBO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L

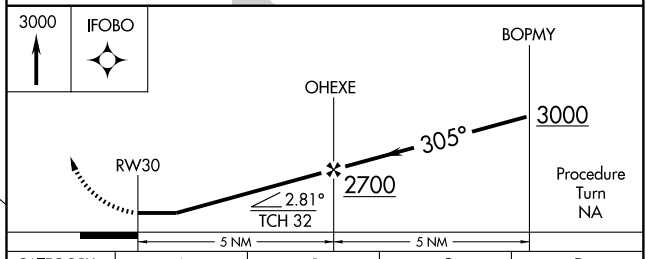


2086±

ELEV 1180



HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-30	1580-1 400 (400-1)			1580-1¼ 400 (400-1¼)
CIRCLING	1640-1 460 (500-1)		1640-1½ 460 (500-1½)	1740-2 560 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-GBY	APP CRS	Rwy Idg	7220
109.7	125°	TDZE	1182
		Apt Elev	1182

MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

ILS or LOC RWY 12

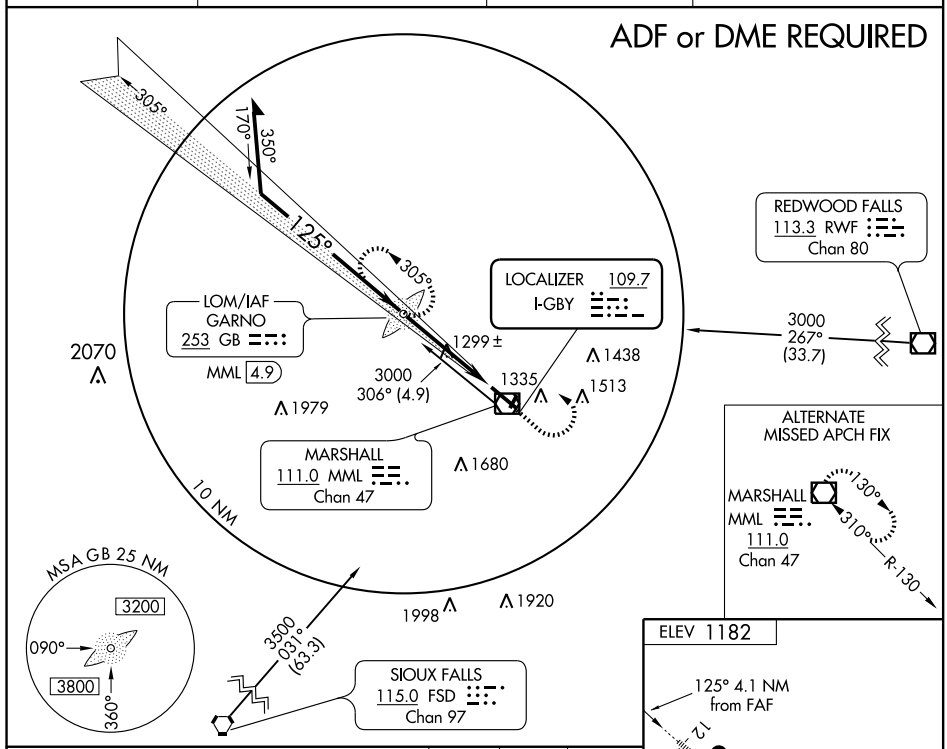
T ADF required.
A NA When local altimeter setting not received, use Tracy Muni altimeter setting and increase all DAs/MDAs 60 feet and S-LOC 12 Cats C/D visibility ¼ mile. For inoperative MALSR when using Tracy Muni altimeter setting, increase S-ILS 12 visibility to 1 mile all Cats.

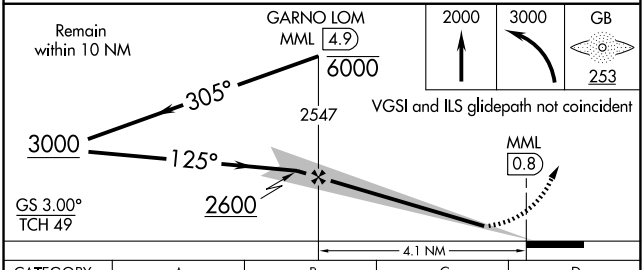
MALSR

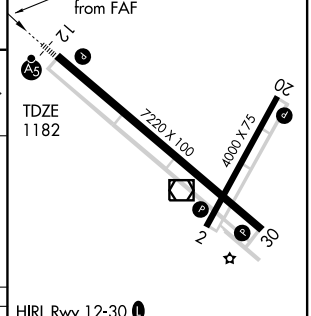
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GARNO LOM/MML 4.9 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 12	1382-½ 200 (200-½)			
S-LOC 12	1560-½ 378 (400-½)			1560-¾ 378 (400-¾)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7220
CH 82106	125°	TDZE	1182
W12A		Apt Elev	1182

MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

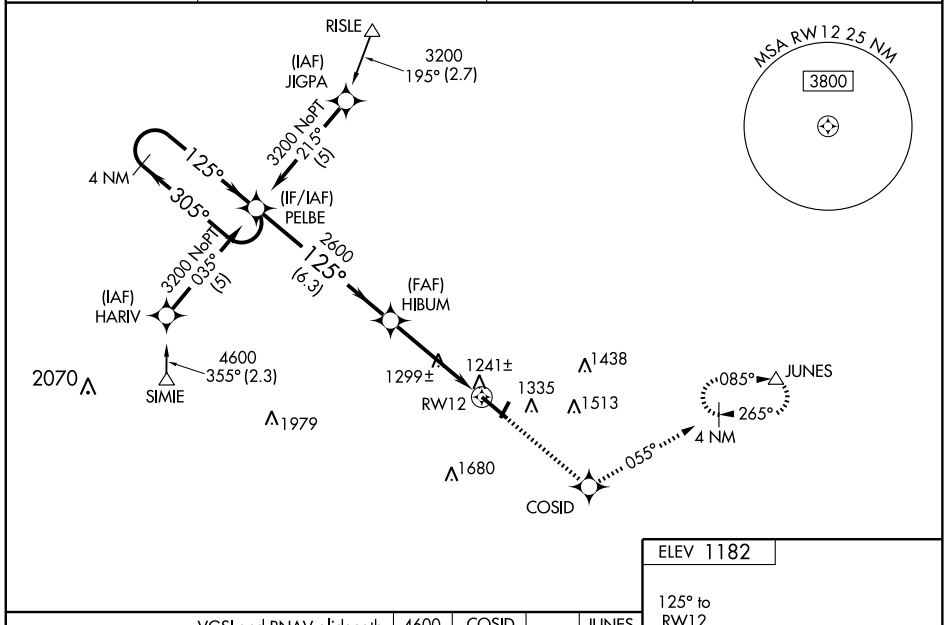
RNAV (GPS) RWY 12

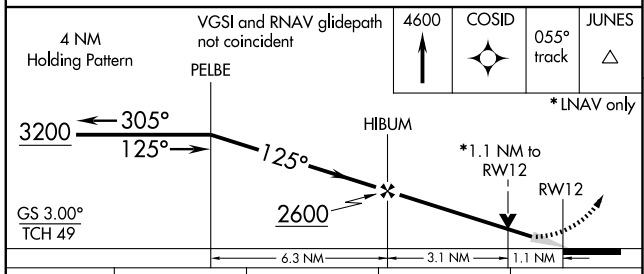
T DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Tracy Muni altimeter setting and increase all DAs/MDAs 60 feet and LNAV Cat. C visibility ¼ mile.
W VDP and Baro-VNAV NA when using Tracy Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR when using Tracy Muni altimeter setting, increase LPV visibility to 1 mile all Cats.
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

MALSR

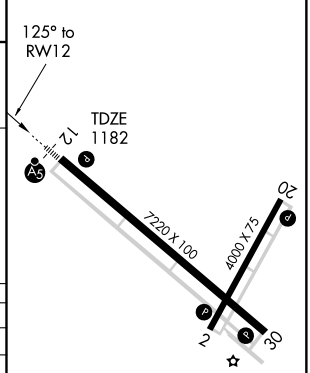
MISSED APPROACH: Climb to 4600, direct COSID and via 055° track to JUNES and hold, continue climb-in-hold to 4600.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1432-½ 250 (300-½)			
LNAV/VNAV DA	1511-¾ 329 (400-¾)			
LNAV MDA	1560-½ 378 (400-½)			1560-1 378 (400-1)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)



HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1. 08 APR 2010 to 06 MAY 2010

MARSHALL, MINNESOTA

AL-5640 (FAA)

VOR/DME MML	APP CRS	Rwy Idg	7220
111.0	298°	TDZE	1180
Chan 47		Apt Elev	1180

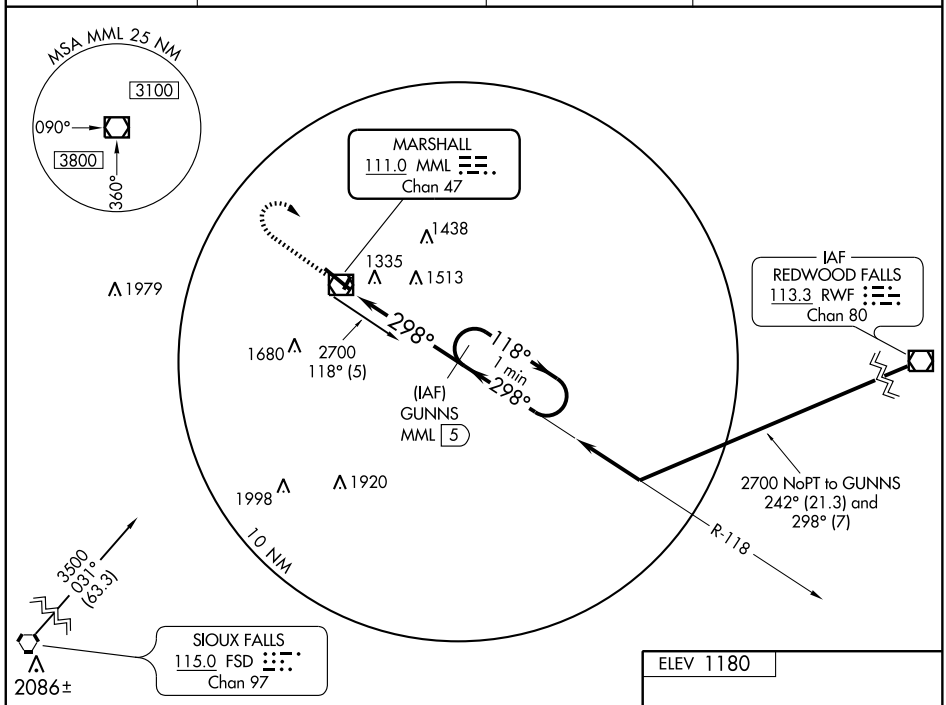
MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

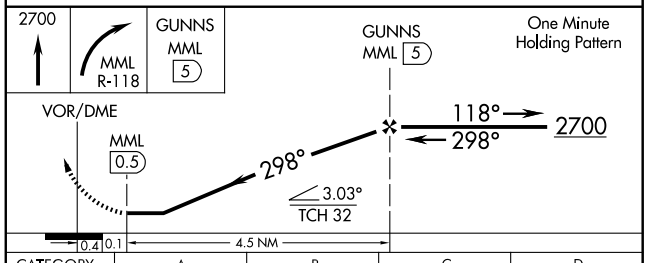
VOR/DME RWY 30

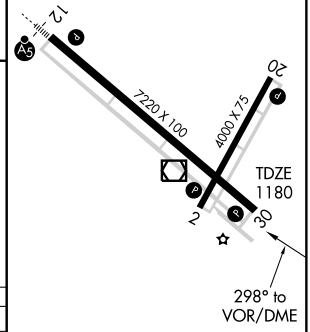
T
ANA

MISSED APPROACH: Climb to 2700, then right turn via MML VOR/DME R-118 to GUNNS/MML 5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1600-1 420 (500-1)		1600-1¼ 420 (500-1¼)	
CIRCLING	1640-1 460 (500-1)		1640-1½ 460 (500-1½)	1740-2 560 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MML 111.0 Chan 47	APP CRS 130°	Rwy Idg 7220 TDZE 1182 Apt Elev 1182

MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

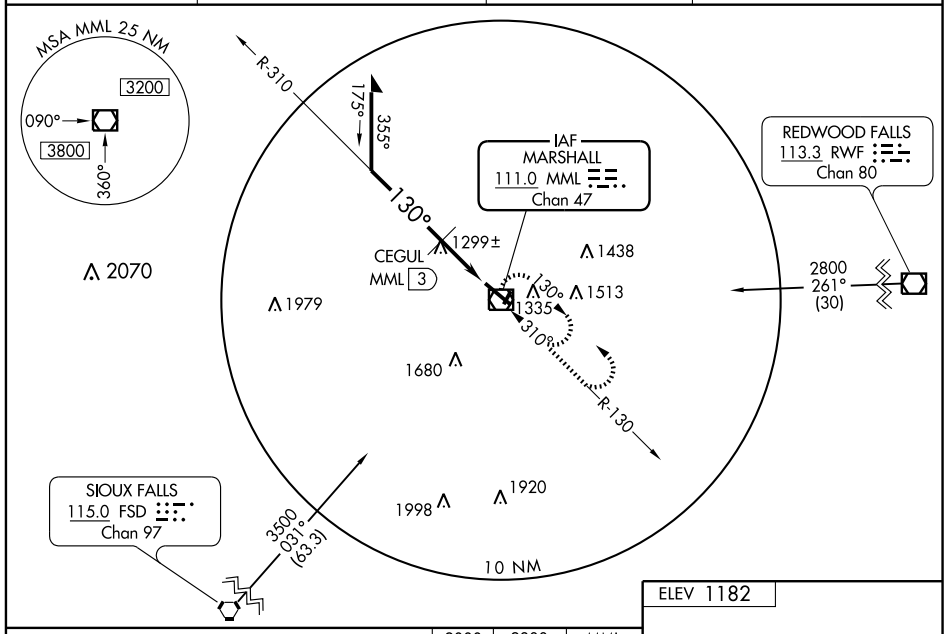
VOR RWY 12

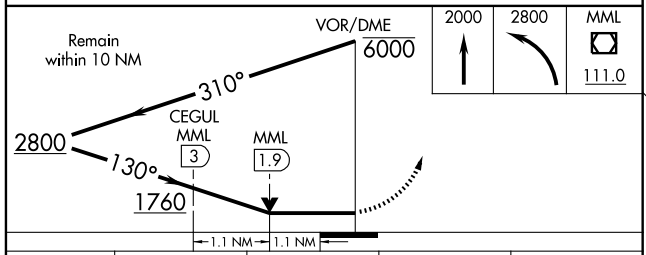
For inoperative MALSR, increase CEGUL FIX MINIMUMS S-12 Cat. D visibility to 1¼ mile.
When local altimeter setting not received, use Tracy Muni altimeter setting and increase all MDAs 60 feet and S-12 Cat. C/D visibility ¼ mile; increase Circling Cat. C visibiltiy ¼ mile. Increase CEGUL FIX MINIMUMS S-12 Cat. C visibility to ¾ mile.
VDP NA when using Tracy Muni altimeter setting.

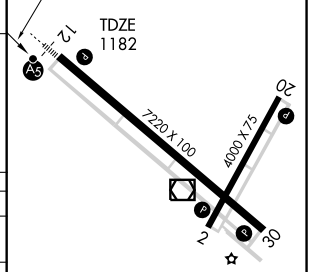
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2800 direct MML VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1760-½ 578 (600-½)		1760-1 578 (600-1)	1760-1¼ 578 (600-1¼)
CIRCLING	1760-1 578 (600-1)		1760-1½ 578 (600-1½)	1760-2 578 (600-2)
CEGUL FIX MINIMUMS				
S-12	1560-½ 378 (400-½)			1560-1 378 (400-1)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
139°	Rwy Idg	3400
	TDZE	1228
	Apt Elev	1228

RNAV (GPS) RWY 14

MC GREGOR/ISEDOR IVERSON (HZX)

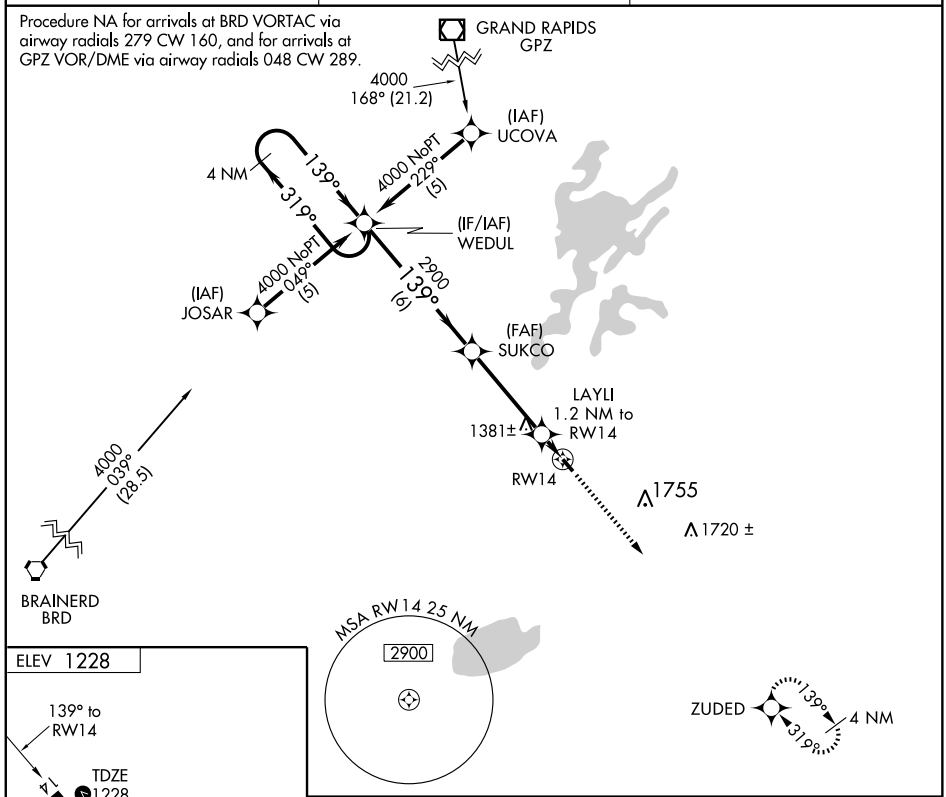
NA

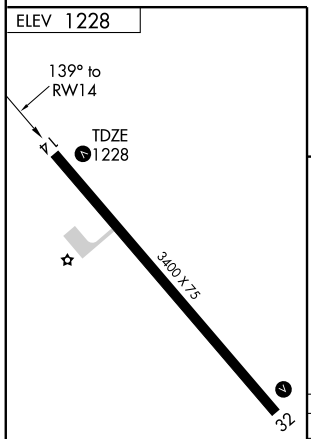
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.
Procedure NA at night.

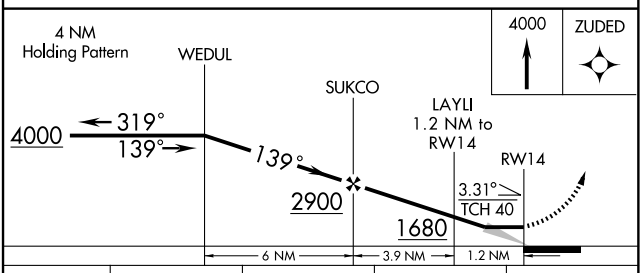
MISSED APPROACH: Climb to 4000 direct ZUDED and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 L

Procedure NA for arrivals at BRD VORTAC via airway radials 279 CW 160, and for arrivals at GPZ VOR/DME via airway radials 048 CW 289.







CATEGORY	A	B	C	D
LNAV MDA	1580-1 352 (400-1)		NA	
CIRCLING	1660-1 432 (500-1)	1680-1 452 (500-1)	NA	

MIRL Rwy 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
319°	TDZE	1226
	Apt Elev	1228

RNAV (GPS) RWY 32

MC GREGOR/ ISEDOR IVERSON (HZX)

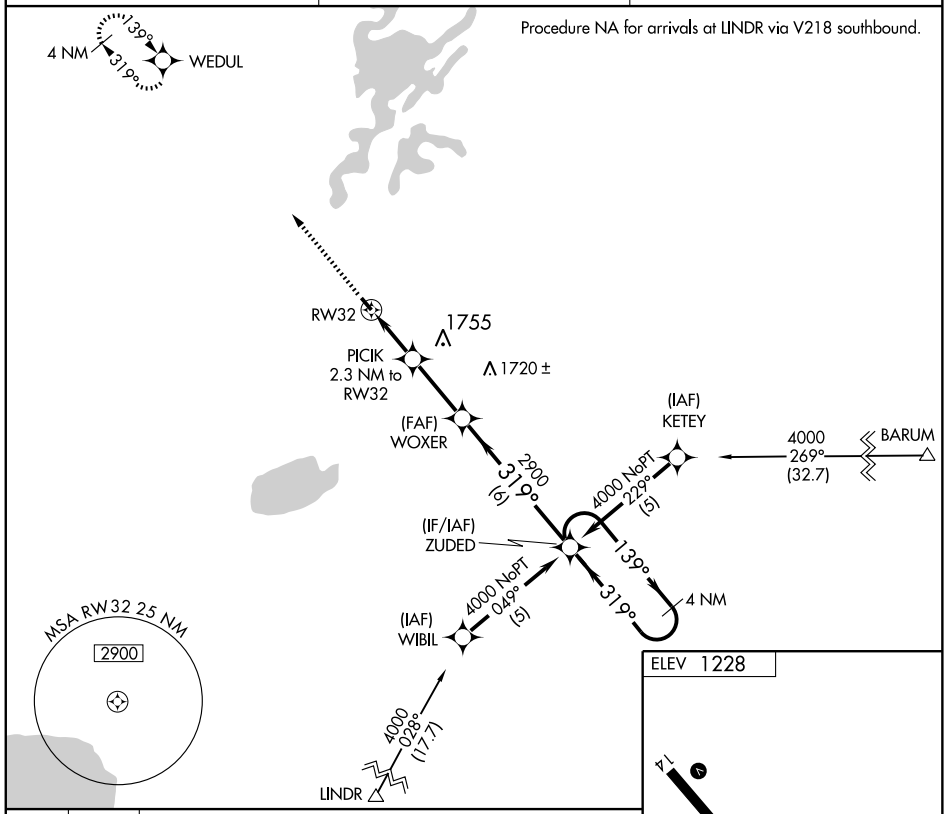
NA

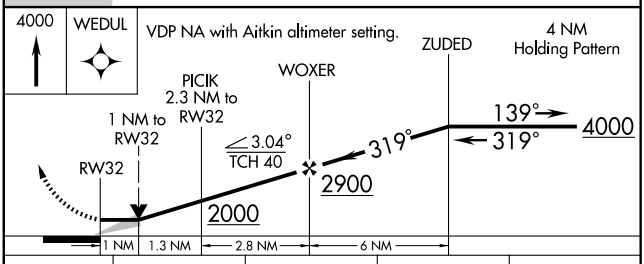
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct WEDUL and hold.

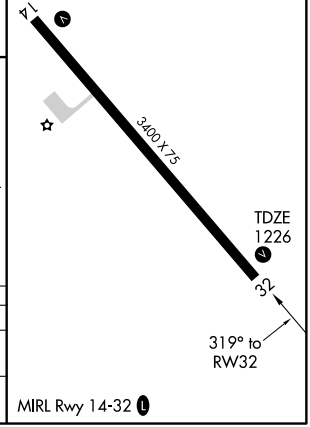
ASOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 L

Procedure NA for arrivals at LINDR via V218 southbound.



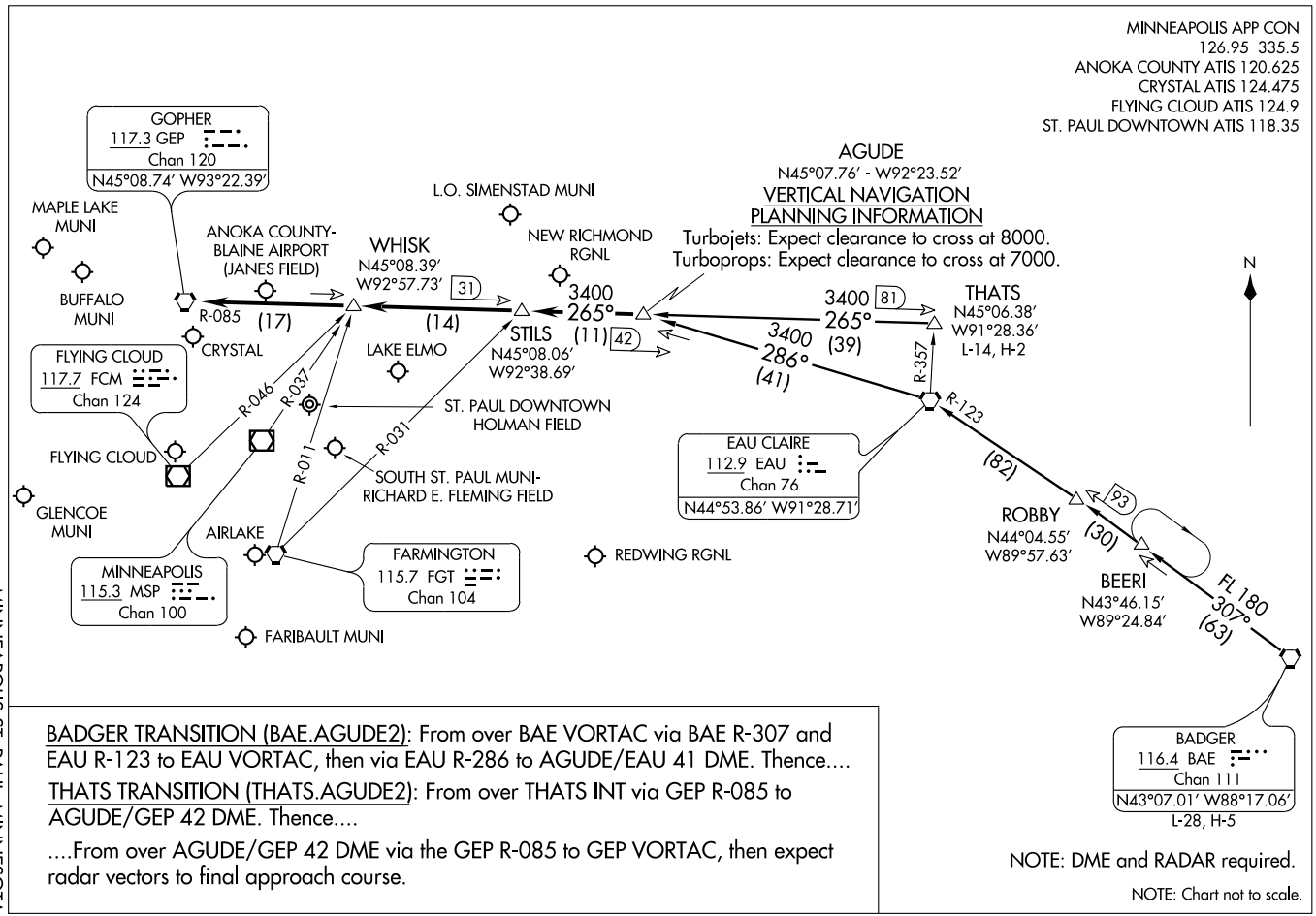


CATEGORY	A	B	C	D
LNAV MDA	1600-1 374 (400-1)		NA	
CIRCLING	1660-1 432 (500-1)	1680-1 452 (500-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

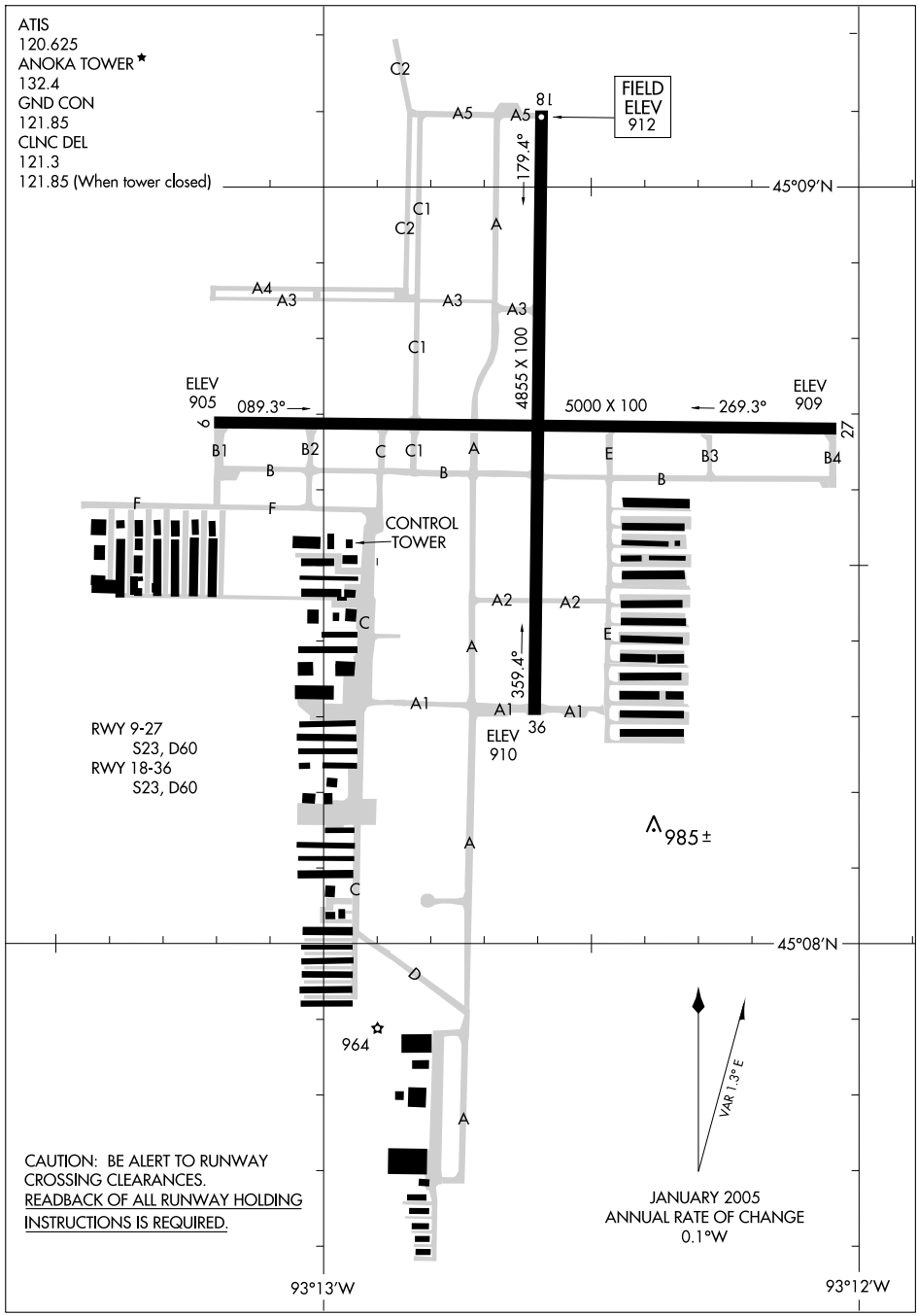
09351

AIRPORT DIAGRAM

MINNEAPOLIS/ANOKA COUNTY- BLAINE AIRPORT (JANES FIELD) (ANE)

AL-5202 (FAA)

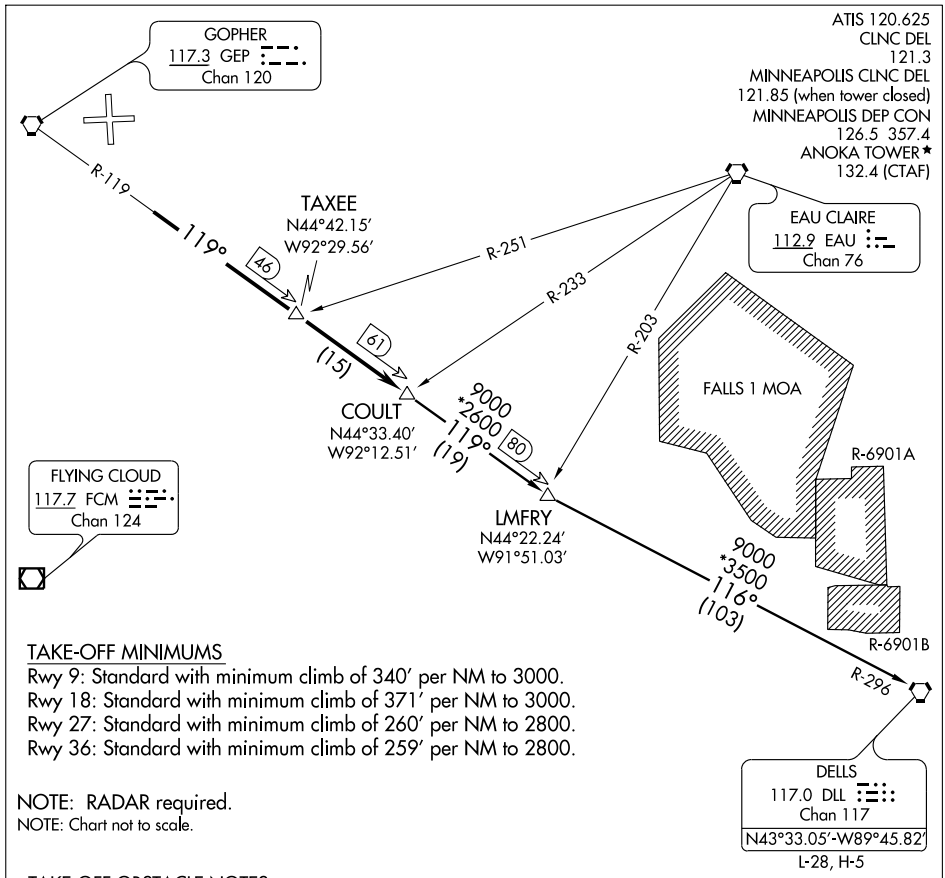
MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

COULT THREE DEPARTURE

SL-5202 (FAA) MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NOTE: RADAR required.
NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′drom DER, 201′ left of centerline, 120′ AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

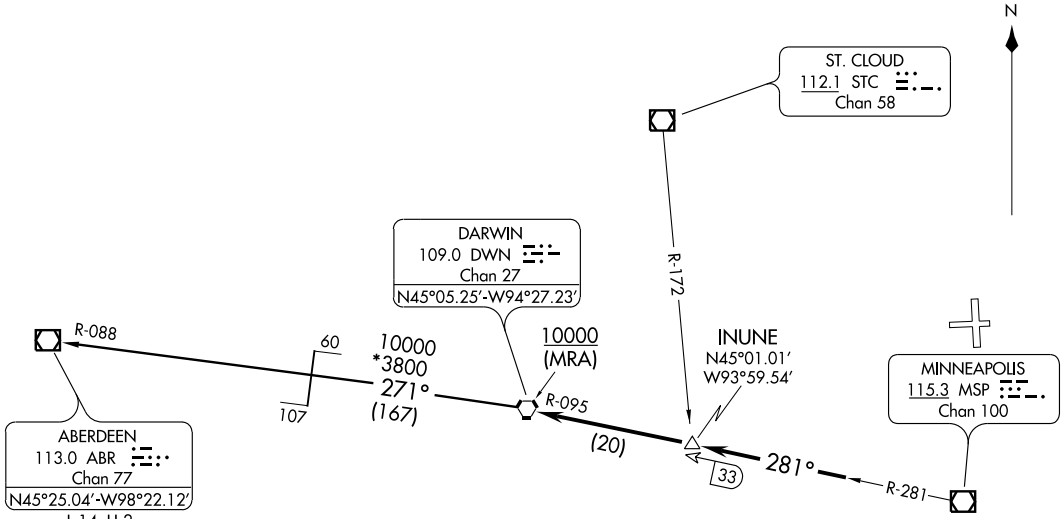
DARWIN THREE DEPARTURE (DWN3.DWN) 10042

MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

MINNEAPOLIS, MINNESOTA

SL-5202 (FAA)

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DARWIN THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL.
Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

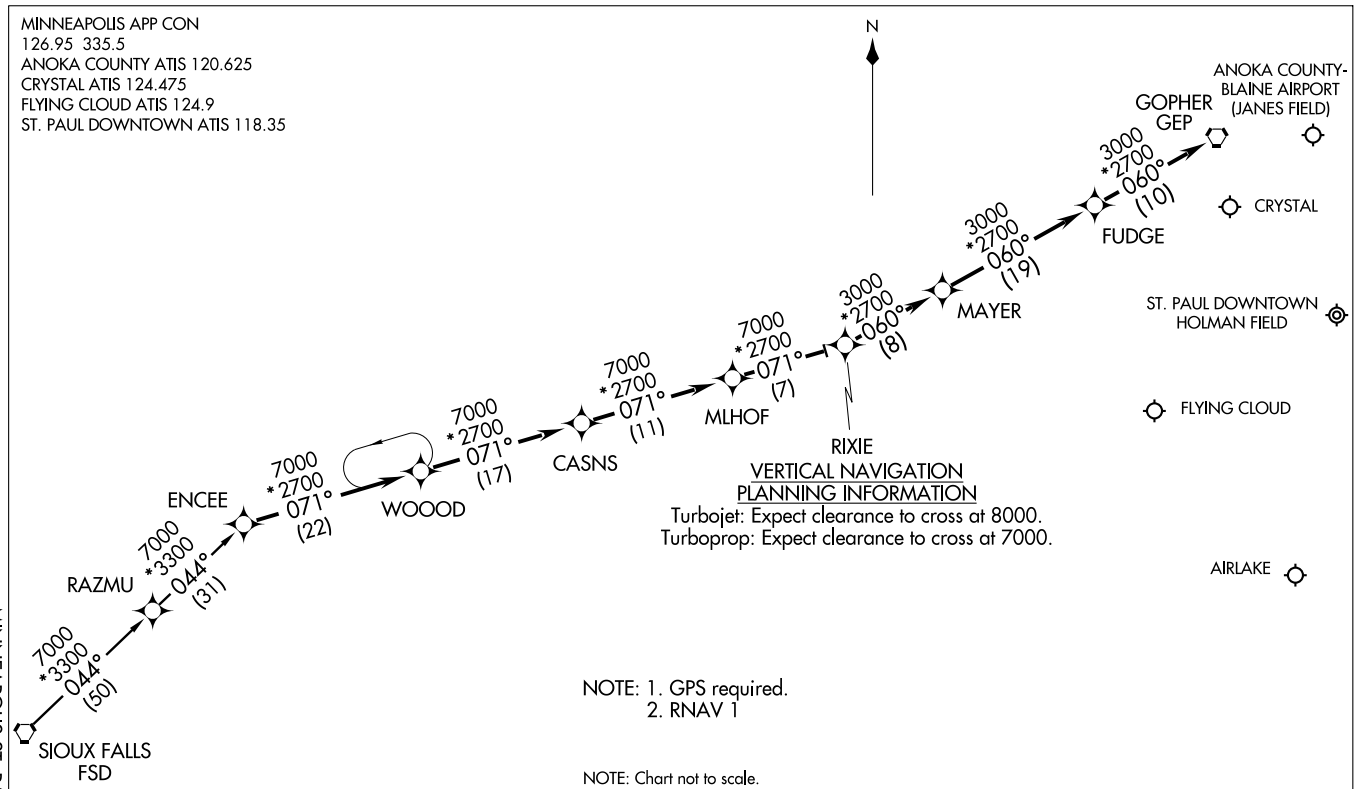
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL.
Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL.
Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL.
Multiple trees 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL.
Multiple trees 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS 118.35



RIXIE
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.

NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

SIOUX FALLS TRANSITION (FSD.ENCEE1)

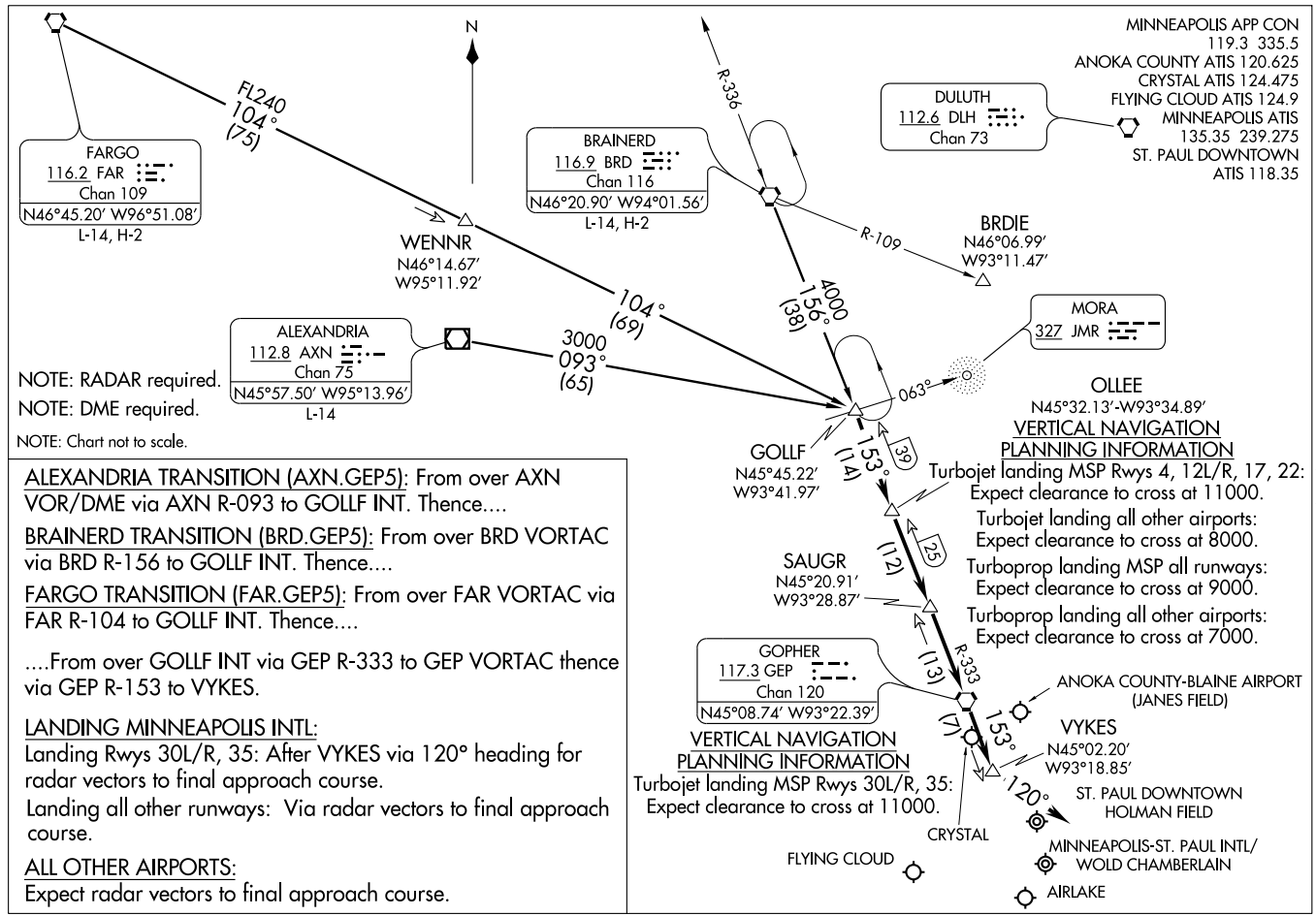
From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

LOC/DME I-ANE	APP CRS	Rwy Idg	5000
111.15	269°	TDZE	910
Chan 48 (Y)		Apt Elev	912

MINNEAPOLIS/ ILS or LOC/DME RWY 27
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

If local altimeter setting not received, use Crystal altimeter setting and increase all DAs/MDAs 40 feet.
VDP NA with Crystal altimeter setting.

MALSR

MISSED APPROACH: Climb to 2700 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER*	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95

ALTERNATE MISSED APCH FIX
149°
329°
PRINCETON PNM 368

2454

Procedure NA for arrivals at BLAYN via V13 northbound, and arrivals at STILS via V78 eastbound.

15 NM

(IAF) BLAYN GEP 23

GEP 23 Arc 3100

R-058

GOPHER 117.3 GEP Chan 120

1530 1061± 1082 1426 LR-079 2600

R-264 084° 264° 1065± 1081± 269° (10.6) 089°

KOGGE I-ANE 3.6 BOKYA I-ANE 6.1 (IF) JUDAL I-ANE 16.7

1520 2438

(IAF) STILS GEP 30.9

GEP R-085 3100 265° (8)

LOCALIZER 111.15 I-ANE Chan 48(Y)

MSA GEP 25 NM 3500

NC-1. 08 APR 2010 to 06 MAY 2010

ELEV 912

971± 967± 985± 964

8l 27 36 6

4855 X 100 5000 X 100

TDZE 910

269° 5.1 NM from FAF

DME REQUIRED

2700 GEP 117.3

Use I-ANE DME when on the localizer course.

I-ANE 1 I-ANE 2.2 KOGGE I-ANE 3.6 BOKYA I-ANE 6.1 JUDAL I-ANE 16.7

2600 269° 3100 Procedure Turn NA

2600 1780

GS 3.00° TCH 49

1.2 NM 1.4 NM 2.5 NM 10.6 NM

CATEGORY	A	B	C	D
S-ILS 27	1110-½ 200 (200-½)			
S-LOC 27	1340-½ 430 (500-½)		1340-¾ 430 (500-¾)	1340-1 430 (500-1)
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18, and 36 L

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10098

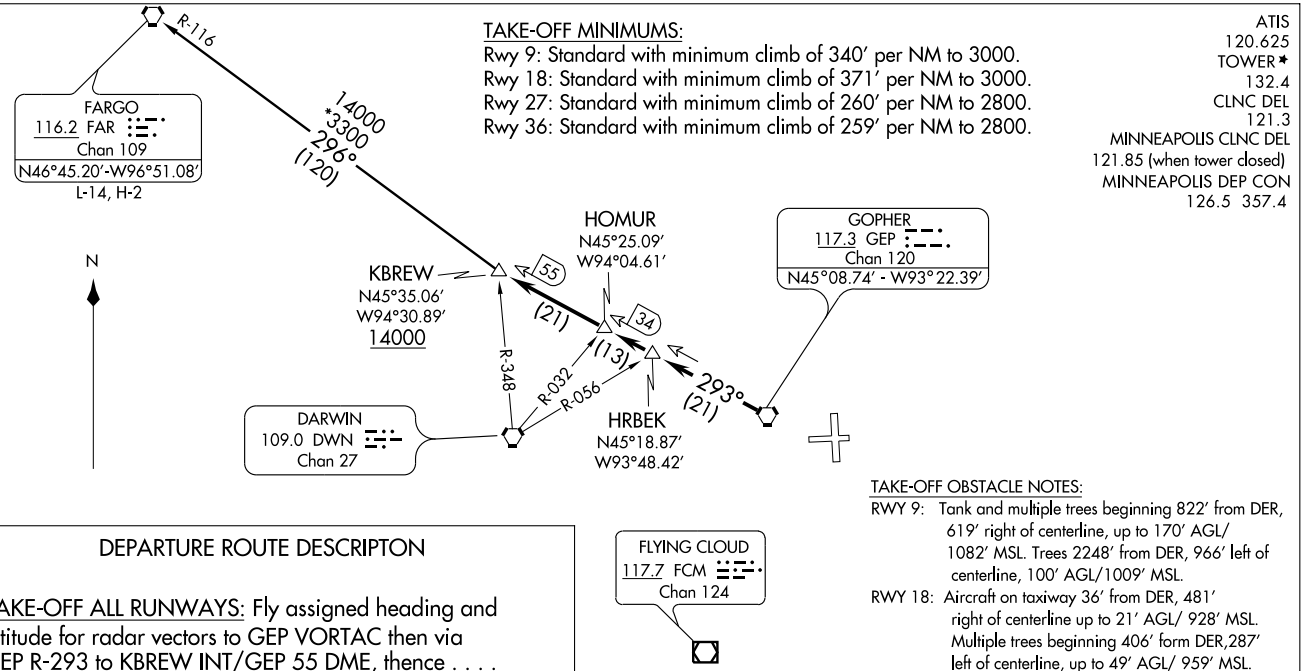
MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

SL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS
120.625
TOWER ✱
132.4
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4

TAKE-OFF MINIMUMS:
Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR):
From over KBREW INT via FAR R-116 to FAR VORTAC.

NOTE: RADAR required.
NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTES:
RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/ 1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline up to 21′ AGL/ 928′ MSL. Multiple trees beginning 406′ form DER,287′ left of centerline, up to 49′ AGL/ 959′ MSL. Tower 5016′ from DER 201′ left of centerline 120′ AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/ 983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/ 957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

ORSKY FOUR DEPARTURE

ATIS 120.625
CLNC DEL 121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
121.6 357.4

GOPHER
117.3 GEP
Chan 120

MINNEAPOLIS
115.3 MSP
Chan 100
N44°53.79′ - W93°14.19′

FLYING CLOUD
117.7 FCM
Chan 124

JURNY
N44°36.52′
W93°28.34′

208° (20)

R-258

208° (13)

(33)

R-198

J21

(15)

48

RUMLE
N44°25.28′
W93°37.47′

FARMINGTON
115.7 FGT
Chan 104

FAIRMONT
110.2 FRM
Chan 39

(37)

85

R-268

R-318

HALFWAY
111.2 FOW
Chan 49

PEDLN
N44°12.16′
W93°48.02′

R-074

ORSKY
N43°40.19′
W94°13.38′

9000
*2800
208° (26)

ONTIJ
N43°17.86′
W94°30.77′
12000 (MRA)

(11)

J21

12000
*3000
195° (22)

9000
*2900
176° (64)

R-278

MASON CITY
114.9 MCW
Chan 96

GOOLD
N42°57.52′
W94°42.85′

MCW
R-257

SIMJI
N42°49.56′
W94°47.52′

(9)

R-312

R-294

R-356

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

EYHUX
N42°26.13′
W95°01.16′

(25)

J21

(39)

83

R-308

DES MOINES
117.5 DSM
Chan 122

NOTE: RADAR required.

NOTE: Chart not to scale.

114.8 OBH
R-070
Chan 95

R-281

PUMKN
N41°50.54′
W95°21.52′

(44)

R-015

(NARRATIVE ON FOLLOWING PAGE)

OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NC-1, 08 APR 2010 to 06 MAY 2010

ORSKY FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL.
Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL.
Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL.
Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL.
Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL.
Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 82312 W09A	APP CRS 089°	Rwy Idg 5000 TDZE 910 Apt Elev 912

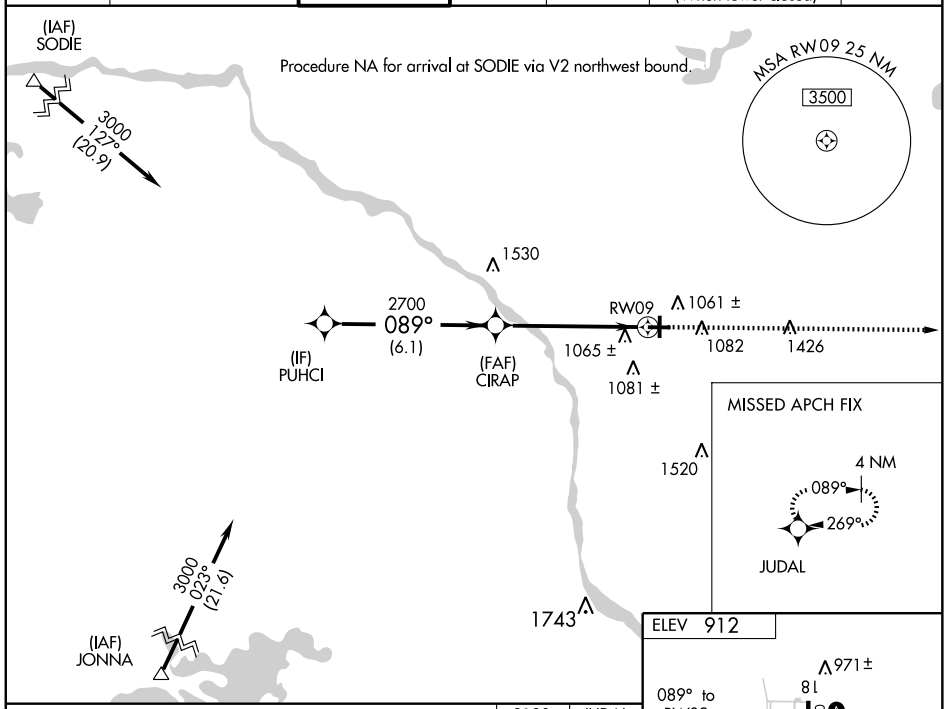
RNAV (GPS) RWY 9

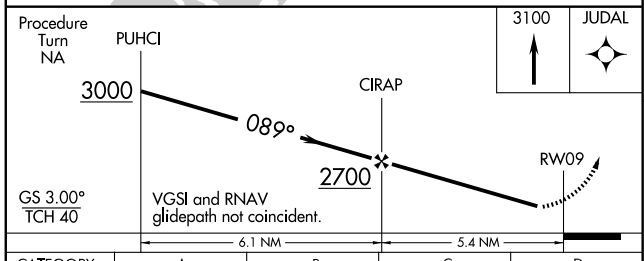
MINNEAPOLIS/ ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

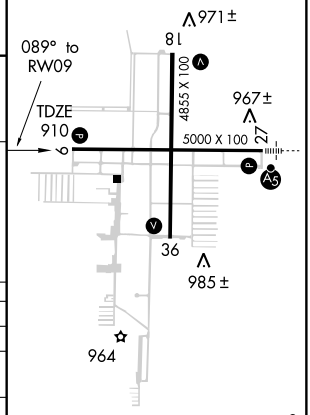
Baro-VNAV NA when using Crystal altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crystal altimeter setting and increase all DA 25 feet, all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 3100 direct JUDAL and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1225-1¼ 315 (400-1¼)			
LNAV/ VNAV DA	1352-1½ 442 (500-1½)			
LNAV MDA	1320-1 410 (500-1)		1320-1¼ 410 (500-1¼)	
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4855
179°	TDZE	912
	Apt Elev	912

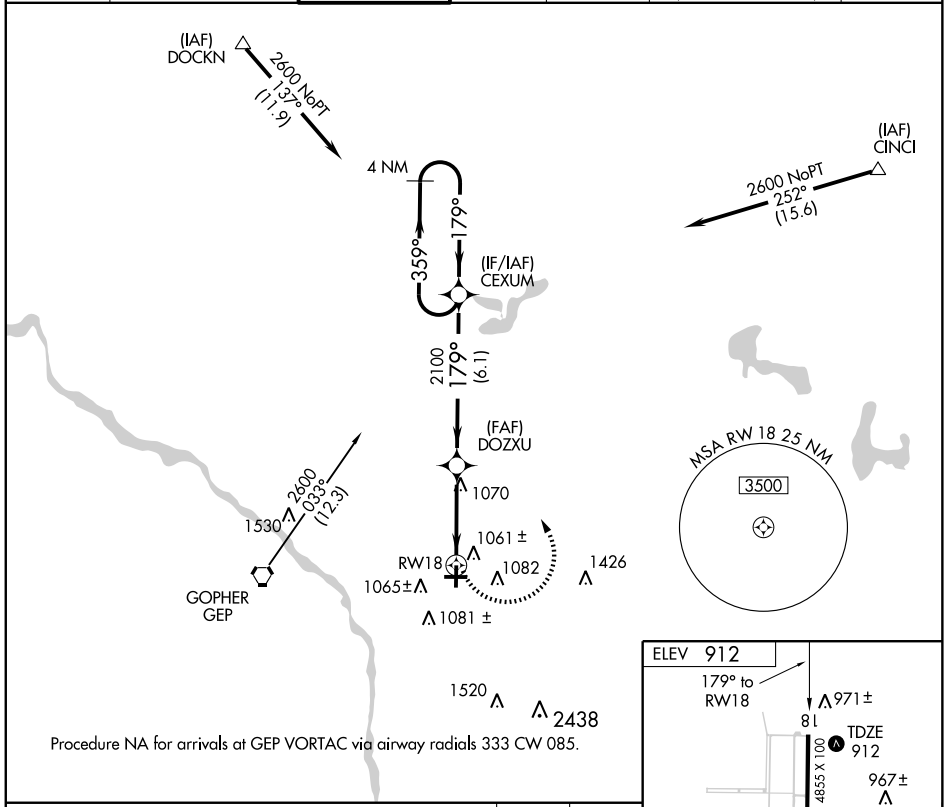
RNAV (GPS) RWY 18

MINNEAPOLIS/
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

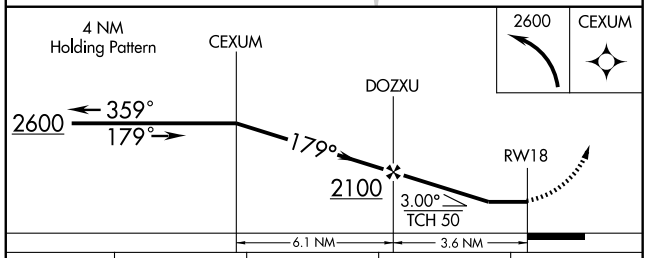
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct CEXUM and hold.

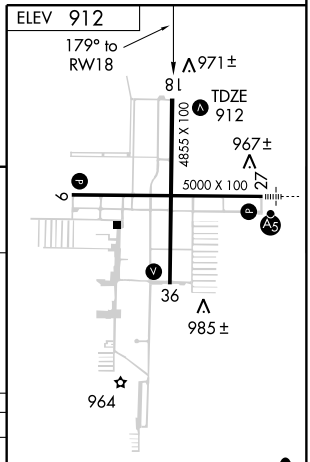
ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95



Procedure NA for arrivals at GEP VORTAC via airway radials 333 CW 085.



CATEGORY	A	B	C	D
LNAV MDA	1380-1	468 (500-1)	1380-1¼ 468 (500-1¼)	1380-1½ 468 (500-1½)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 78300 W27A	APP CRS 269°	Rwy Idg 5000 TDZE 910 Apt Elev 912

RNAV (GPS) RWY 27

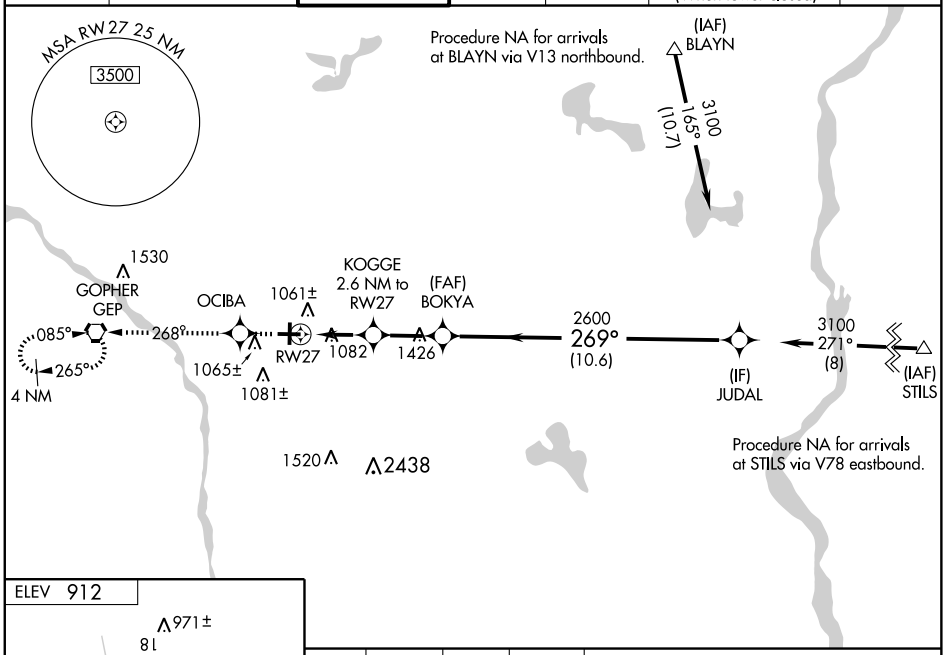
MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

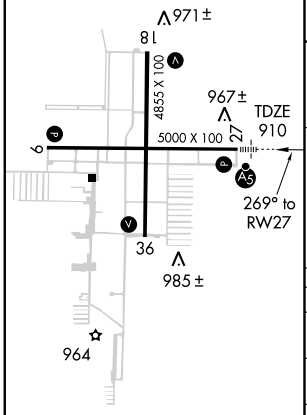
Baro-VNAV and VDP NA when using Crystal altimeter setting.
If local altimeter setting not received, use Crystal altimeter setting and increase all DAs/MDAs 40 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat C visibility to 1¼.

MALSR

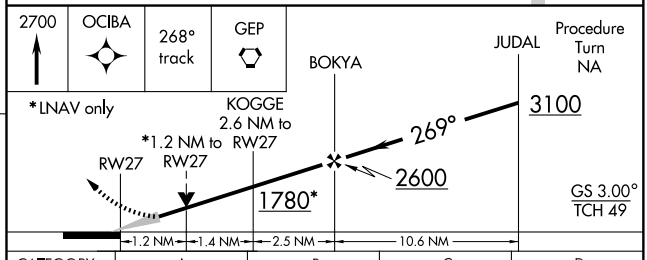
MISSED APPROACH: Climb to 2700 direct OCIBA and via 268° track to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER*	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18, and 36 L

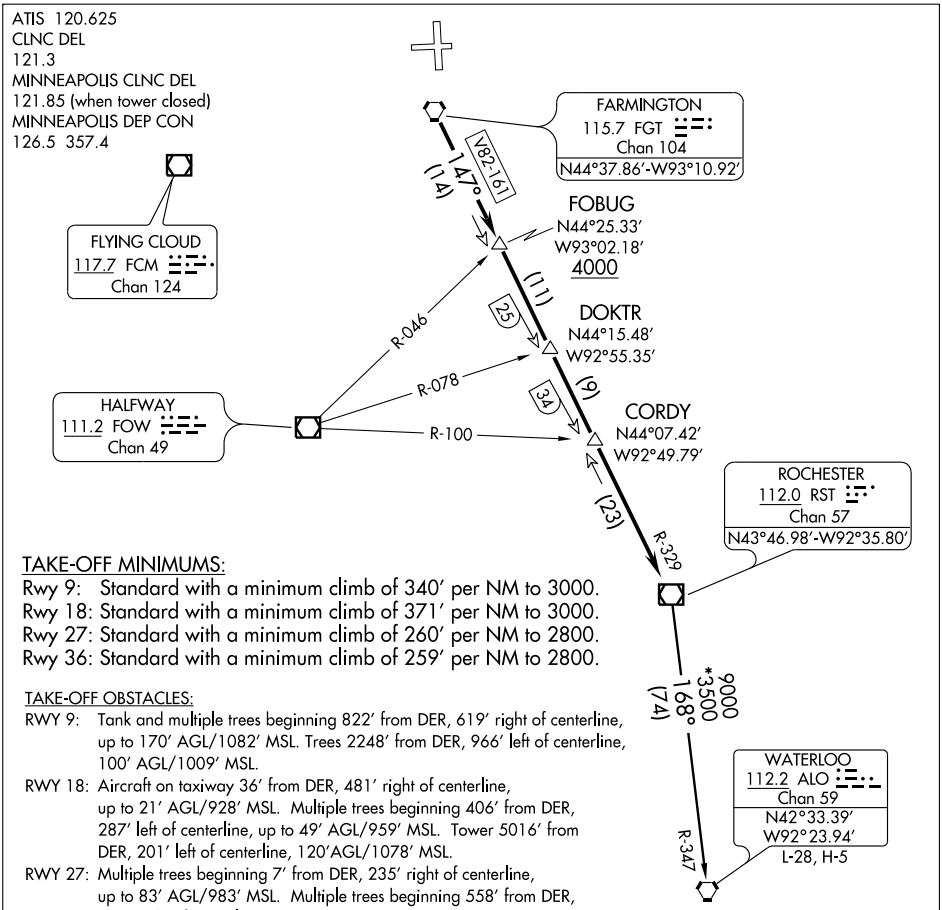


CATEGORY	A	B	C	D
LPV DA	1160-½ 250 (300-½)			
LNAV/VNAV DA	1371-1 461 (500-1)			
LNAV MDA	1340-½ 430 (500-½)			1340-1 430 (500-1)
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

ROCHESTER FOUR DEPARTURE

SL-5202 (FAA) MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS:

Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with a minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

TAKE-OFF OBSTACLES:

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ right of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS:

Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLES:

RWY 9: Tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL.

RWY 18: Aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL Tower 5016' from DER 201' left of centerline, 120' AGL/1078' MSL..

RWY 27: Multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' right of centerline, up to 57' AGL/957' MSL.

RWY 36: Multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

TAKE-OFF MINIMUMS:

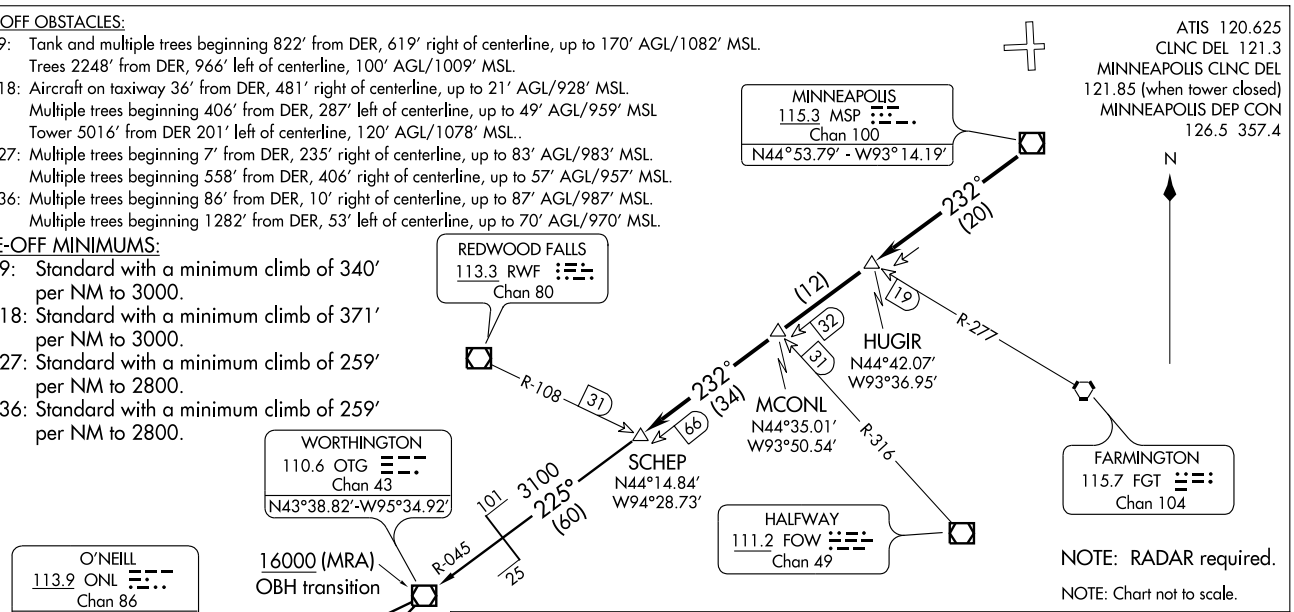
Rwy 9: Standard with a minimum climb of 340' per NM to 3000.

Rwy 18: Standard with a minimum climb of 371' per NM to 3000.

Rwy 27: Standard with a minimum climb of 259' per NM to 2800.

Rwy 36: Standard with a minimum climb of 259' per NM to 2800.

ATIS 120.625
CLNC DEL 121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4



NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

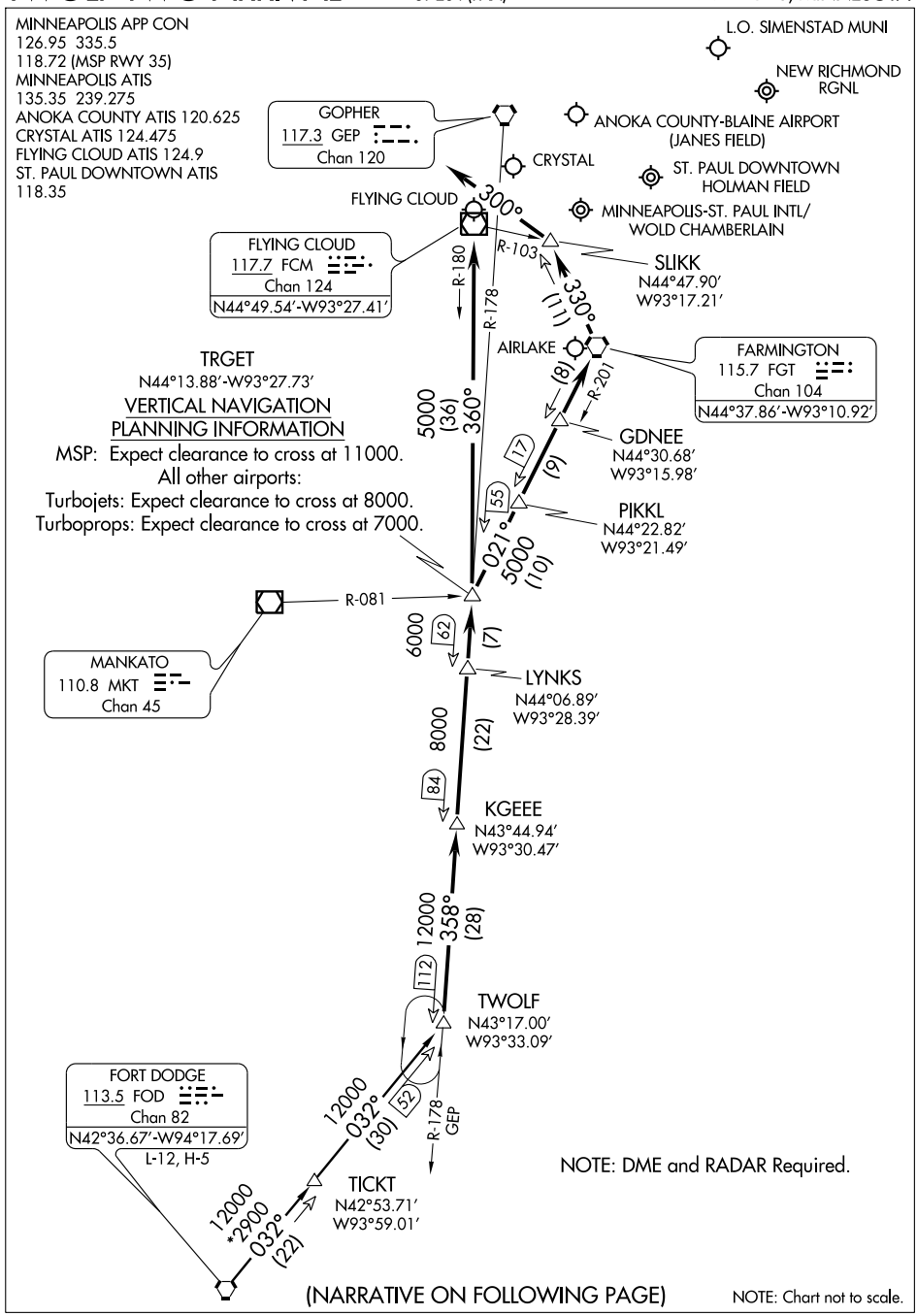
WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME then via OTG R-215 and OBH R-034 to OBH VORTAC.

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC GEP 117.3 Chan 120	APP CRS 264°	Rwy Idg 5000 TDZE 910 Apt Elev 912

MINNEAPOLIS/ ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

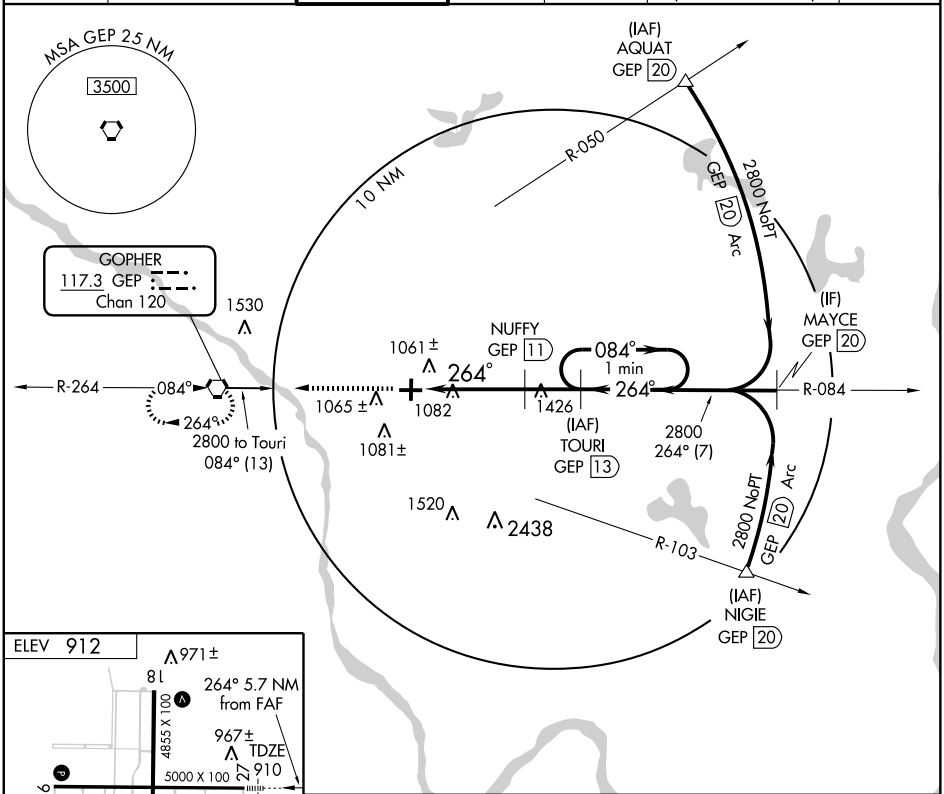
VOR/DME RWY 27

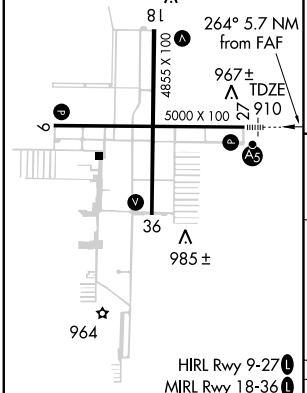
DME required.
When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet.
VDP NA when using Crystal altimeter setting.

MALSR

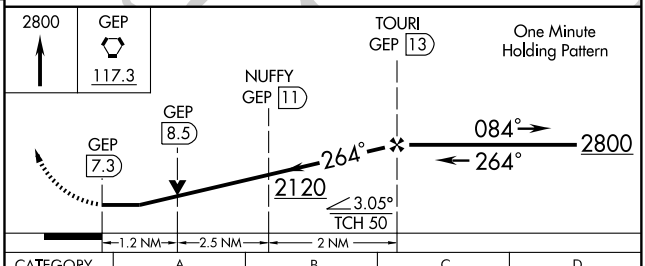
MISSED APPROACH: Climb to 2800 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-27	1340-½	430 (500-½)	1340-¾ 430 (500-¾)	1340-1 430 (500-1)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC GEP 117.3 Chan 120	APP CRS 084°	Rwy Idg 5000 TDZE 910 Apt Elev 912

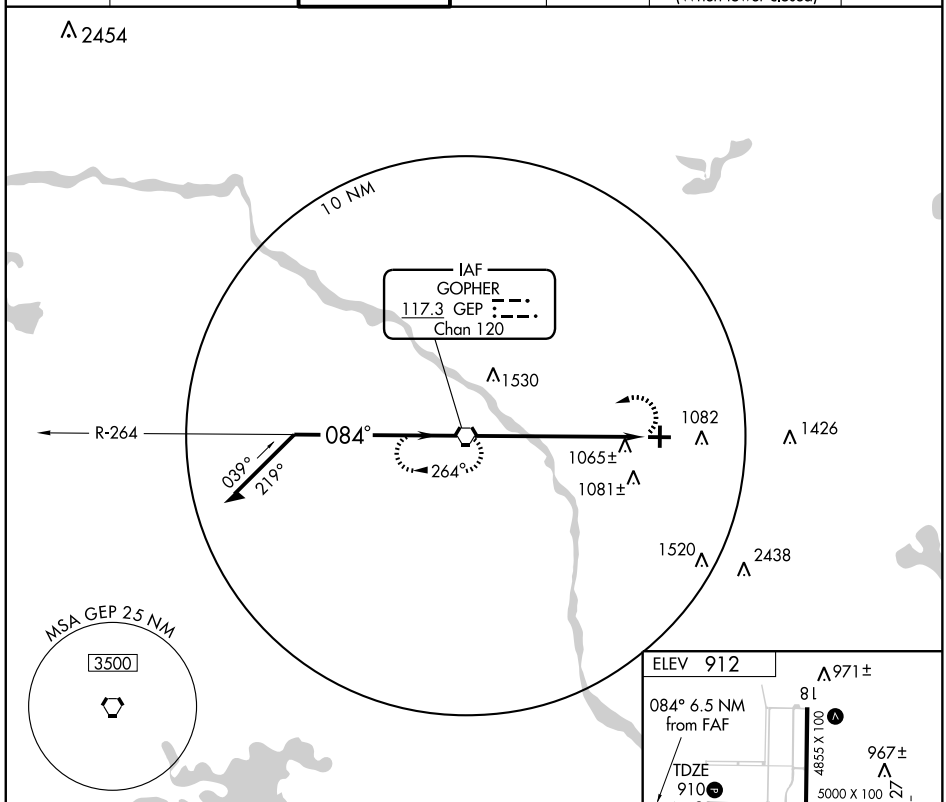
MINNEAPOLIS/
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

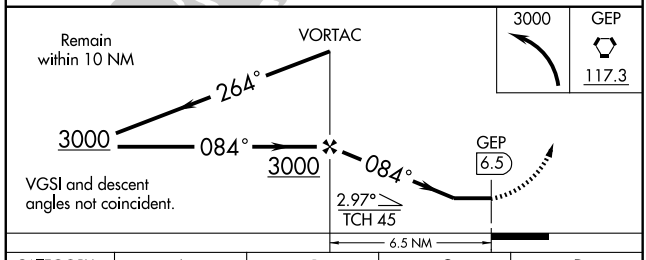
VOR RWY 9

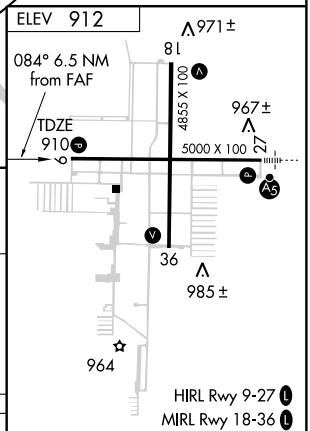
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet and S-9 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER*	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-9	1380-1	470 (500-1)	1380-1¼ 470 (500-1¼)	1380-1½ 470 (500-1½)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)

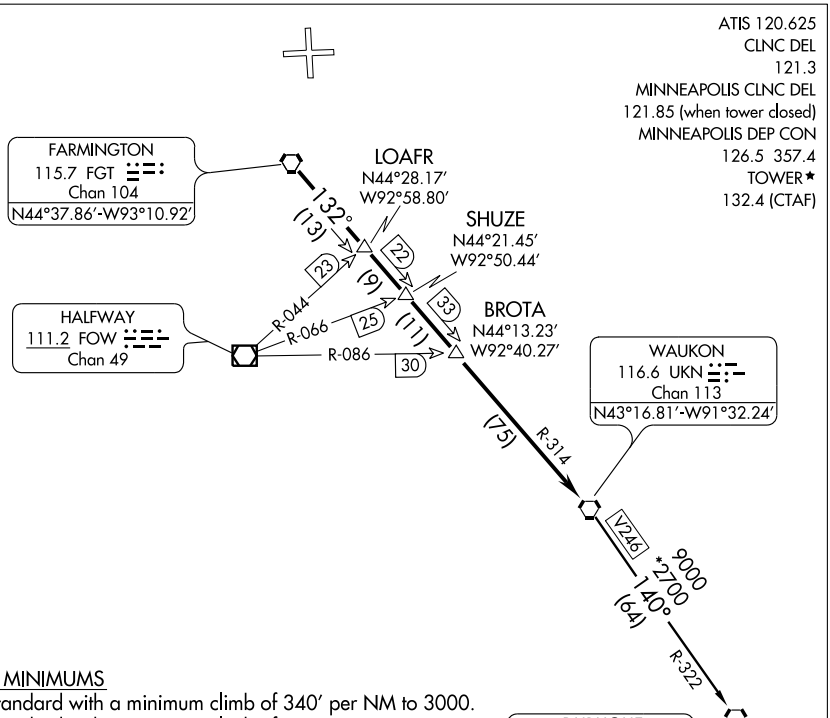
FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-1. 08 APR 2010 to 06 MAY 2010

WAUKON THREE DEPARTURE SL-5202 (FAA)

MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS

Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with a minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

L-28, H-5

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4

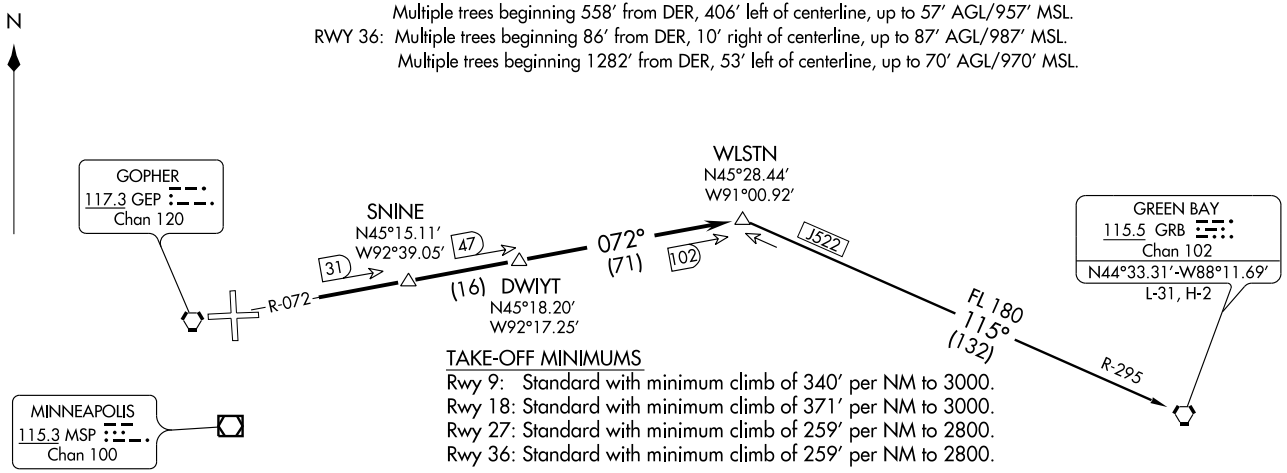
TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

WLSTN THREE DEPARTURE (WLSTN3.WLSTN) 10042

MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

SL-5202 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4

MINNEAPOLIS
115.3 MSP
Chan 100

TAKE-OFF OBSTACLES:

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ right of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

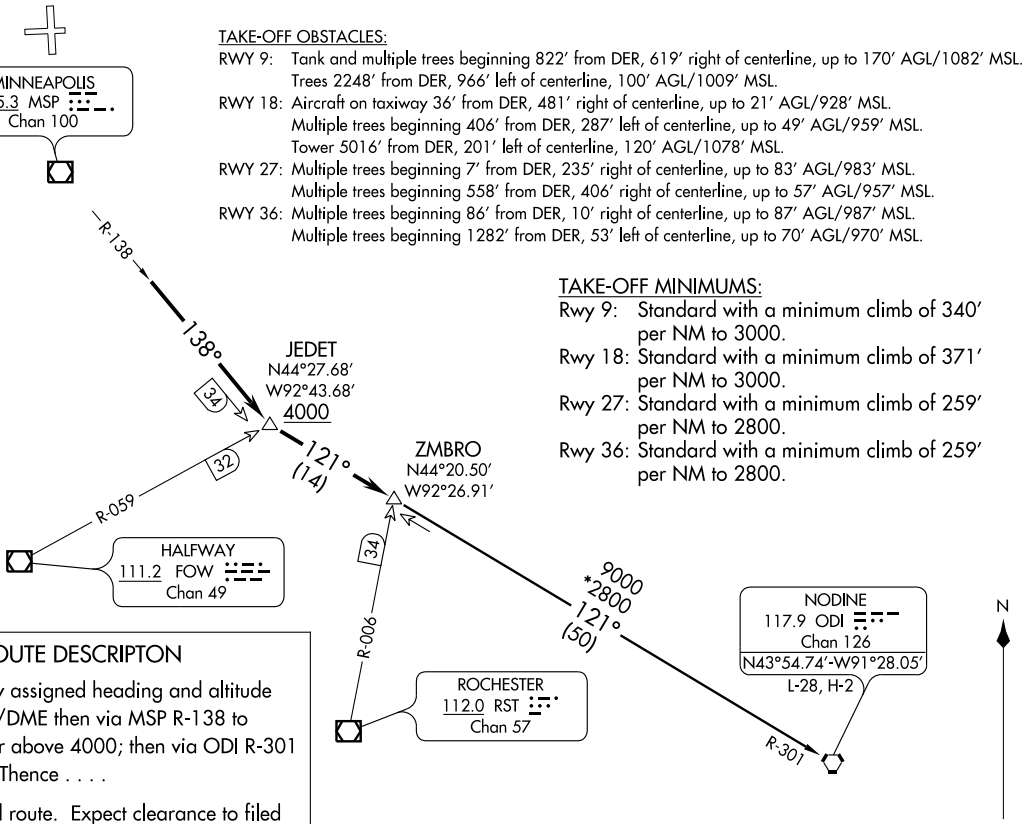
TAKE-OFF MINIMUMS:

Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.

Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.

Rwy 27: Standard with a minimum climb of 259′ per NM to 2800.

Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

NOTE: RADAR Required

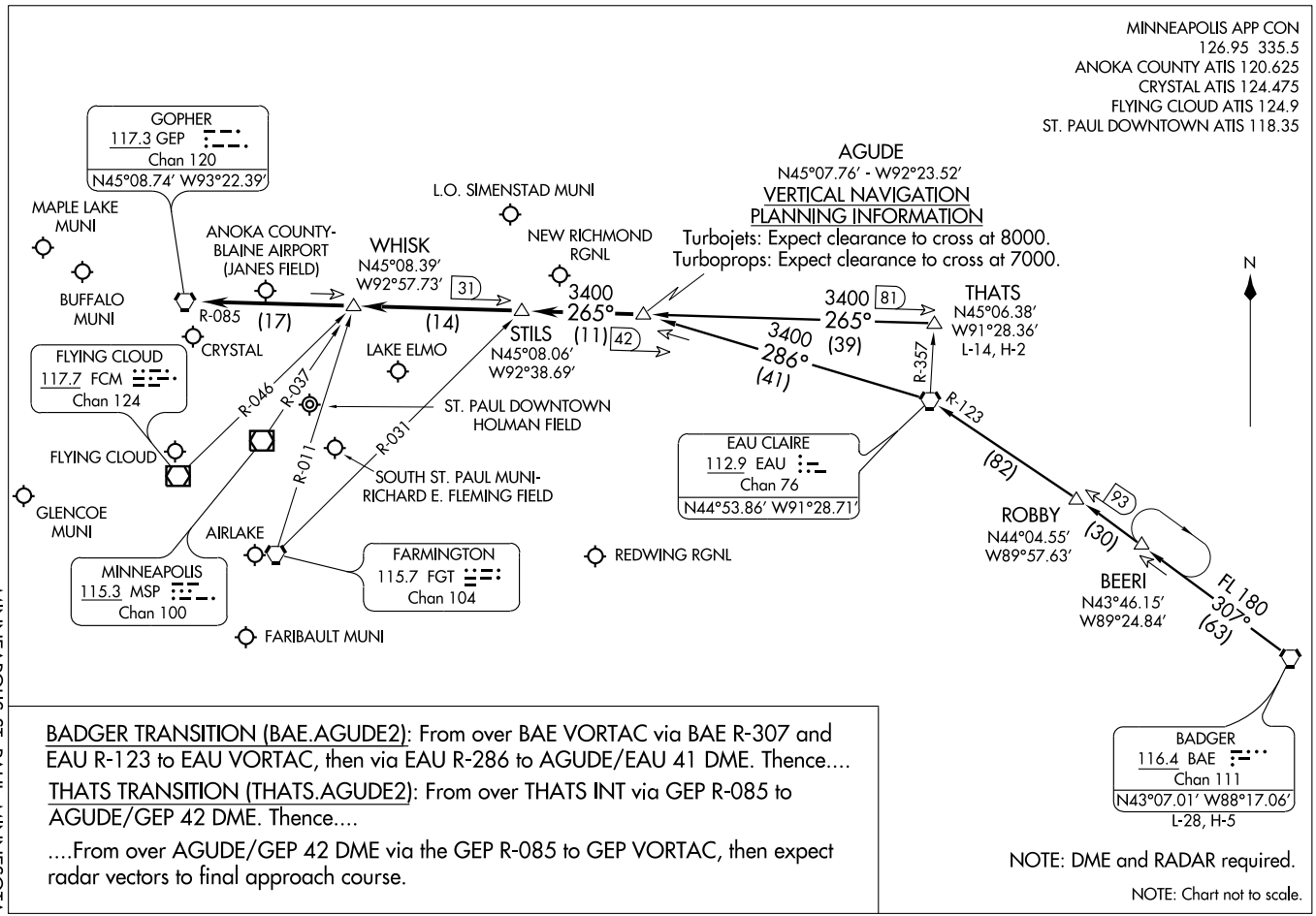
NOTE: Chart not to scale.

(ZMBRO3.ZMBRO) 10042 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

ZMBRO THREE DEPARTURE

SL-5202 (FAA) MINNEAPOLIS, MINNESOTA

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

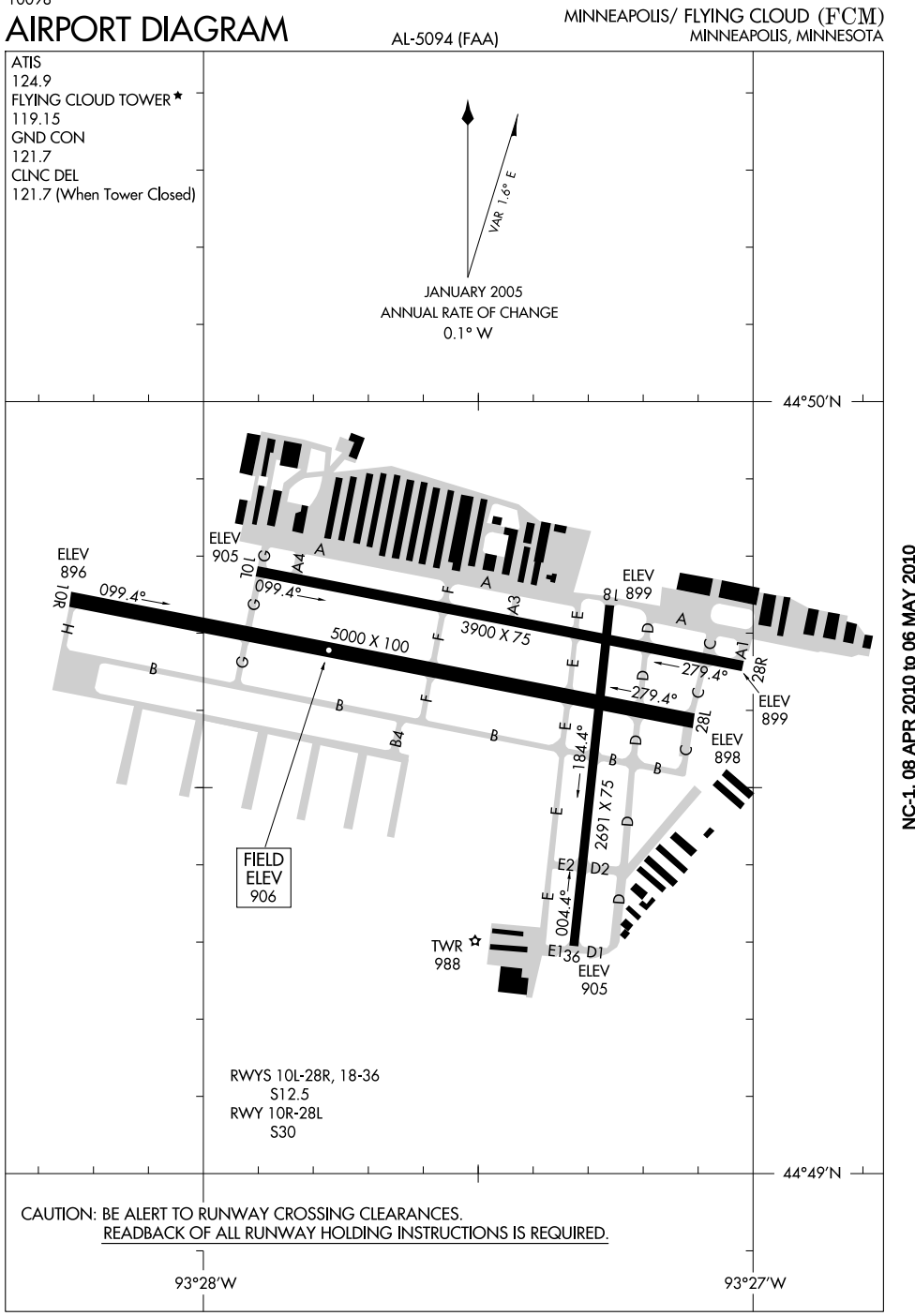
NOTE: DME and RADAR required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-FCM	APP CRS	Rwy Idg	5000
109.7	098°	TDZE	905
		Apt Elev	906

COPTER ILS or LOC RWY 10R

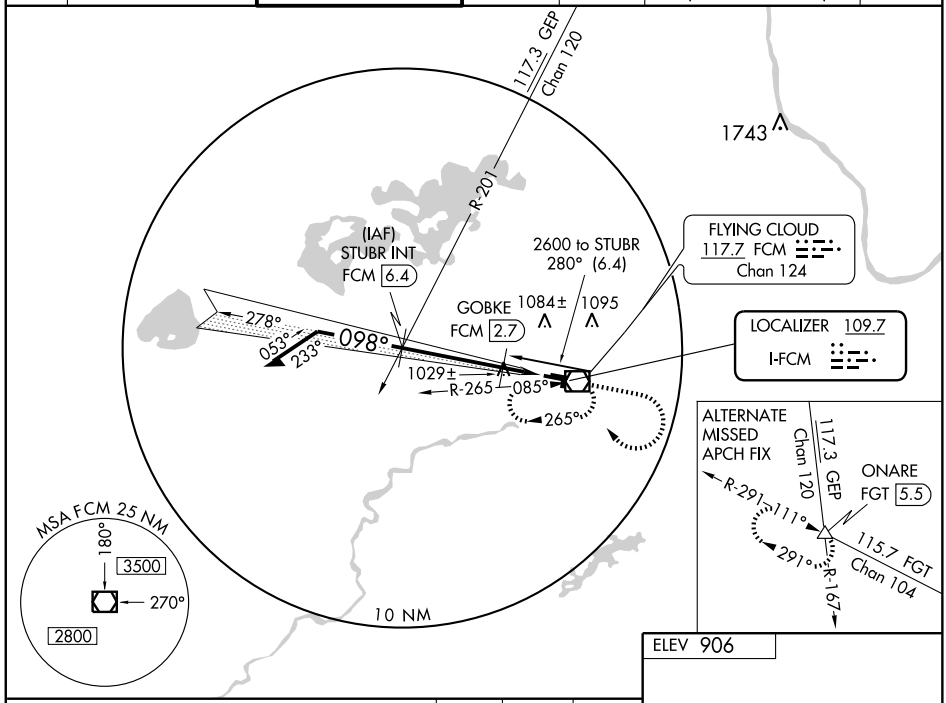
MINNEAPOLIS/ FLYING CLOUD (FCM)

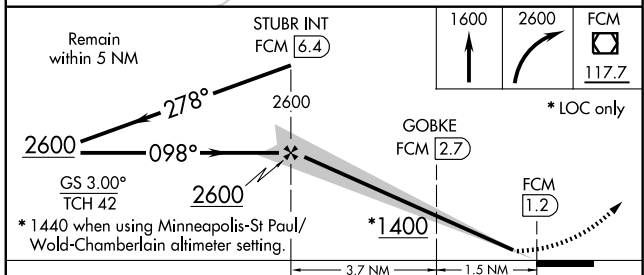
For inoperative MALSR increase visibility to ½ mile. When local altimeter setting not received, use Minneapolis-St Paul Intl-Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet.

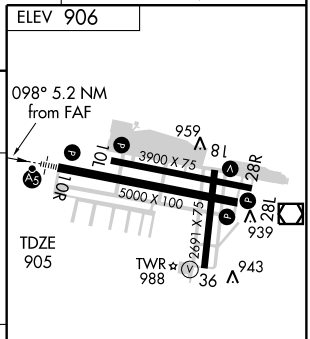
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95







CATEGORY	COPTER	B	C	D
H-ILS 10R	1105- ¼ 200 (200- ¼)	NA		
H-LOC 10R	1400- ¼ 495 (500- ¼)	NA		
GOBKE FIX MINIMUMS				
H-LOC 10R	1280- ¼ 375 (400- ¼)	NA		

REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

FAF to MAP 5.2 NM

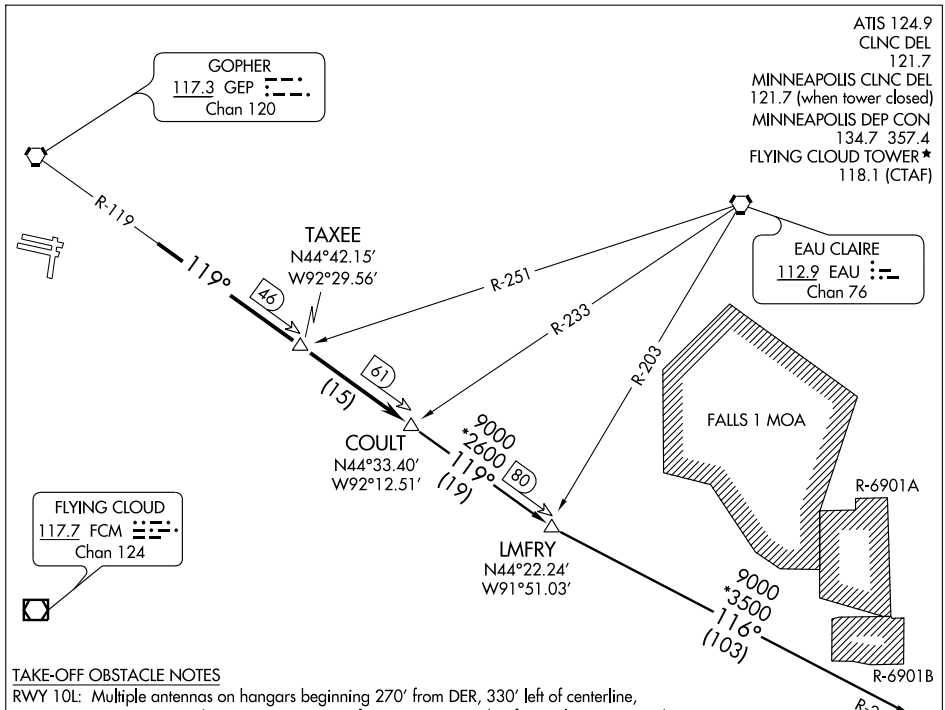
Knots	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58

NC-1. 08 APR 2010 to 06 MAY 2010

COULT THREE DEPARTURE

SL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA



TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.
RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.
RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.
RWY 28R: Hangar 259' from DER. 355' right of centerline, 18' AGL/931' MSL.
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS

Rwy 10L, 28R, 10R, 28L, 18, 36: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

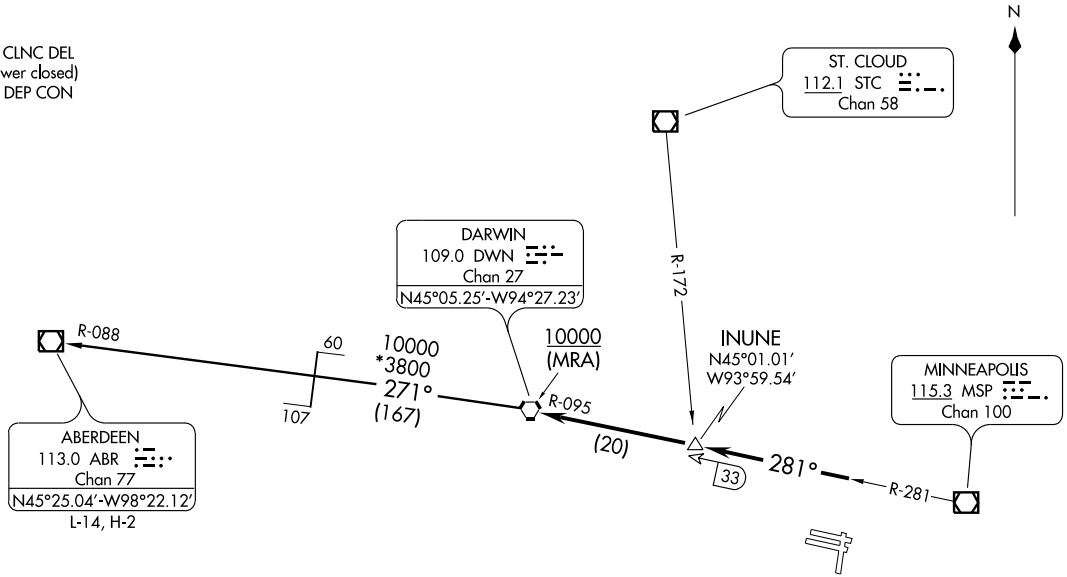
TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

DARWIN THREE DEPARTURE

ATIS 124.9
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expectclearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN3.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

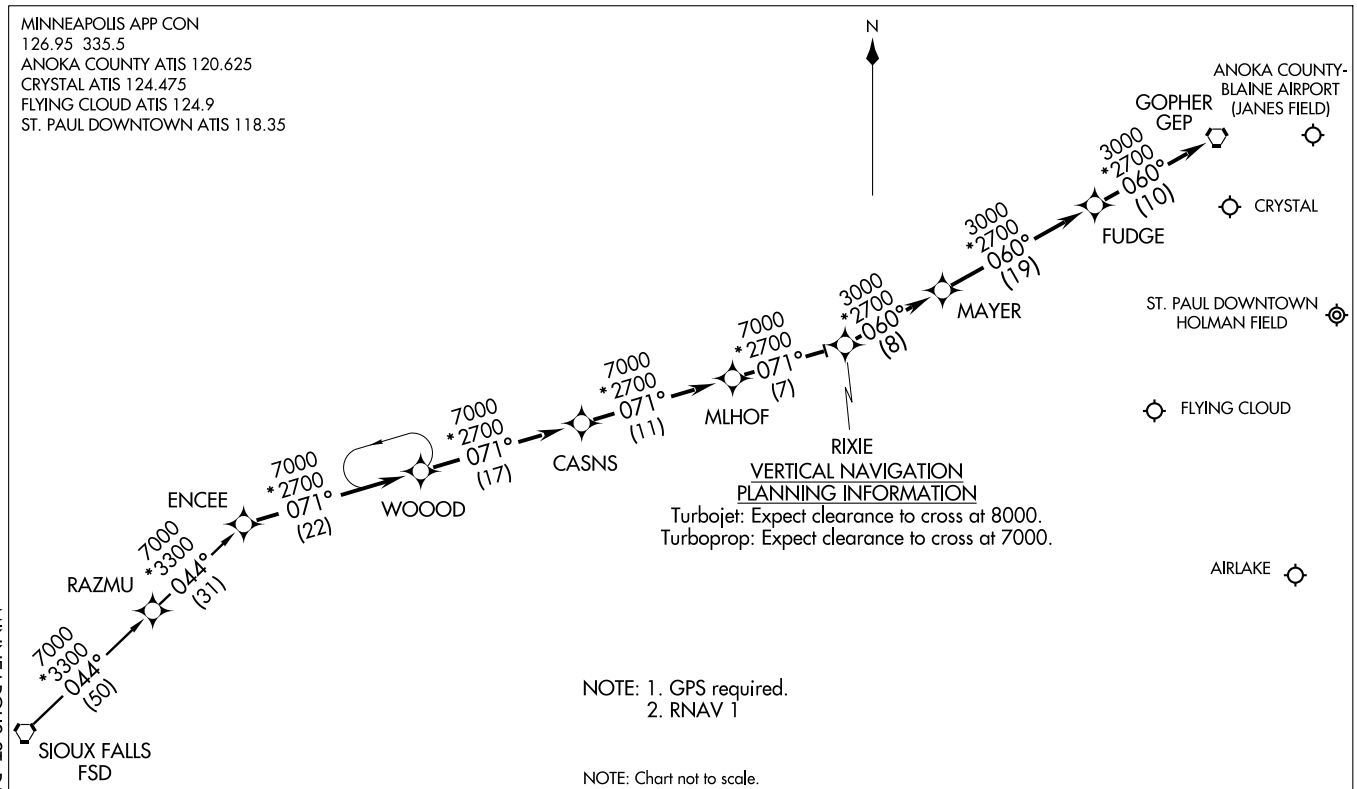
RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hanger 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS 118.35



RIXIE
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.

NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

SIOUX FALLS TRANSITION (FSD.ENCEE1)

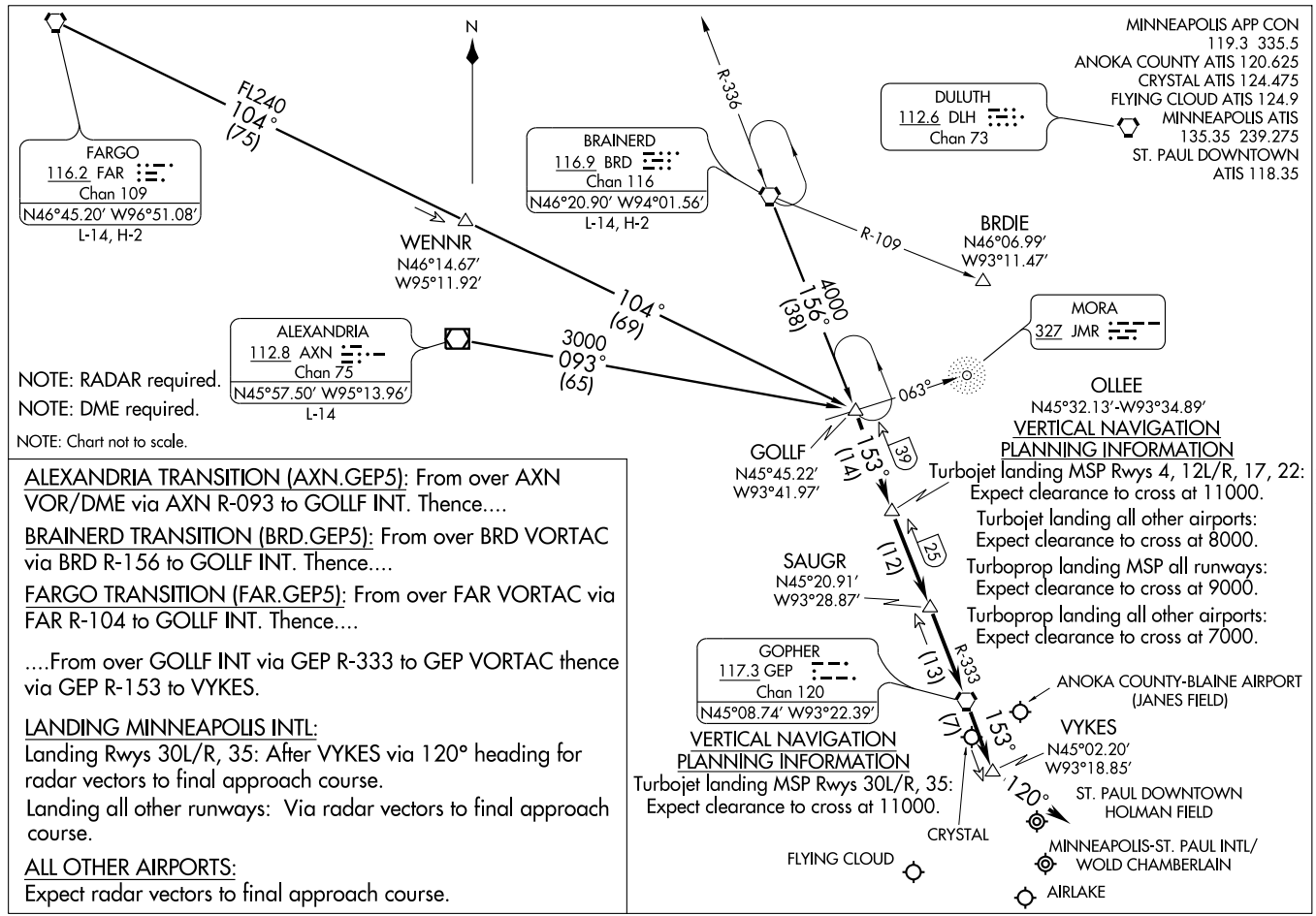
From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

LOC I-FCM	APP CRS	Rwy Idg	5000
109.7	098°	TDZE	905
		Apt Elev	906

ILS or LOC RWY 10R

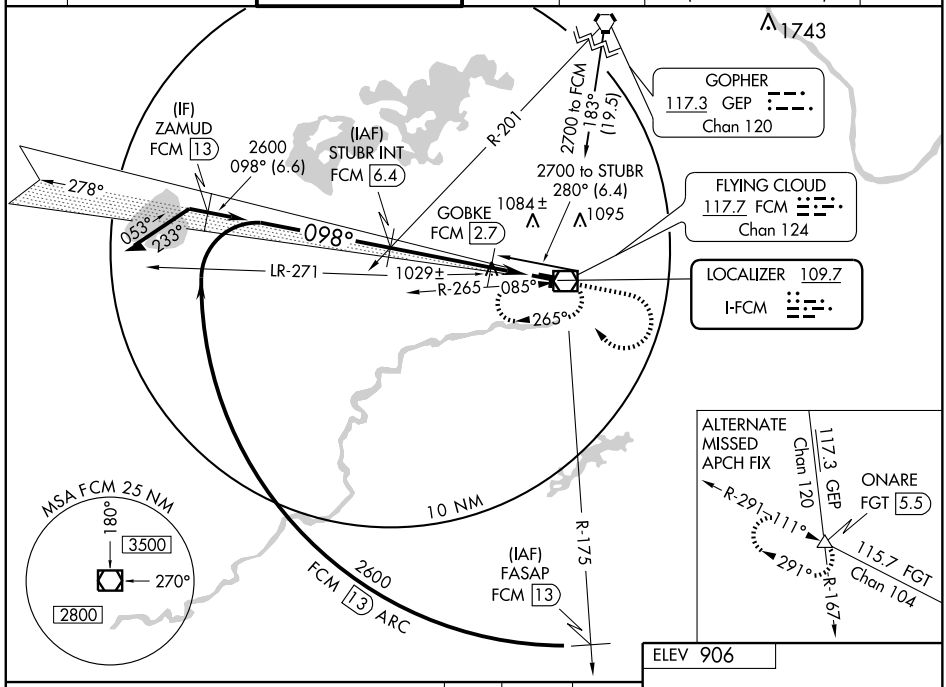
MINNEAPOLIS/ FLYING CLOUD (FCM)

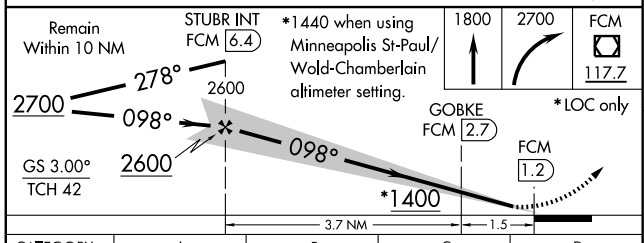
When local altimeter setting not received, use Minneapolis-St Paul Intl/ Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility ¼ mile, GOBKE FIX minimums: Increase S-LOC Cat C visibility ¼ mile.

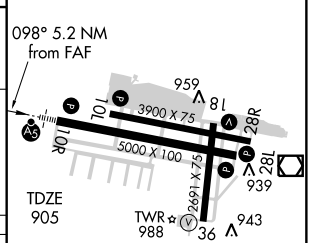
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 10R	1105-½ 200 (200-½)			
S-LOC 10R	1400-½ 495 (500-½)		1400-¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1 494 (500-1)		1400-1½ 494 (500-1½)	1460-2 554 (600-2)
GOBKE FIX MINIMUMS				
S-LOC 10R	1280-½ 375 (400-½)			1280-¾ 375 (400-¾)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

FAF to MAP 5.2 NM

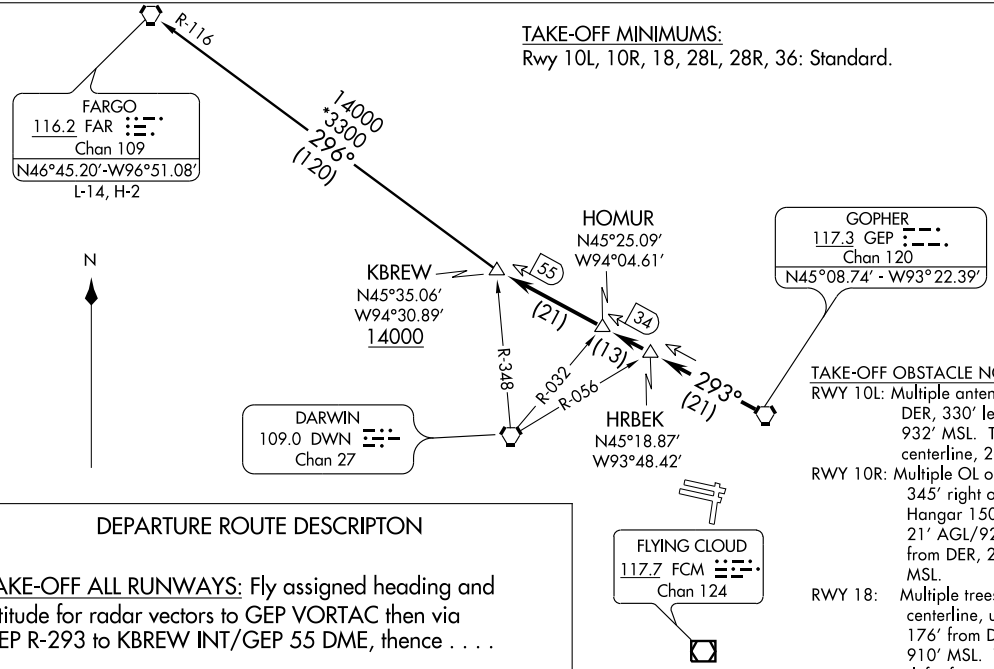
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1. 08 APR 2010 to 06 MAY 2010

KBREW THREE DEPARTURE

TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

ATIS
124.9
FLYING CLOUD TOWER*
118.1
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR):
From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/ 932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/ 910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/ 966' MSL.

NOTE: RADAR required.
NOTE: Chart not to scale.

(ORSKY4.ORSKY) 10098

ORSKY FOUR DEPARTURE

SL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

ATIS 124.9
CLNC DEL 121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4

GOPHER
117.3 GEP
Chan 120

MINNEAPOLIS
115.3 MSP
Chan 100
N44°53.79′ - W93°14.19′

FLYING CLOUD
117.7 FCM
Chan 124

JURNY
N44°36.52′
W93°28.34′

208° (20)

R-258

208° (13)

33

R-198

J21

(15)

48

RUMLE
N44°25.28′
W93°37.47′

FARMINGTON
115.7 FGT
Chan 104

FAIRMONT
110.2 FRM
Chan 39

(37)

85

R-268

R-318

HALFWAY
111.2 FOW
Chan 49

R-074

PEDLN
N44°12.16′
W93°48.02′

ORSKY
N43°40.19′
W94°13.38′

9000
*2800
208° (26)

ONTIJ
N43°17.86′
W94°30.77′
12000 (MRA)

111

J21

12000
*3000
195° (22)

9000
*2900
176° (64)

R-278

MASON CITY
114.9 MCW
Chan 96

GOOLD
N42°57.52′
W94°42.85′

MCW
R-257

SIMJI
N42°49.56′
W94°47.52′

(9)

R-312

R-294

R-356

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

EYHUX
N42°26.13′
W95°01.16′

(25)

J21

83

(39)

R-308

DES MOINES
117.5 DSM
Chan 122

NOTE: RADAR required.

NOTE: Chart not to scale.

114.8 OBH
R-070
Chan 95

R-281

PUMKN
N41°50.54′
W95°21.52′

(44)

R-015

OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

TAKE-OFF MINIMUMS
Rwy 10L/R, 18, 28L/R, 36: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 42510 W10A	APP CRS 098°	Rwy Idg 3900 TDZE 905 Apt Elev 906

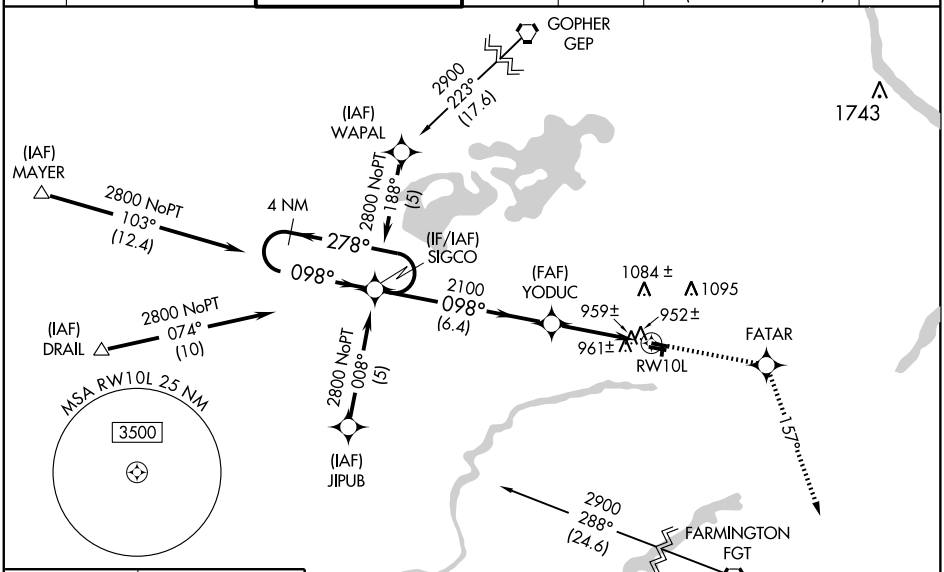
RNAV (GPS) RWY 10L

FLYING CLOUD (FCM)

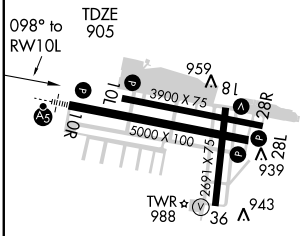
Baro-VNAV NA when using Minneapolis-St. Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis-St. Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile.

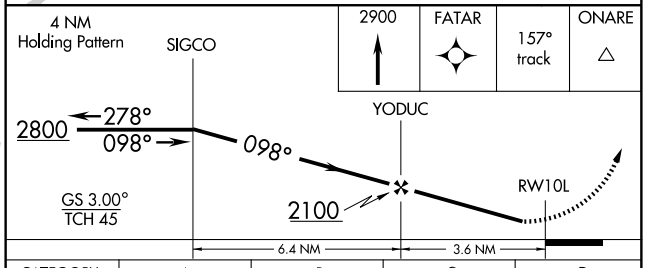
Climb to 2900 direct FATAR and via 157° track to ONARE and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95



Procedure NA for arrivals on FGT VORTAC airway radials 258 CW 339, GEP VORTAC airway radials 182 CW 260, and at DRAIL on V412 westbound.





CATEGORY	A	B	C	D
LPV DA	1186-1 281 (300-1)			
LNAV/VNAV DA	1229-1¼ 324 (400-1¼)			
LNAV MDA	1240-1 335 (400-1)			
CIRCLING	1300-1 394 (400-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
278°	TDZE	906
	Apt Elev	906

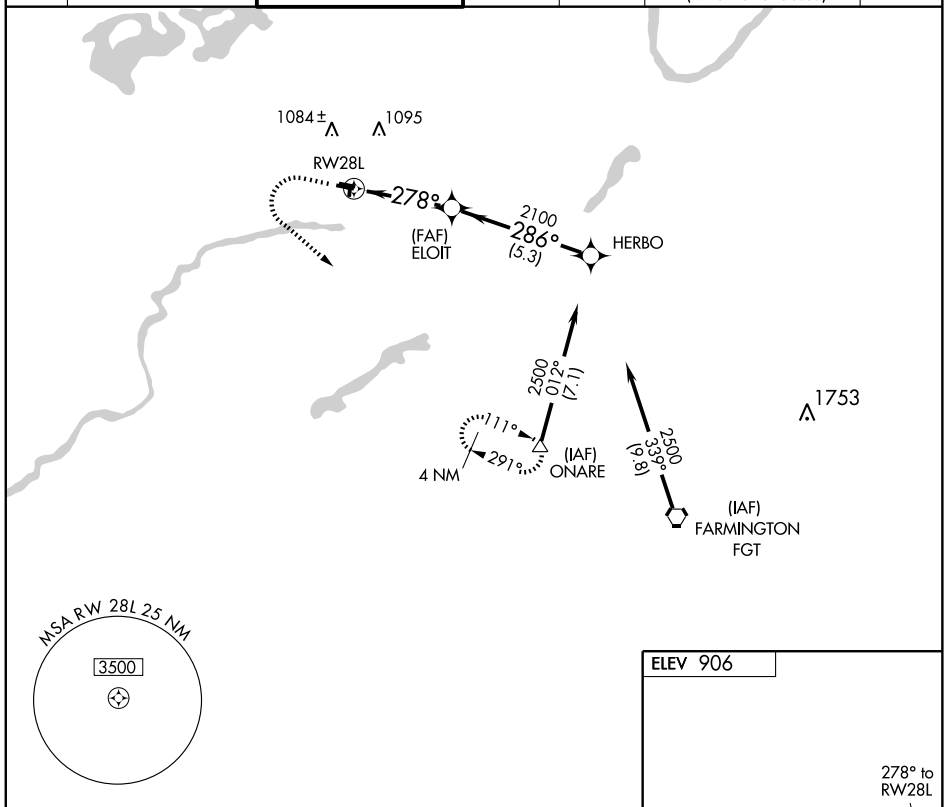
RNAV (GPS) RWY 28L

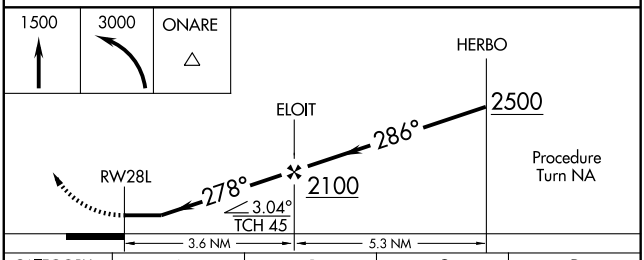
MINNEAPOLIS/ FLYING CLOUD (FCM)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

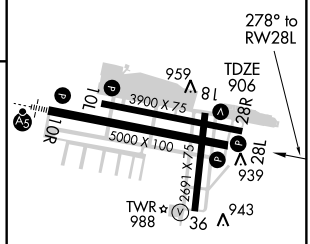
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct ONARE WP and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER *	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	1280-1 374 (400-1)			1280-1¼ 374 (400-1¼)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)



REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 99709 W28A	APP CRS 278°	Rwy ldg 3900 TDZE 900 Apt Elev 906

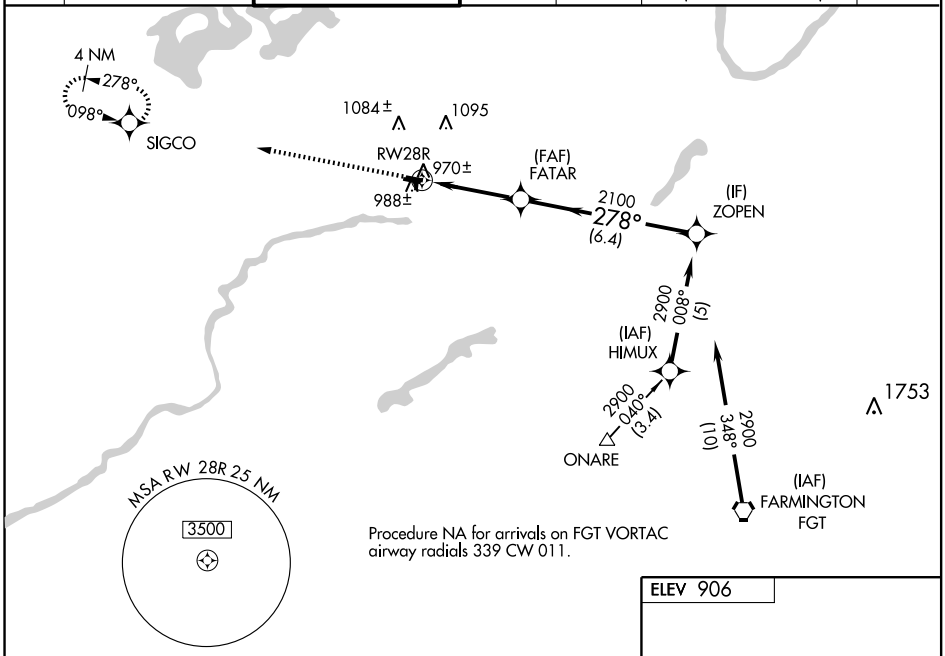
RNAV (GPS) RWY 28R

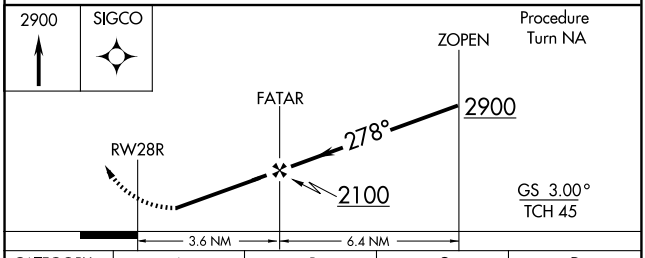
MINNEAPOLIS/ FLYING CLOUD (FCM)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimter setting not received, use Minneapolis-St. Paul Intl/ Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 46°C (114°F).

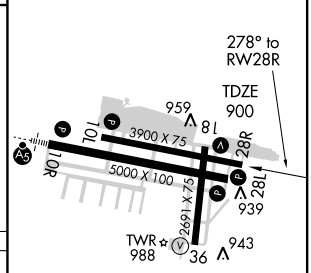
MISSED APPROACH: Climb to 2900 direct SIGCO and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER *	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA		1150-1	250 (300-1)	
LNAV/ VNAV DA		1240-1¼	340 (400-1¼)	
LNAV MDA		1240-1	340 (400-1)	
CIRCLING	1300-1 394 (400-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)



REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2691
003°	TDZE	905
	Apt Elev	906

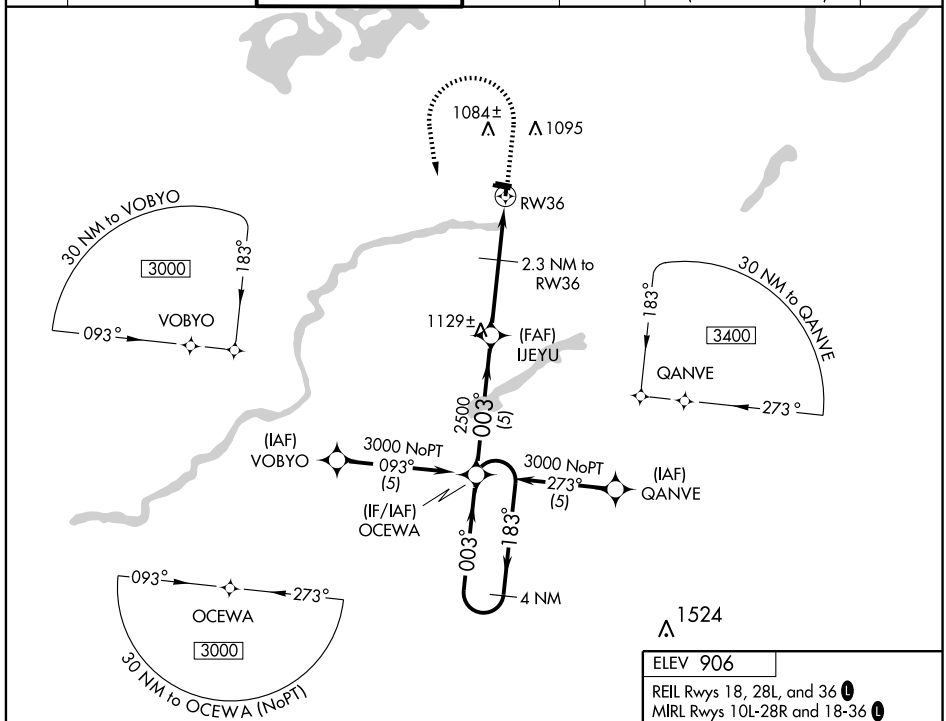
RNAV (GPS) RWY 36

MINNEAPOLIS/ FLYING CLOUD (FCM)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA WP and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95

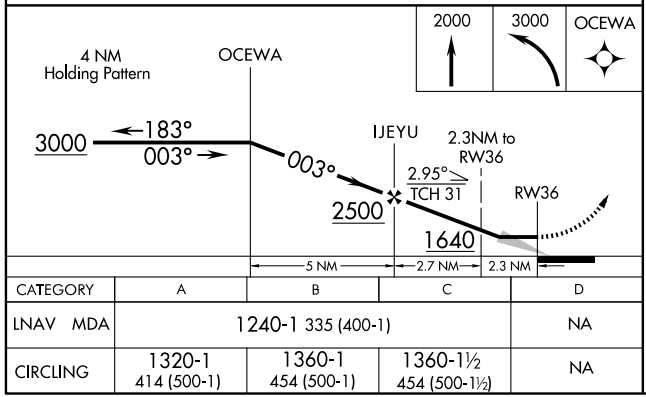


ELEV 906

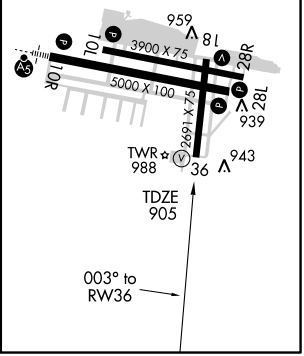
REIL Rwys 18, 28L, and 36 L

MIRL Rwys 10L-28R and 18-36 L

HIRL Rwy 10R-28L L

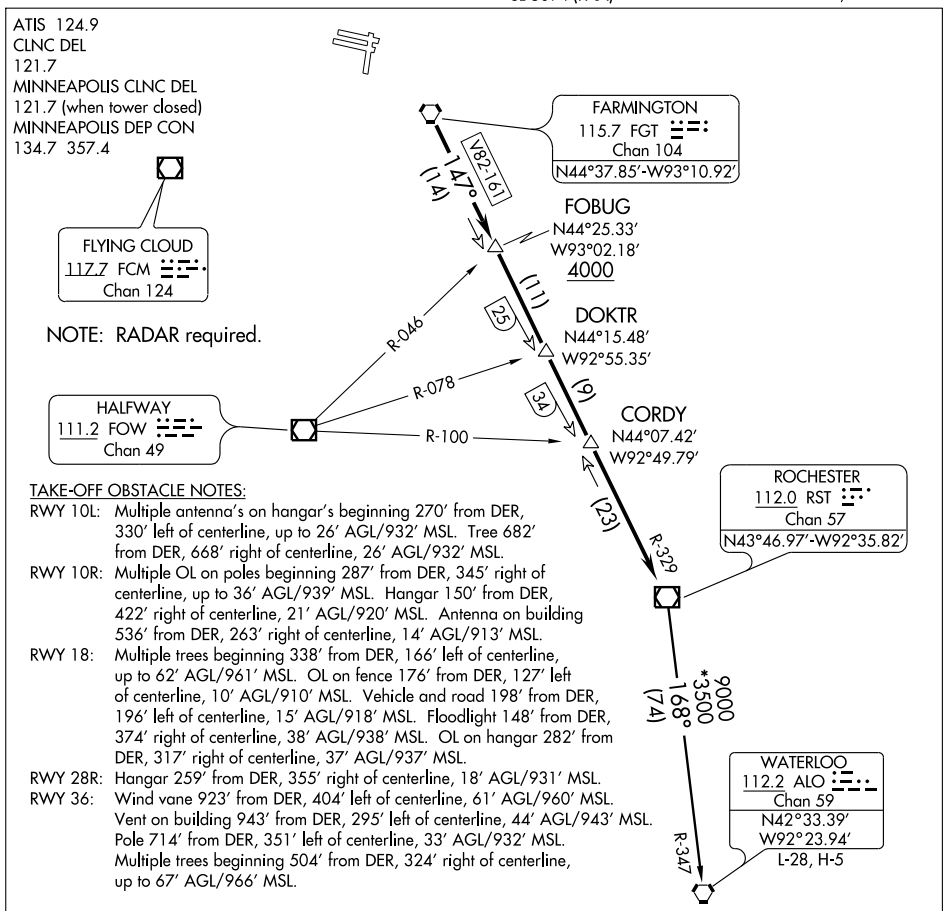


CATEGORY	A	B	C	D
LNAV MDA	1240-1 335 (400-1)			NA
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

ROCHESTER FOUR DEPARTURE



TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS:

Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS:

Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

SCHEP THREE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

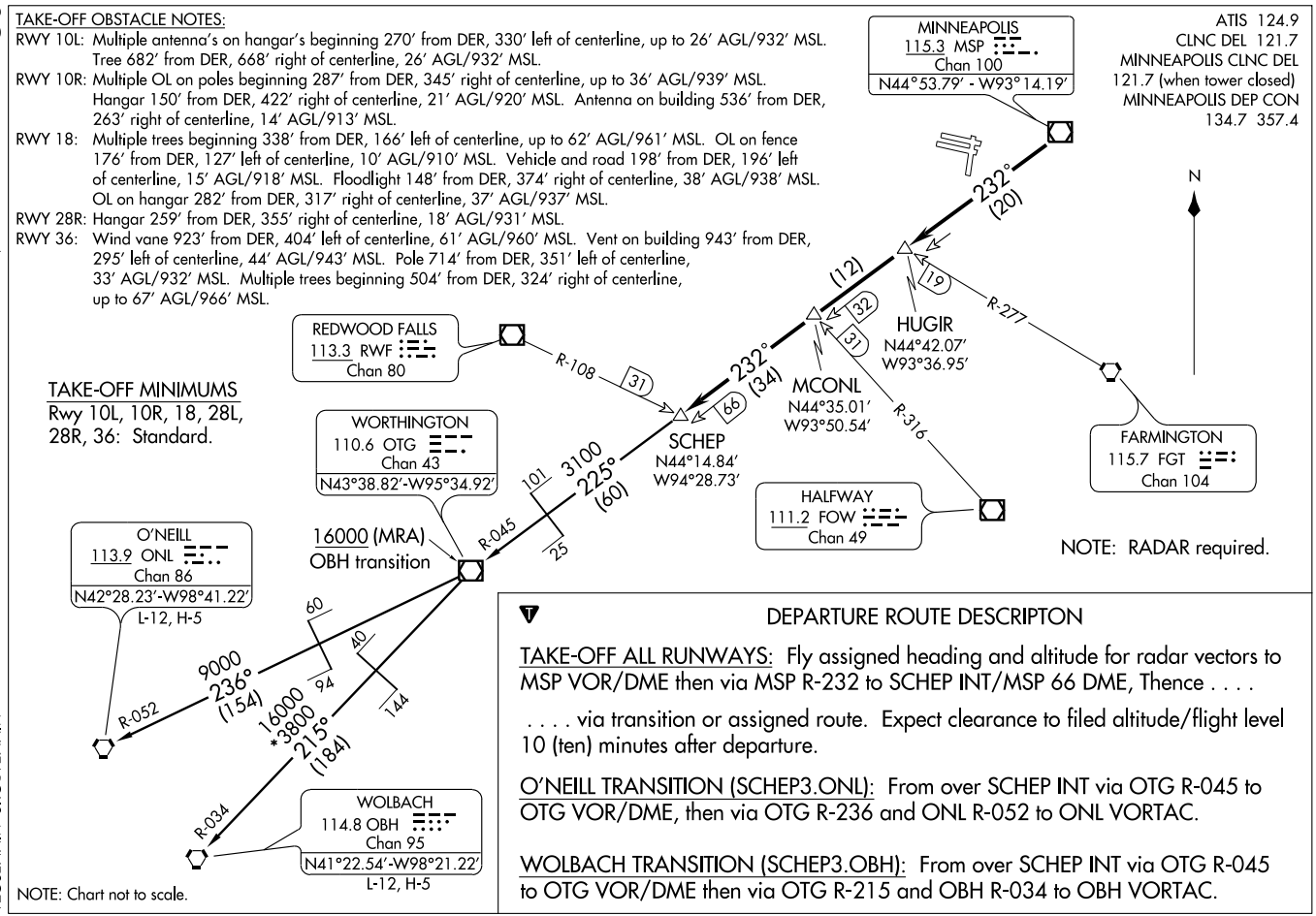
RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

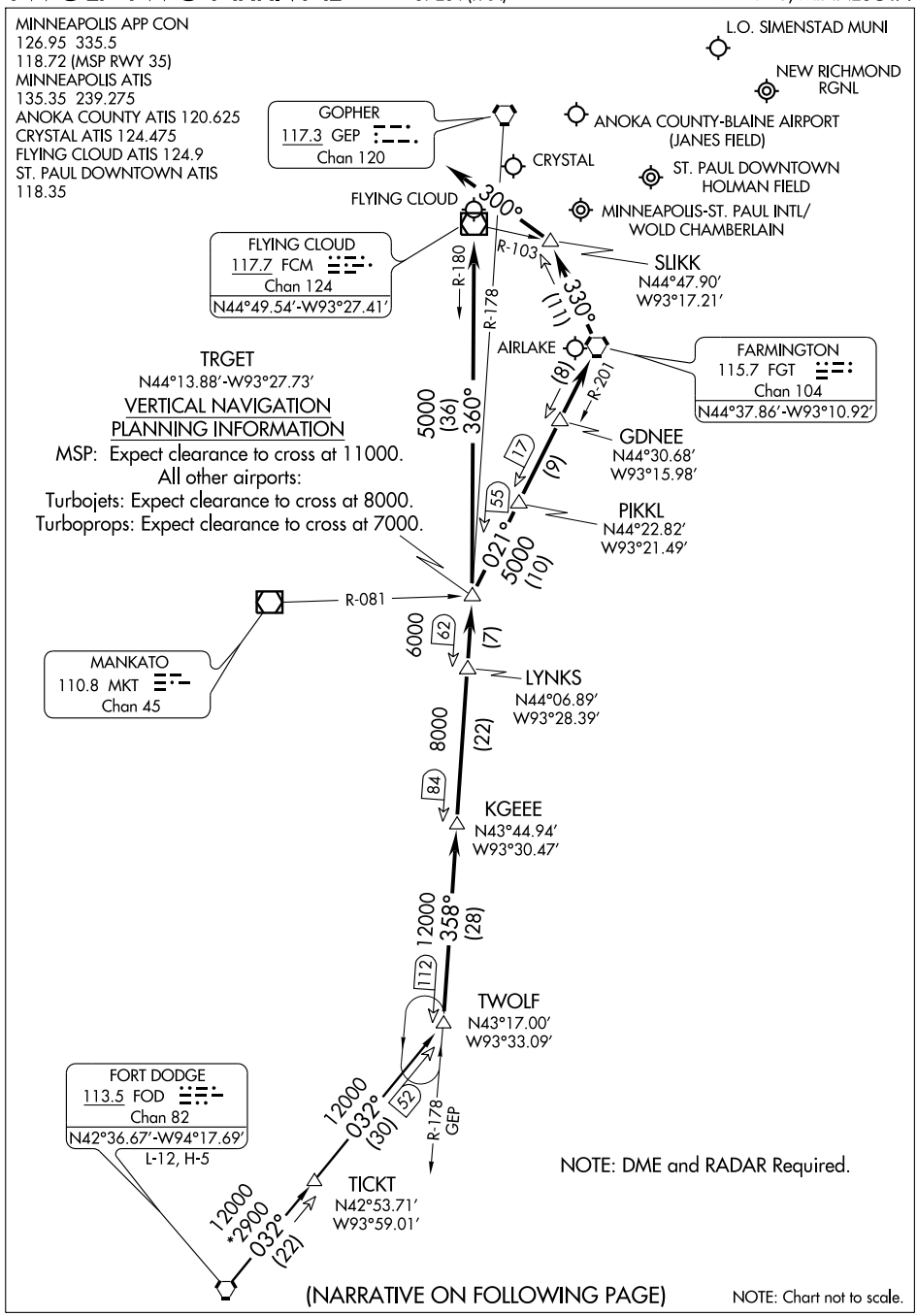
WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME then via OTG R-215 and OBH R-034 to OBH VORTAC.

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FCM	APP CRS	Rwy Idg	2691
117.7	035°	TDZE	905
Chan 124		Apt Elev	906

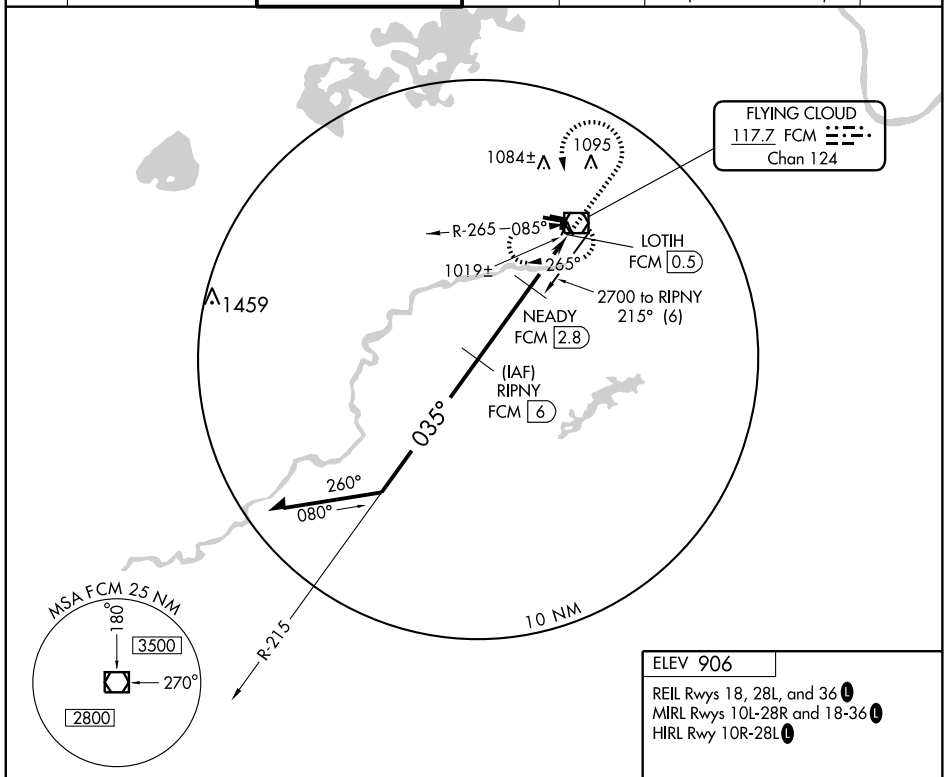
VOR/DME RWY 36

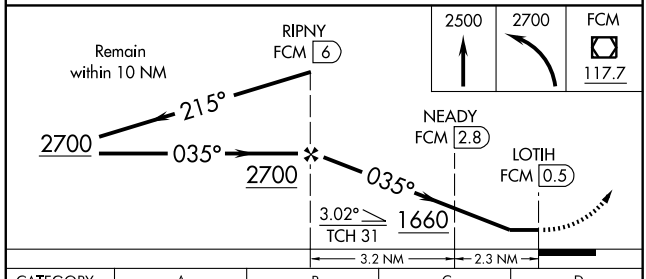
MINNEAPOLIS/ FLYING CLOUD (FCM)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 284.7	119.15 (CTAF) L	121.7	121.7	121.7 (When tower closed)	122.95

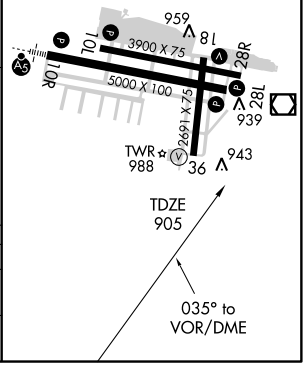




CATEGORY	A	B	C	D
S-36	1280-1 375 (400-1)			NA
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	NA

ELEV 906

REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L



NC-1. 08 APR 2010 to 06 MAY 2010

VOR RWY 10R

MINNEAPOLIS/ FLYING CLOUD (FCM)

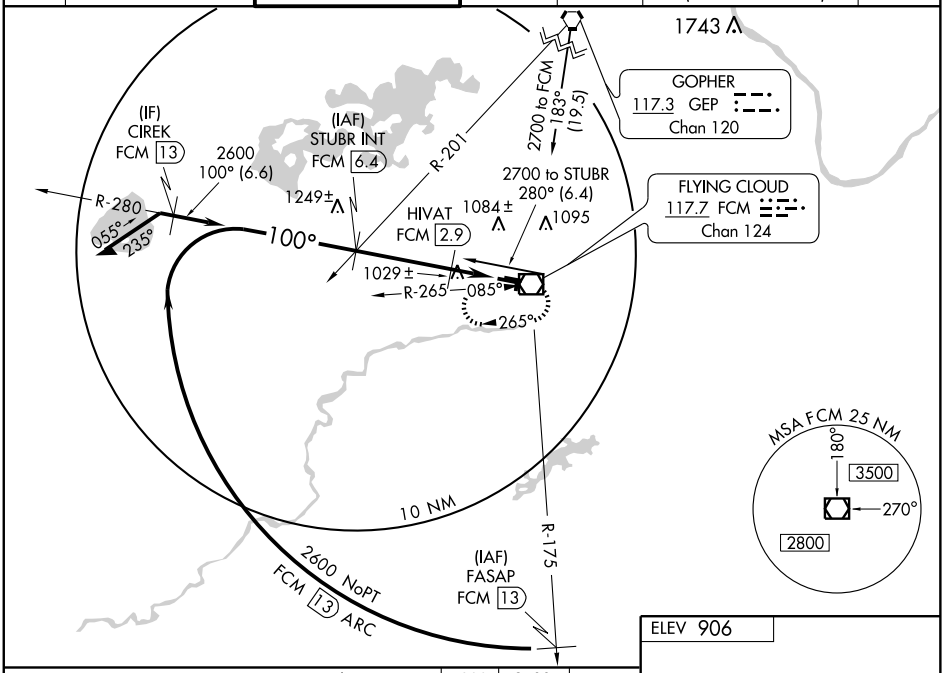
VOR/DME FCM 117.7 Chan 124	APP CRS 100°	Rwy Idg 5000 TDZE 905 Apt Elev 906

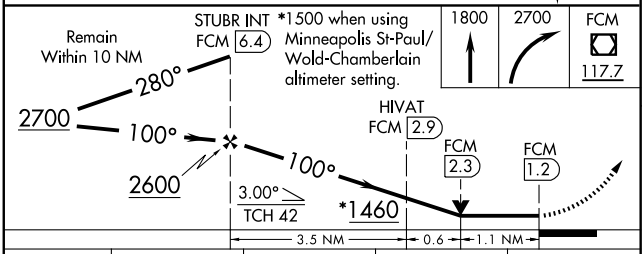
When local altimeter setting not received, use Minneapolis St-Paul/Wold-Chamberlain altimeter setting and increase all MDA 40 feet, HIVAT FIX minimums: Increase S-10R Cat C visibility ¼ mile. For inoperative MALSR, HIVAT FIX minimums: Increase S-10R Cat D visibility to 1¼ mile. VDP NA when using Minneapolis St-Paul/Wold-Chamberlain altimeter setting.

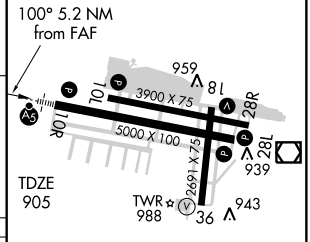
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS 124.9	MINNEAPOLIS APP CON 134.7 284.7	FLYING CLOUD TOWER ★ 119.15 (CTAF) L	GND CON 121.7	CLNC DEL 121.7	MINNEAPOLIS CLNC DEL 121.7 (When tower closed)	UNICOM 122.95







CATEGORY	A	B	C	D
S-10R	1460-½ 555 (600-½)		1460-1 555 (600-1)	1460-1¼ 555 (600-1¼)
CIRCLING	1460-1 554 (600-1)		1460-1½ 554 (600-1½)	1460-2 554 (600-2)
HIVAT FIX MINIMUMS				
S-10R	1280-½ 375 (400-½)			1280-1 375 (400-1)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

REIL Rwys 18, 28L, and 36 L
MIRL Rwys 10L-28R and 18-36 L
HIRL Rwy 10R-28L L

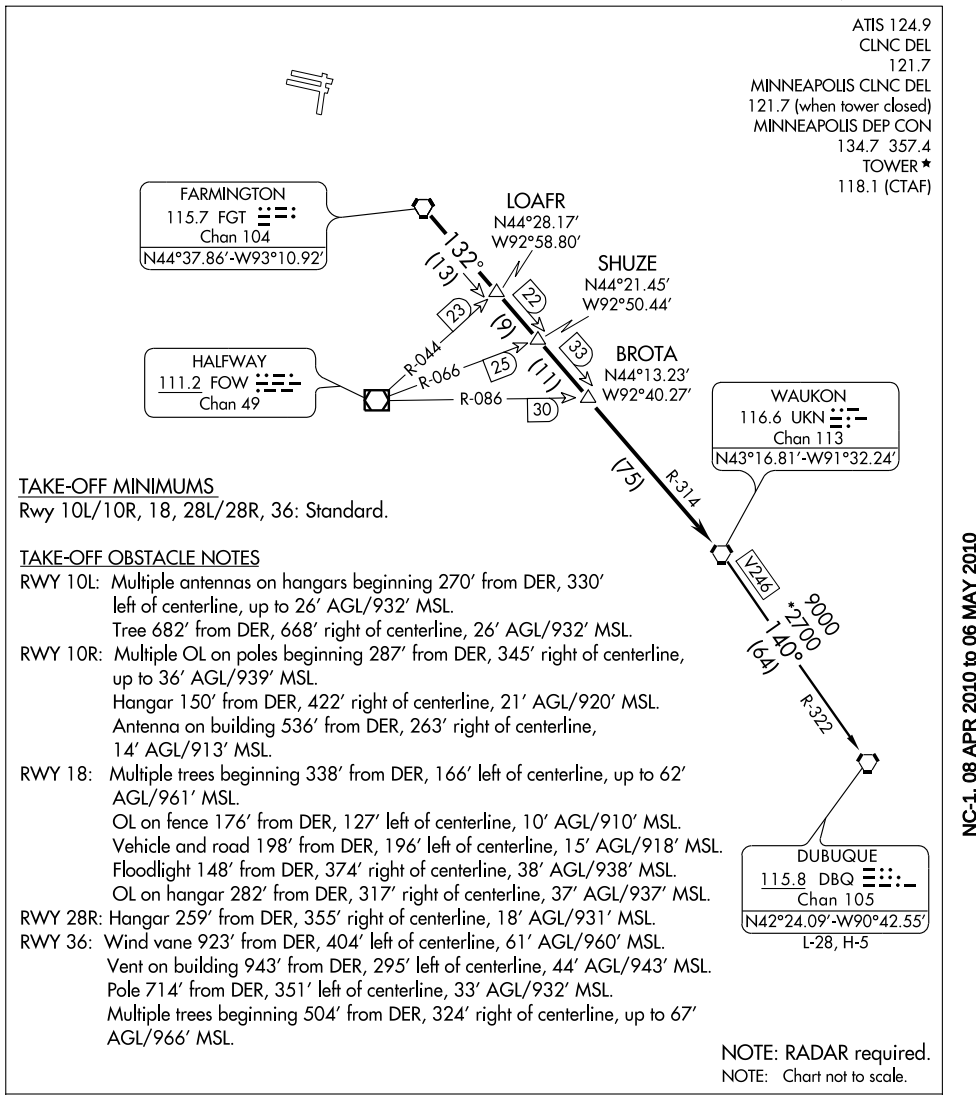
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1. 08 APR 2010 to 06 MAY 2010

WAUKON THREE DEPARTURE SL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS
Rwy 10L/10R, 18, 28L/28R, 36: Standard.

TAKE-OFF OBSTACLE NOTES
RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.
RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.
RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.
RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

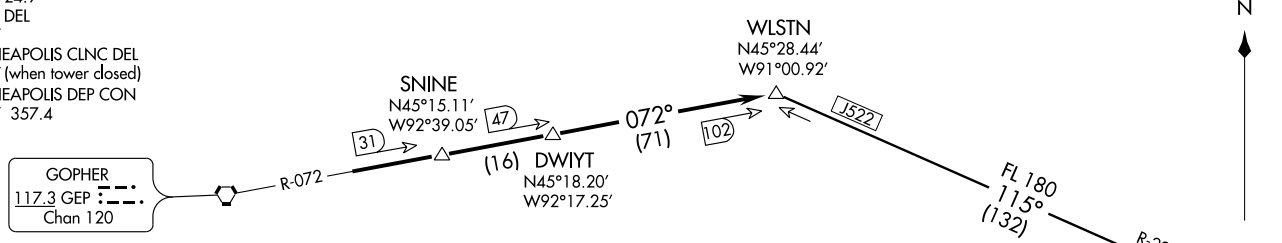
. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

NC-1, 08 APR 2010 to 06 MAY 2010

WLSTN THREE DEPARTURE

ATIS 124.9
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4



TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.
RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.
RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.
RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

NOTE: RADAR and DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/ flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

ATIS 124.9
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4

TAKE-OFF OBSTACLE NOTES:

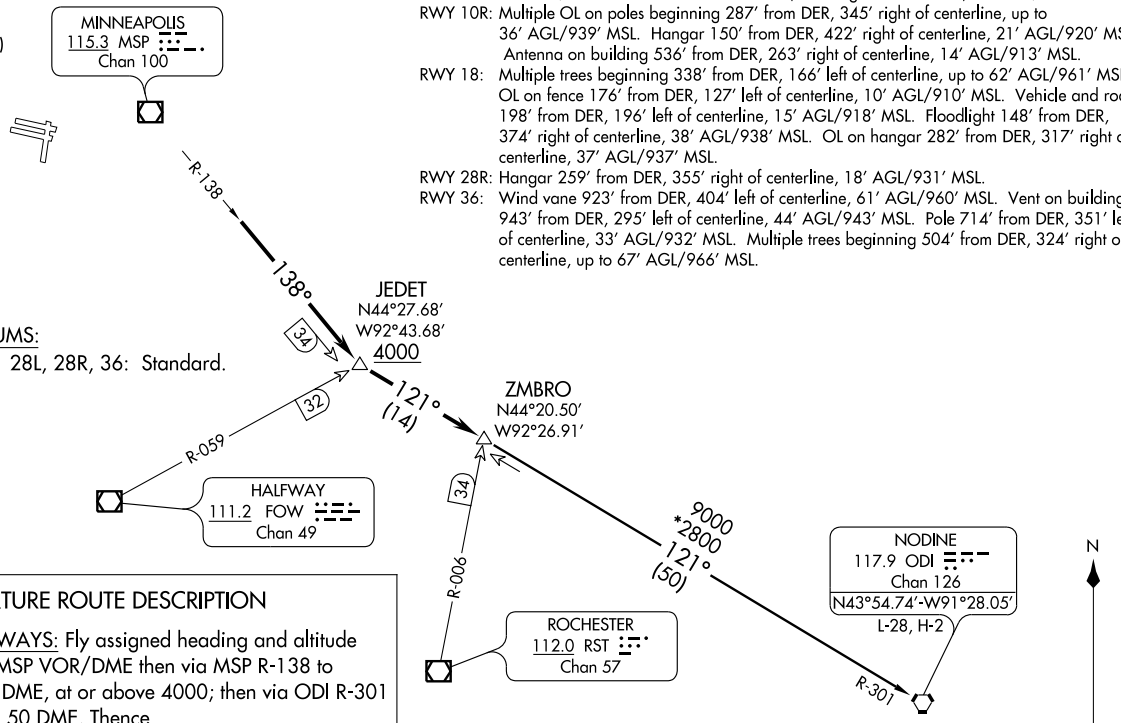
RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.



TAKE-OFF MINIMUMS:

Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/ MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

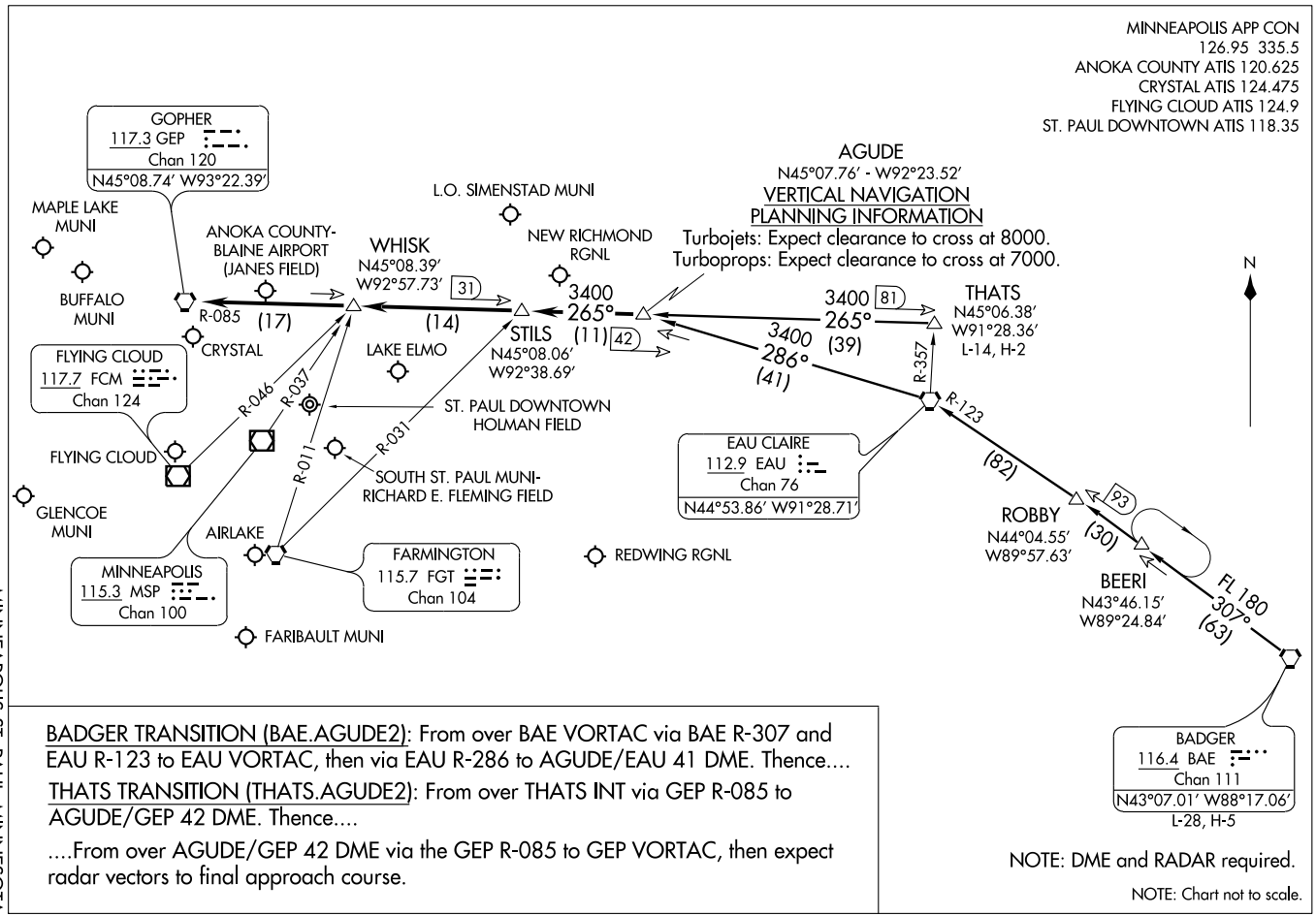
NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

NOTE: RADAR Required

NOTE: Chart not to scale.

(ZMBRO3.ZMBRO) 10042
ZMBRO THREE DEPARTURE
SL-5094 (FAA)
MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

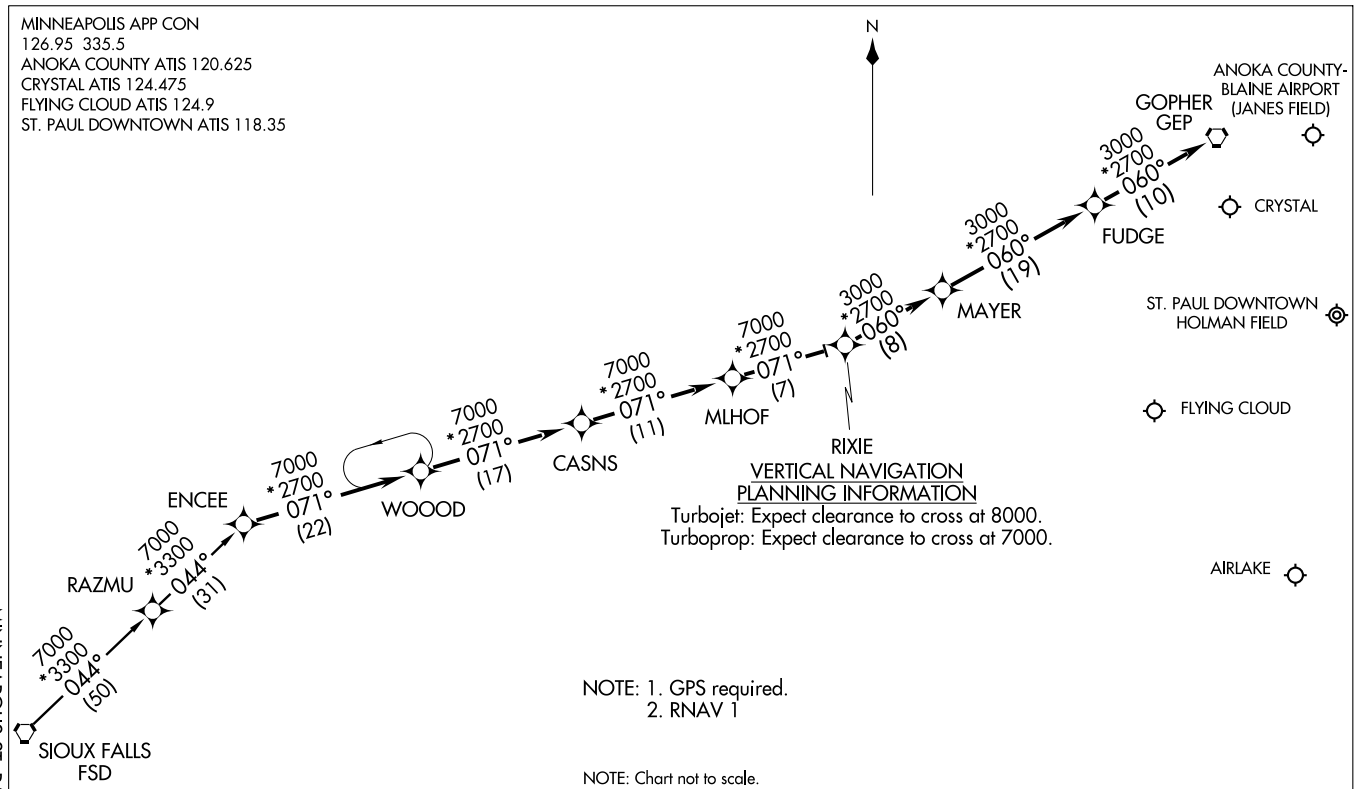
THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS 118.35



RIXIE
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.

NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

SIOUX FALLS TRANSITION (FSD.ENCEE1)

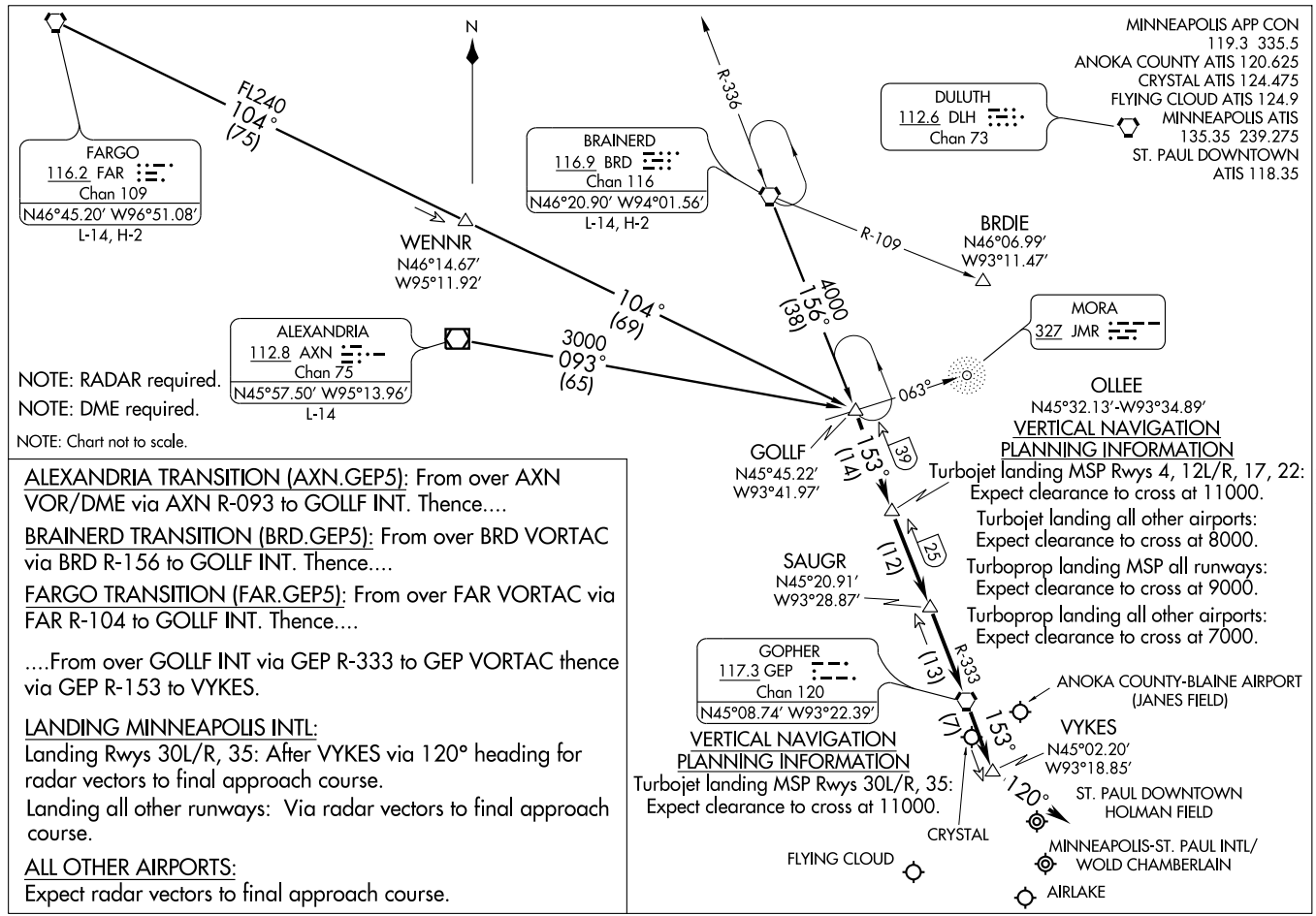
From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

ILS or LOC RWY 30

MINNEAPOLIS/AIRLAKE (LVN)

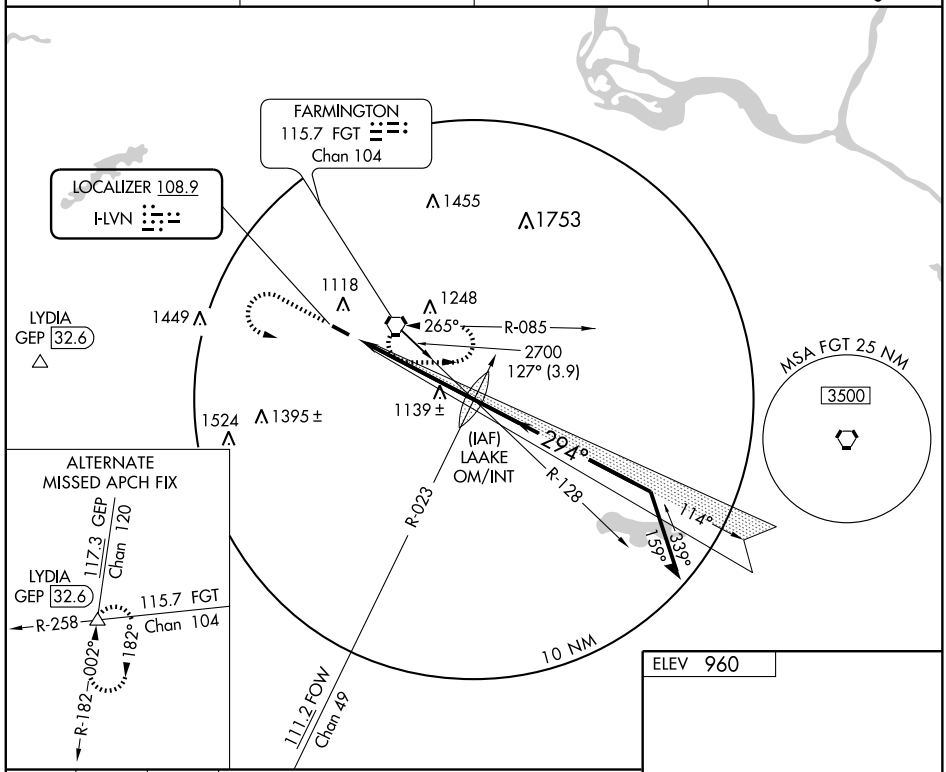
LOC I-LVN	APP CRS	Rwy Idg / TDZE / Apt Elev
108.9	294°	3706 / 958 / 960

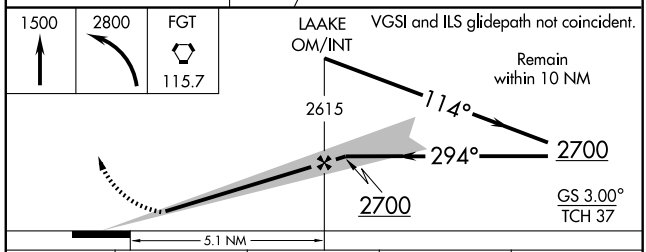
NA Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC Cats A and B visibility to 1.

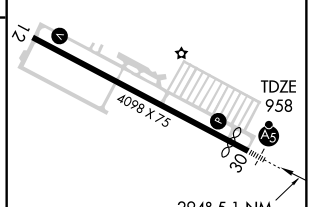
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 30	1208-¾	250 (300-¾)		
S-LOC 30	1400-¾	442 (500-¾)		1400-1 442 (500-1)
CIRCLING	1500-1	540 (600-1)		1520-2 560 (600-2)

REIL Rwy 12 L
HIRL Rwy 12-30 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

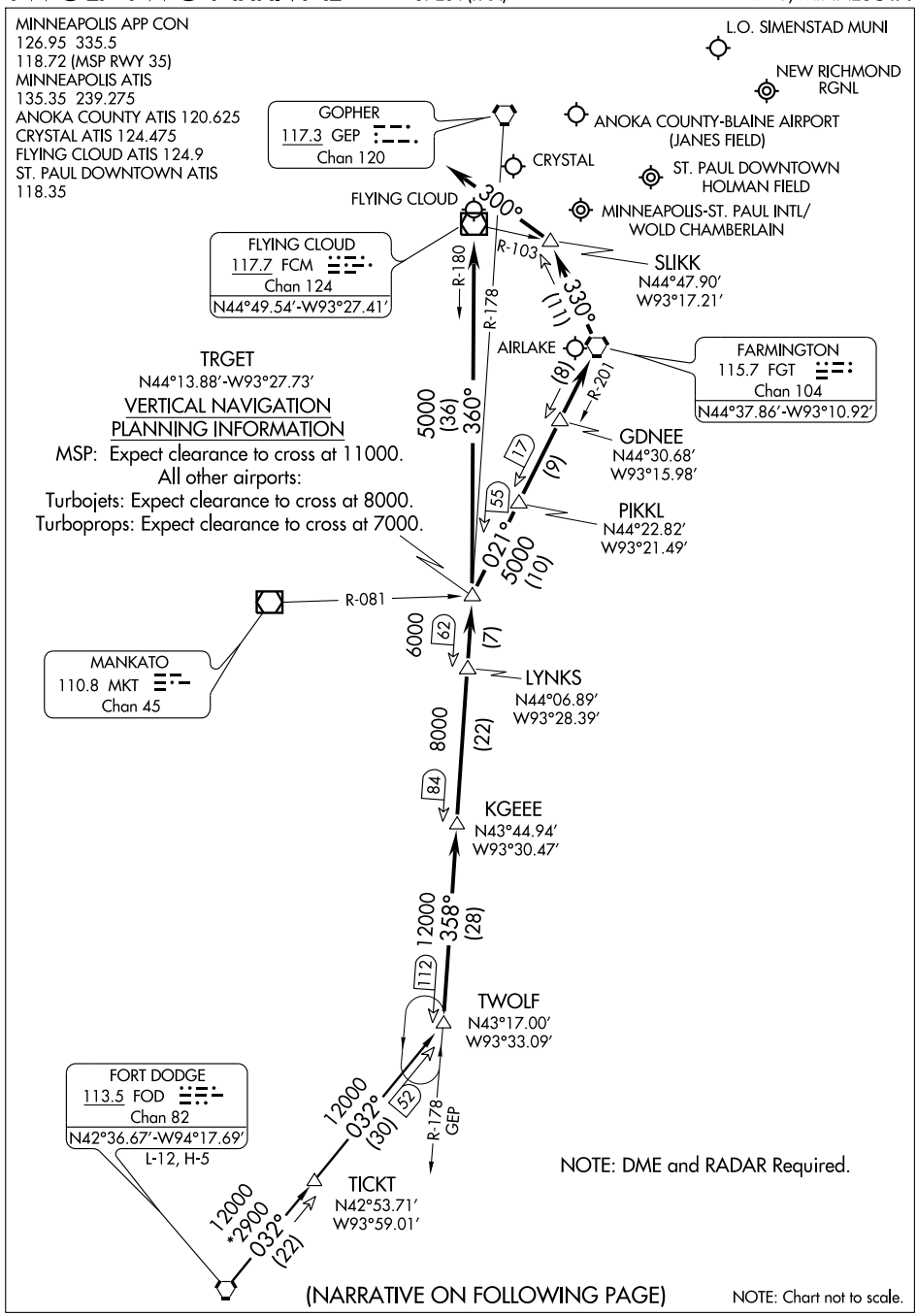
NC-1. 08 APR 2010 to 06 MAY 2010

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS, MINNESOTA AL-6652 (FAA)

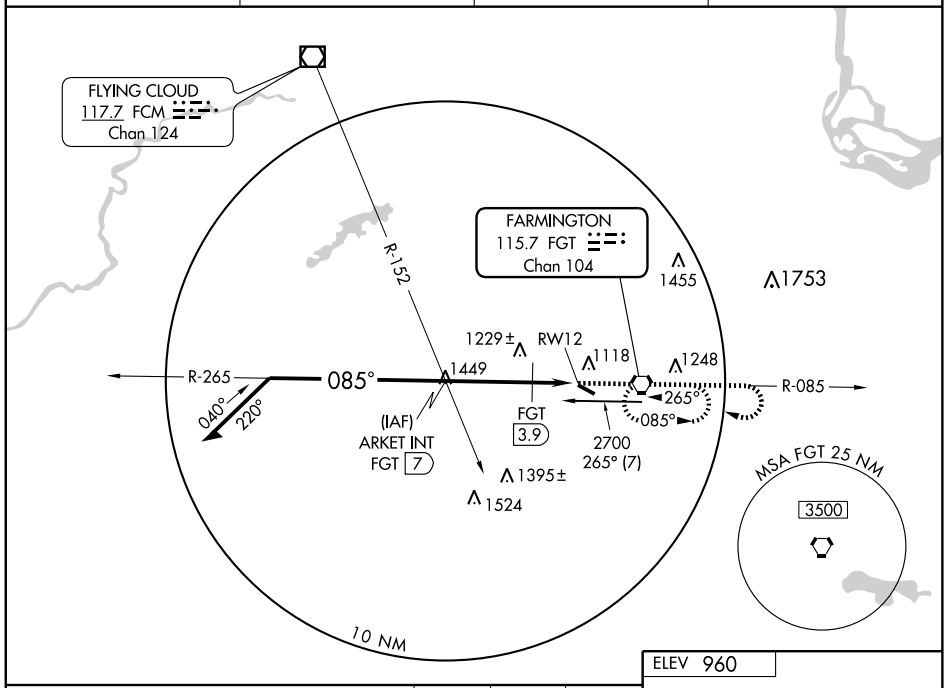
VORTAC FGT	APP CRS	Rwy Idg 4098
115.7	085°	TDZE 960
Chan 104		Apt Elev 960

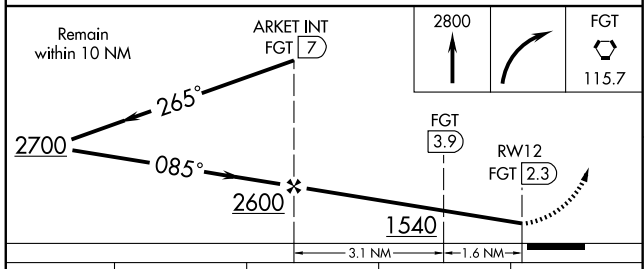
VOR or GPS RWY 12

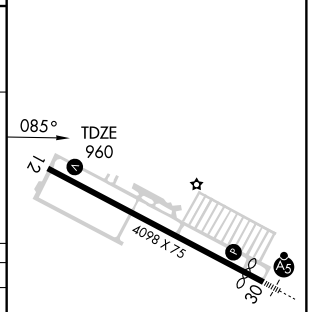
MINNEAPOLIS/AIRLAKE (LVN)

MISSED APPROACH: Climb to 2800 then right turn direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1540-1	580 (600-1)	1540-1½ 580 (600-1½)	1540-1¾ 580 (600-1¾)
CIRCLING	1540-1	580 (600-1)	1540-1½ 580 (600-1½)	1540-2 580 (600-2)
DME MINIMUMS				
S-12	1440-1	480 (500-1)	1440-1¼ 480 (500-1¼)	1440-1½ 480 (500-1½)
CIRCLING	1500-1	540 (600-1)	1500-1½ 540 (600-1½)	1520-2 560 (600-2)

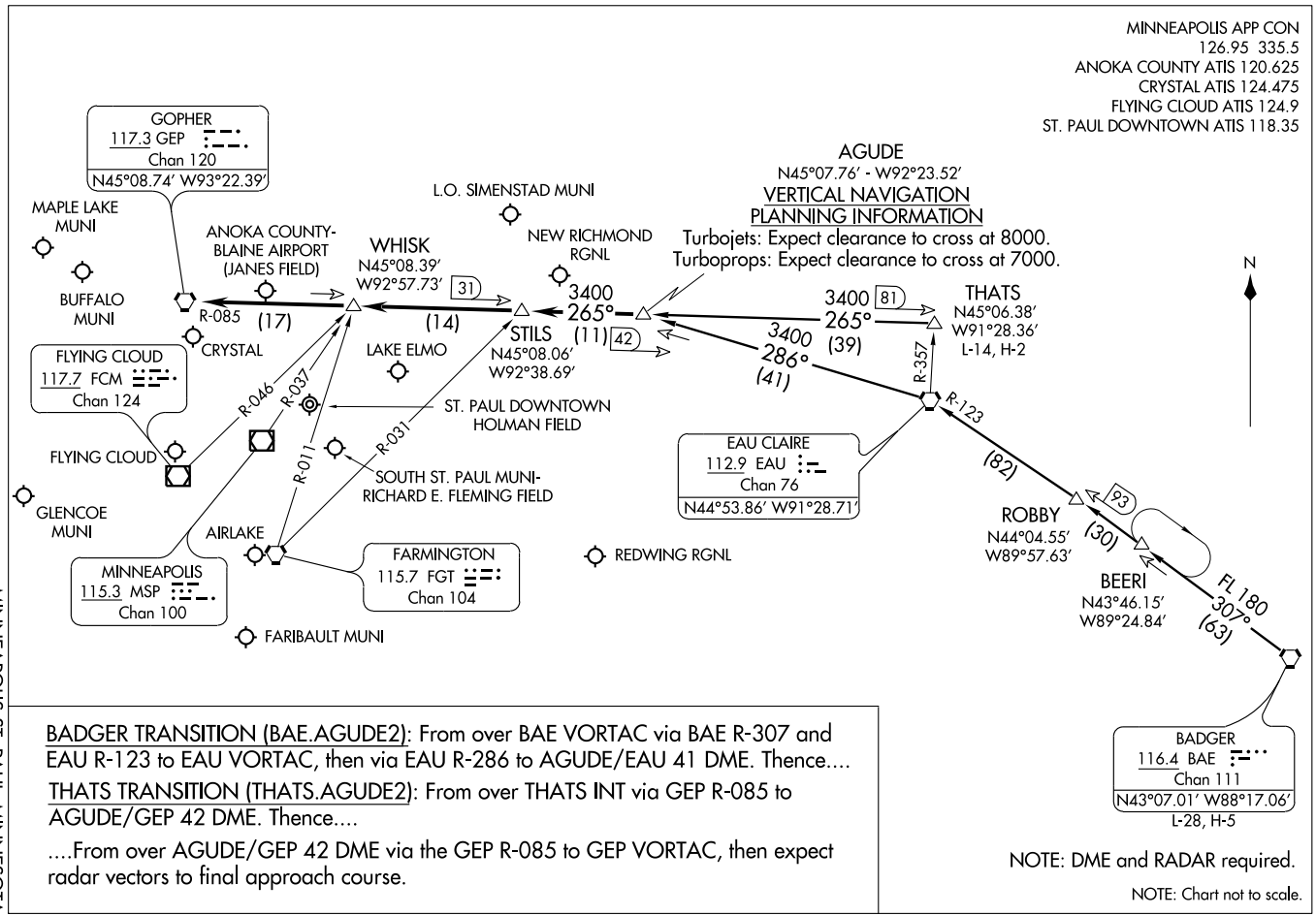
REIL Rwy 12 L
HIRL Rwy 12-30 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

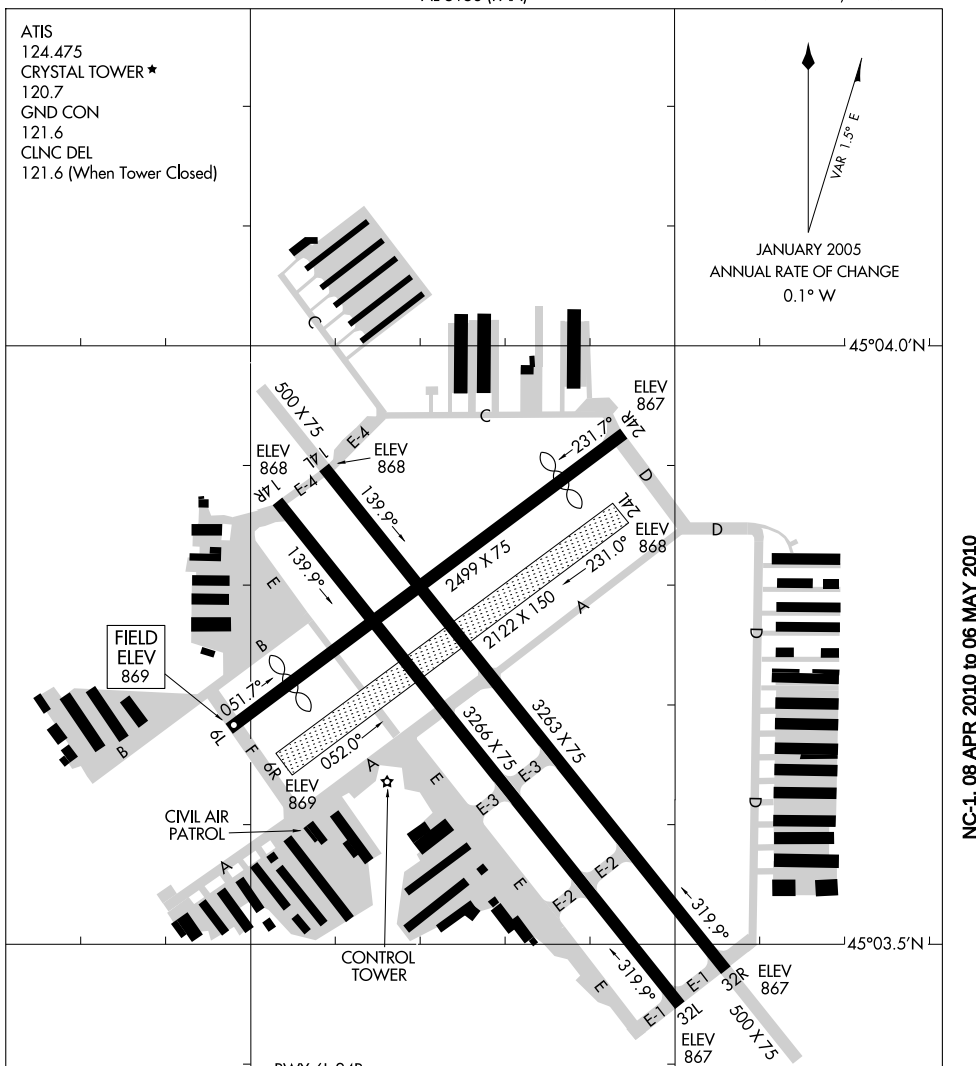
09127

AIRPORT DIAGRAM

AL-5158 (FAA)

MINNEAPOLIS/ CRYSTAL (MIC)
MINNEAPOLIS, MINNESOTA

ATIS
124.475
CRYSTAL TOWER ★
120.7
GND CON
121.6
CLNC DEL
121.6 (When Tower Closed)

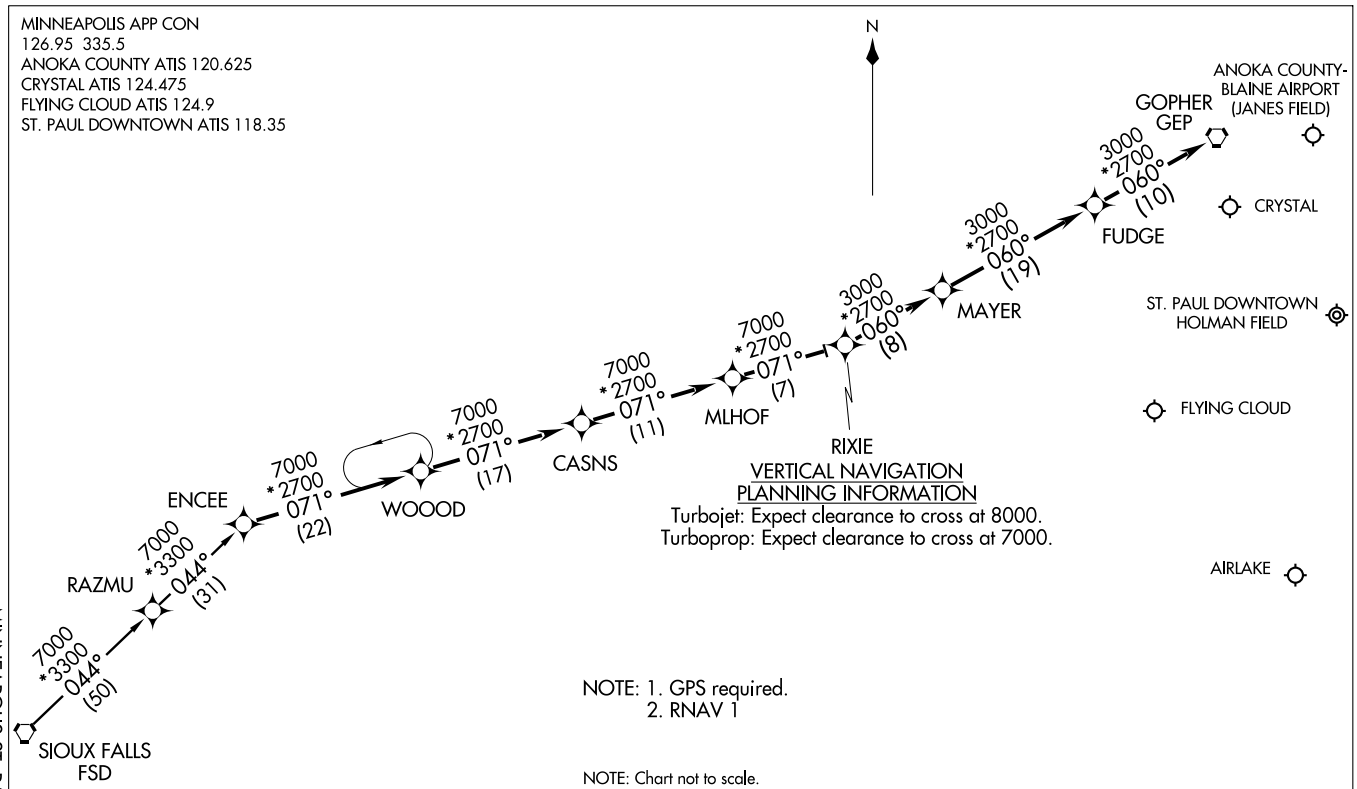


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

1011

NC-1, 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS 118.35



RIXIE
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.

NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

SIOUX FALLS TRANSITION (FSD.ENCEE1)

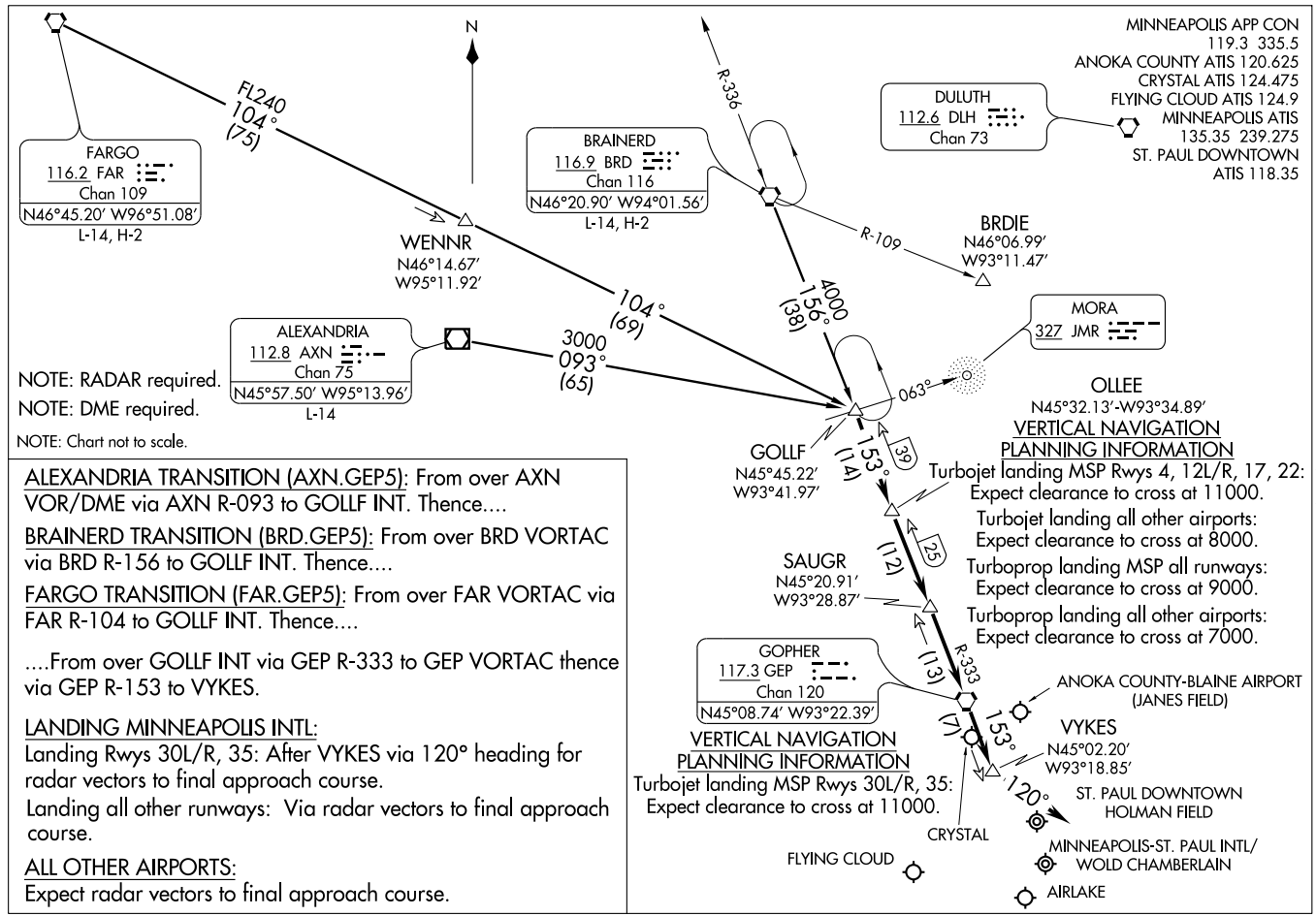
From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

MINNEAPOLIS, MINNESOTA

AL-5158 (FAA)

RNAV (GPS) RWY 14L

MINNEAPOLIS/ CRYSTAL (MIC)

APP CRS	Rwy Idg	3263
139°	TDZE	868
	Apt Elev	869

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Anoka County-Blaine Airport (Janes Field) altimeter setting and increase all MDA 80 feet, increase circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER	GND CON	CLNC DEL	UNICOM
124.475	126.5	120.7 (CTAF) L	121.6	121.6	122.95

Procedure NA for arrivals at PIKAW via V78 westbound, and arrivals at ZAPIN via V82-161 northbound.

2454

(IAF) ZAPIN

3000 NoPT 182° (10.8)

4 NM 139° 319°

(IF/IAF) OYNOP

2500 139° (6.1)

3000 NoPT 049° (7.4)

(IAF) PIKAW

1530 4 NM 166° 346°

GOPHER GEP

(FAF) ZUNBE

1064 1043 1018

RW14L

1097 1011 1009

1198 1306

1361

1743

2438

MSA RW14L 25 NM 3500

ELEV 869

139° to RW14L

960±

929±

TDZE 868

14L 14R 2499 X 75 2L 2R

2122 X 150

6L 6R 3263 X 75 3266 X 75

TWR 935

941±

32L 32R

905±

REIL Rwy 32L

REIL Rwys 14L and 32R L

MIRL Rwys 6L-24R and 14L-32R L

4 NM Holding Pattern

VGSI and descent angles not coincident.

OYNOP

ZUNBE

2700 GEP

3000 319° 139° 139°

3.04° TCH 40

2500

RW14L

6.1 NM 4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1380-1	512 (600-1)	1380-1½ 512 (600-1½)	1380-1¾ 512 (600-1¾)
CIRCLING	1380-1	511 (600-1)	1380-1½ 511 (600-1½)	1460-2 591 (600-2)

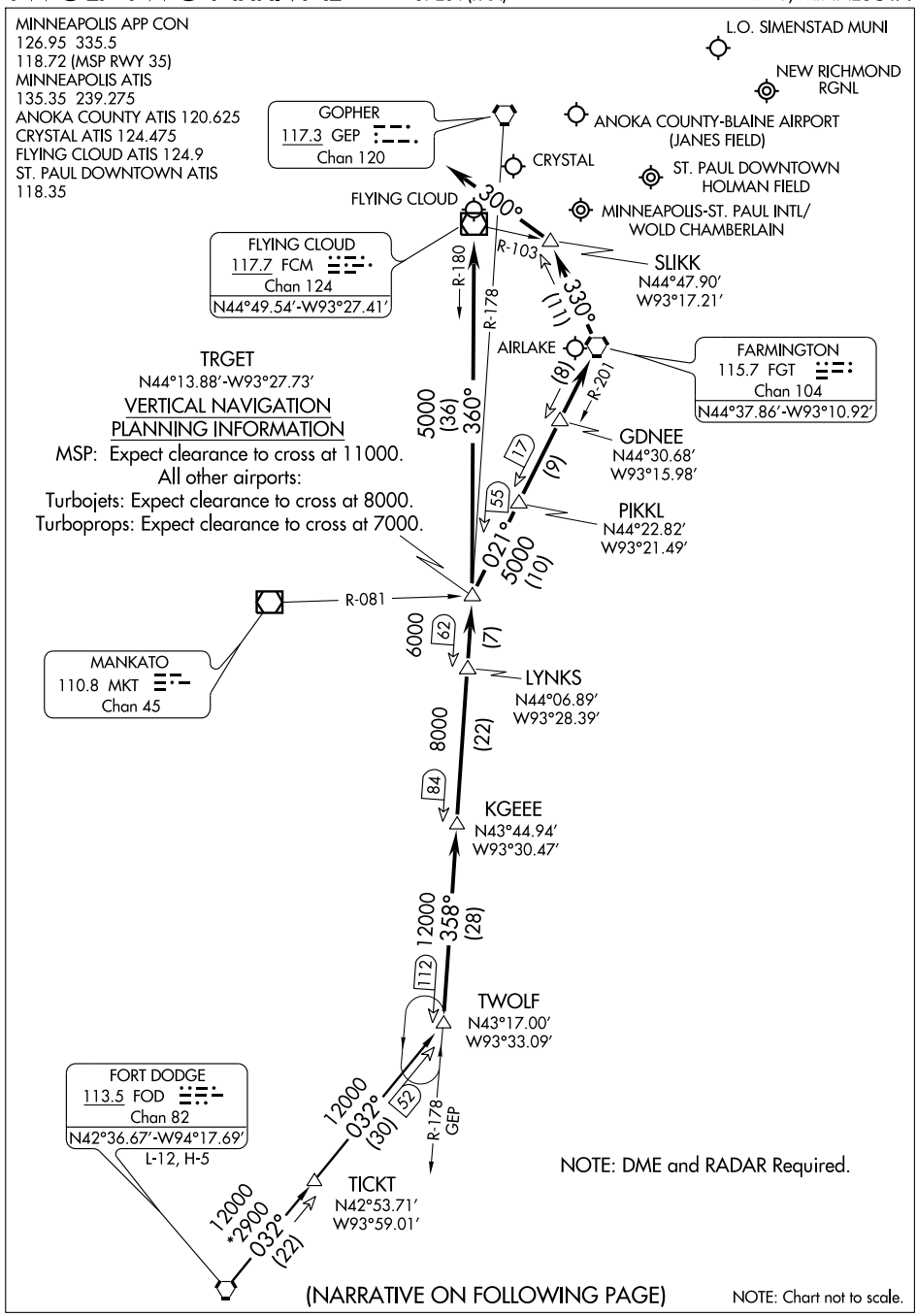
NC-1. 08 APR 2010 to 06 MAY 2010

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

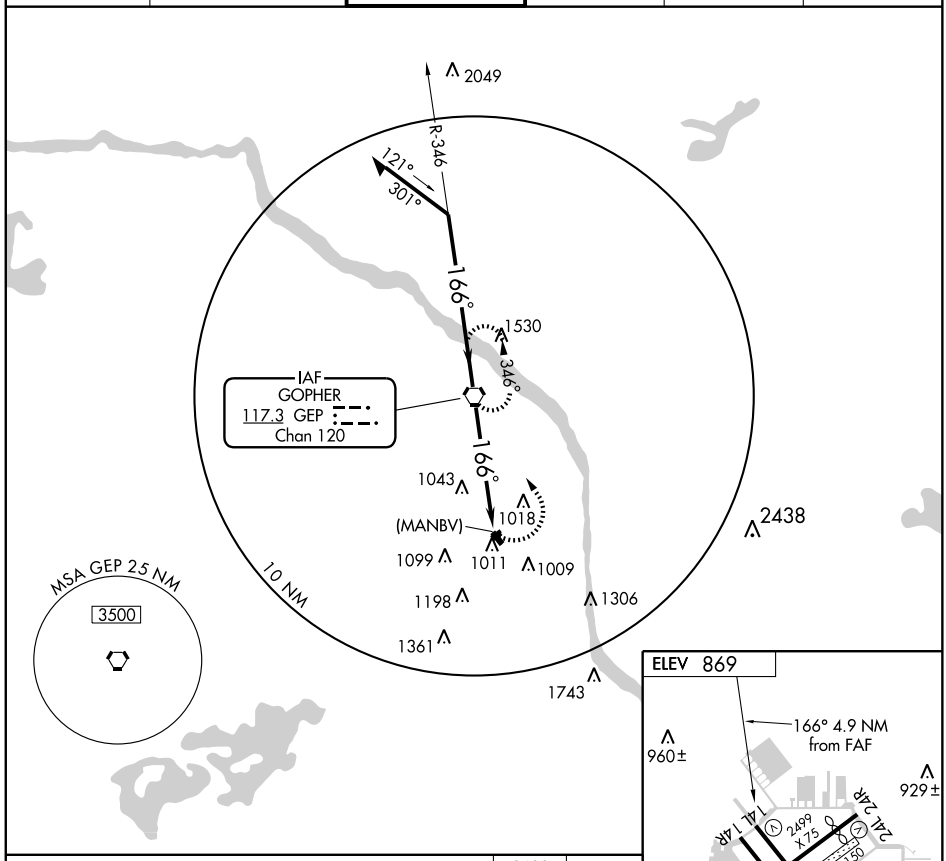
VORTAC GEP	APP CRS	Rwy Idg	N/A
117.3	166°	TDZE	N/A
Chan 120		Apt Elev	869

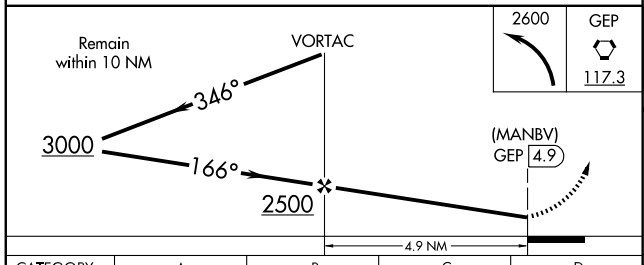
VOR or GPS-A

MINNEAPOLIS/ CRYSTAL (MIC)

MISSED APPROACH: Climbing left turn to 2600 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER	GND CON	CLNC DEL	UNICOM
124.475	126.5	120.7 (CTAF) L	121.6	121.6	122.95





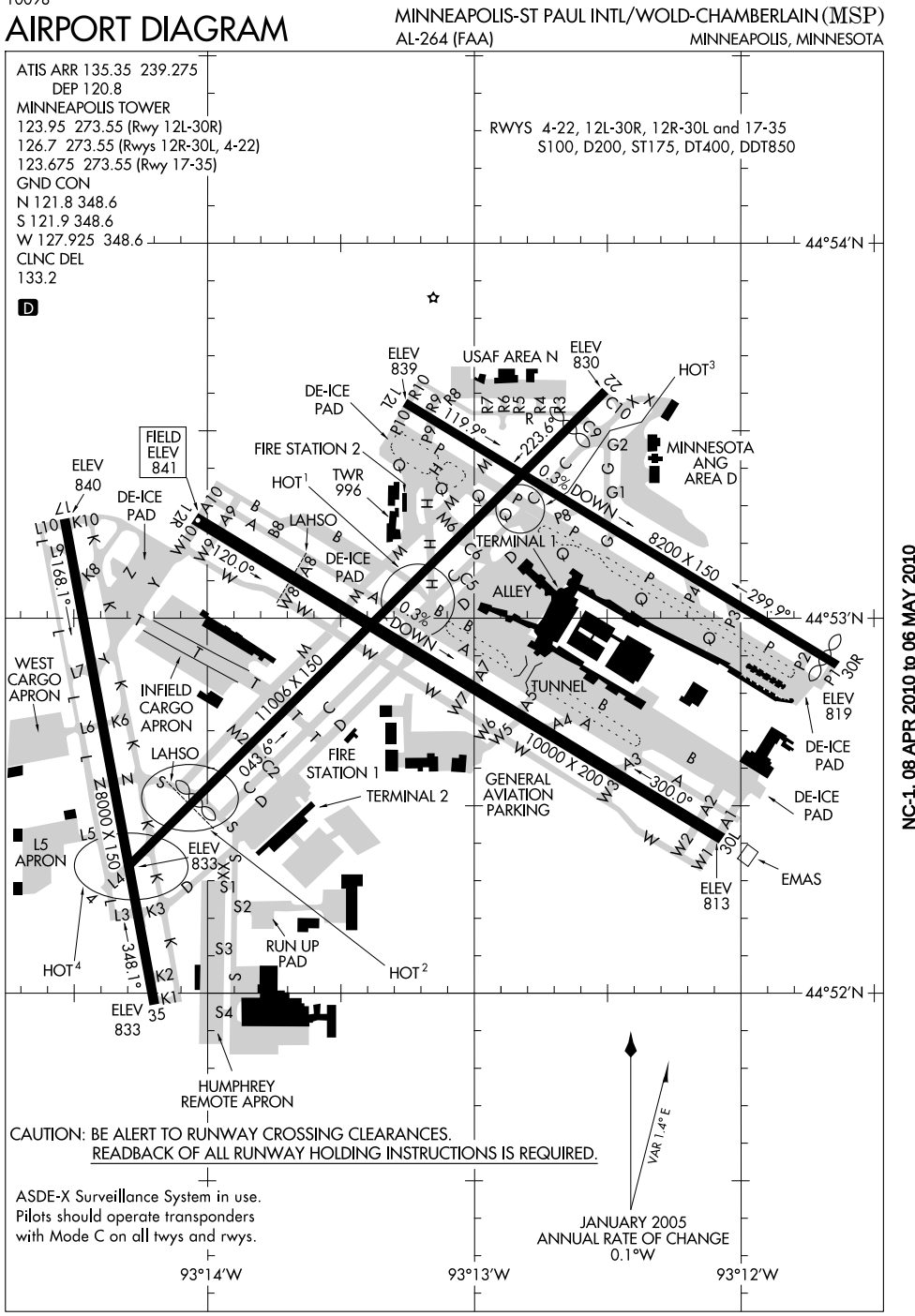
CATEGORY	A	B	C	D
CIRCLING	1360-1 491 (500-1)			1460-2 591 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA)
MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MSP	APP CRS	Rwy Idg 10000
110.3	299°	TDZE 823
Chan 40		Apt Elev 841

CONVERGING ILS RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Simultaneous approach authorized with CONVERGING ILS Rwy 35.
RADAR required.
For inoperative ALSF, increase visibility, all Cats to 1¼.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

2438

RADAR REQUIRED

1549 1743 1539 1290 1230 1085± 1040 1158 949 1006 1111 1192 932 1033 1043 1060 1305

LOCALIZER 110.3
I-MSP
Chan 40

IM

NARCO INT
I-MSP 6.8

AABEZ INT
I-MSP 9.8

(IF)
PIGZI INT
I-MSP 12.7

PINKE INT
I-MSP 15.6

3000 (3)
4000 (3)
5000 (2.9)
6000 (2.9)

R-017 R-032 R-045 R-056 R-065

290° 119°

10 NM

(IAF)
HASTI INT
I-MSP 18.5

FARMINGTON
115.7 FGT
Chan 104

ALTERNATE MISSED APCH FIX

112.1 STC
R-101
Chan 58

101° 281°

PLUGS
STC 22.6

117.3 GEP
R-333
Chan 120

MSA FGT 25 NM

3500
090° 270°
2800

MISSED APCH FIX

R-297 297° 117°

GOPHER
GEP
117.3
Chan 120

ELEV 841 D

950± 996 906± 859± 865±

8200 X 150
0.3% DOWN
10,000 X 200
0.3% DOWN
11,006 X 150

TDZE
823

299°

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 | 4000 | GEP 117.3

* When authorized by ATC, intercept glidepath at AABEZ, 4000; or PIGZI, 5000; or PINKE, 6000.

VGSI and ILS glidepath not coincident

NARCO INT I-MSP 6.8 | AABEZ INT I-MSP 9.8 | PIGZI INT I-MSP 12.7 | PINKE INT I-MSP 15.6 | HASTI INT I-MSP 18.5

3000 4000* 5000* 6000* 7000

299°

IM

GS 3.00°
TCH 54

0.2 | 6.4 NM | 3 NM | 3 NM | 2.9 NM | 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30L	1173/40	350 (400-¾)			

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	300°	TDZE	823
Chan 44		Apt Elev	841

CONVERGING ILS RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T
A NA

Simultaneous approach authorized with CONVERGING ILS Rwy 35.

MISSED APPROACH: Climbing right turn to 4000 via heading 040° and GEP VORTAC R-085 to WHISK INT/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

LOCALIZER 110.7 I-INN Chan 44

*When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

MISSED APCH FIX

117.3 GEP R-085 Chan 120

085° 265° R-046 R-011 R-037

117.7 FCM Chan 124

115.3 MSP Chan 100

115.7 FGT Chan 104

WHISK GEP 17.5

ALTERNATE MISSED APCH FIX

117.3 GEP R-085 Chan 120

011° 191° R-046 R-011 R-037

117.7 FCM Chan 124

115.3 MSP Chan 100

115.7 FGT Chan 104

WHISK FGT 32

1549 1539 1743 1290 1230 1040 1144 1085± 1006 949 932 1110± 1192 1033 1042 1060 1305

SAMMZ INT I-INN 9.7

(IF)

BONNA INT I-INN 12.7

3000 300° (3)

JACKO INT I-INN 6.7 RADAR

WULAM INT I-INN 15.6

(IAF)

GROVZ INT I-INN 18.5

*4000 (3)

*5000 (2.9)

*6000 300° (2.9)

R-018 R-031 R-044 R-055 R-064 120°

10 NM

1753

MSA GEP 25 NM

3500 090° 2700 360°

FARMINGTON 115.7 FGT Chan 104

ELEV 841 D

950± 859± 996 906± 865± 300° TDZE 823

12 22 24 30R 30L 35 17

8000 X 150 8200 X 150 10,000 X 200 11,006 X 150

0.3% DOWN

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

4000 hdg 040° | GEP R-085 117.3 | WHISK △

VGSI and ILS glidepath not coincident

*When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

JACKO INT I-INN 6.7 RADAR 3000

SAMMZ INT I-INN 9.7 4000*

BONNA INT I-INN 12.7 300° 5000*

WULAM INT I-INN 15.6 6000*

GROVZ INT I-INN 18.5 7000

GS 3.00° TCH 55

6.6 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30R	1273-1½ 450 (500-1½)				

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

CONVERGING ILS RWY 35

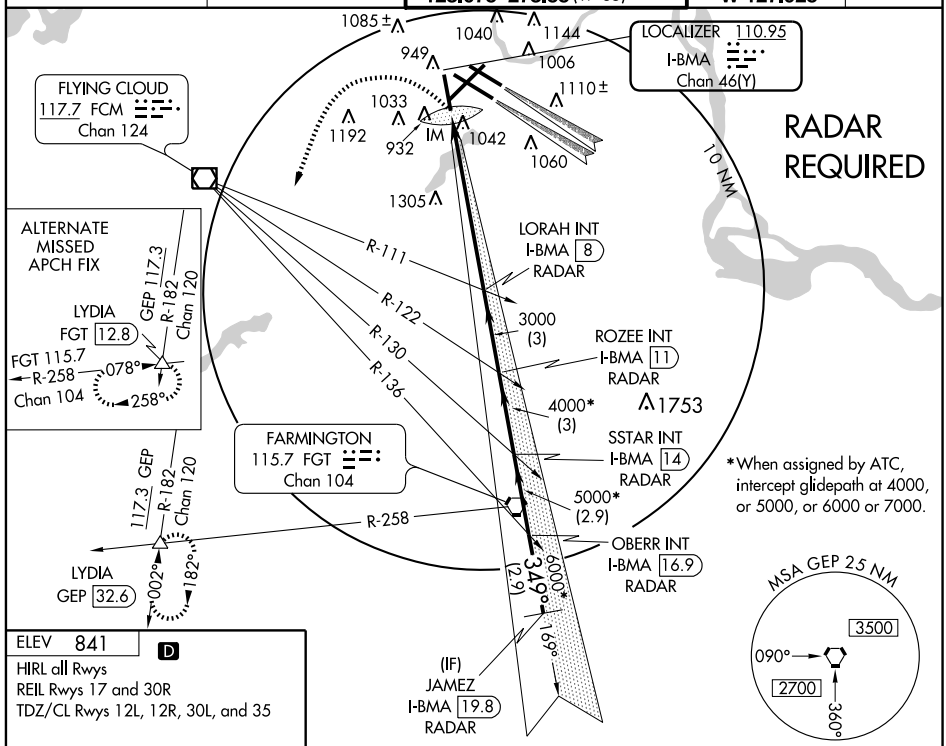
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T A NA — Inoperative table does not apply. No autoland on CONVERGING ILS RWY 35. Simultaneous approach authorized with CONVERGING ILS RWY 30L and CONVERGING ILS RWY 30R.

ALSF-2 (A)

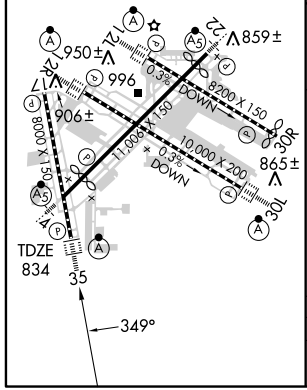
MISSED APPROACH: Climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



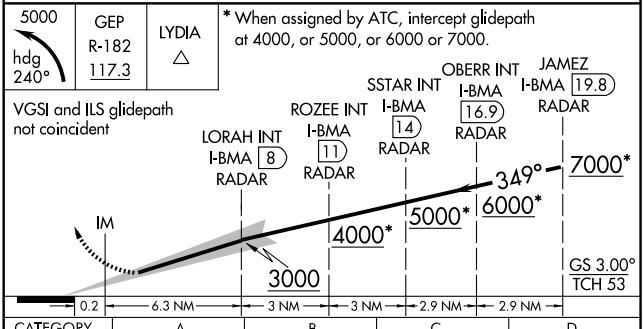
ELEV 841 D

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



5000 hdg 240°	GEP R-182 117.3	LYDIA △

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 35	1684-3 850 (900-3)			

COULT THREE DEPARTURE

(COULT3.COULT) 10098

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN(MSP)

SI-264 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS:
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

GOPHER
117.3 GEP
Chan 120

EAU CLAIRE
112.9 EAU
Chan 76

MINNEAPOLIS
115.3 MSP
Chan 100

FLYING CLOUD
117.7 FCM
Chan 124

FARMINGTON
115.7 FGT
Chan 104

DELLS
117.0 DLL
Chan 117
N43°33.05′-W89°45.82′
L-28, H-5

R-119
119°
46
TAXEE
N44°42.15′
W92°29.56′
(15)
61
COULT
N44°33.40′
W92°12.51′
9000
*2600
119°
(19)
80
LMFRY
N44°22.24′
W91°51.03′
9000
*3500
116°
(103)
R-296
R-251
R-233
R-203
FALLS 1 MOA
R-6901A
R-6901B
N
MSP 7
MSP 8
R-010
DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500
Non DME Aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500
Rwy 17
(For assigned 230° CW 285°)
3500

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON-DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 17: Antenna 1272′ from DER, 562 right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

DARWIN THREE DEPARTURE (DWN3.DWN) 10042

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)
SL-264 (FAA)
MINNEAPOLIS, MINNESOTA

TAKE-OFF MINIMUMS

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

N

ST. CLOUD
112.1 STC
Chan 58

R-172

DARWIN
109.0 DWN
Chan 27
N45°05.25′-W94°27.23′

R-088

60
107
10000
*3800
271°
(167)

10000
(MRA)

R-095

INUNE
N45°01.01′
W93°59.54′

(20)

281°

R-281

MINNEAPOLIS
115.3 MSP
Chan 100

ABERDEEN
113.0 ABR
Chan 77
N45°25.04′-W98°22.12′
L-14, H-2

DME aircraft Rwy 12L/12R
(assigned 060° CW 100°)
3500

MSP 7

MSP 8

R-010

Non DME Aircraft Rwy 12L/12R
(assigned 060° CW 100°)
3500

Rwy 17
(assigned 230° CW 285°)
3500

FARMINGTON
115.7 FGT
Chan 104

DEPARTURE CROSSING RESTRICTIONS:

Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept MSP R-281 and DWN R-095 to DWN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

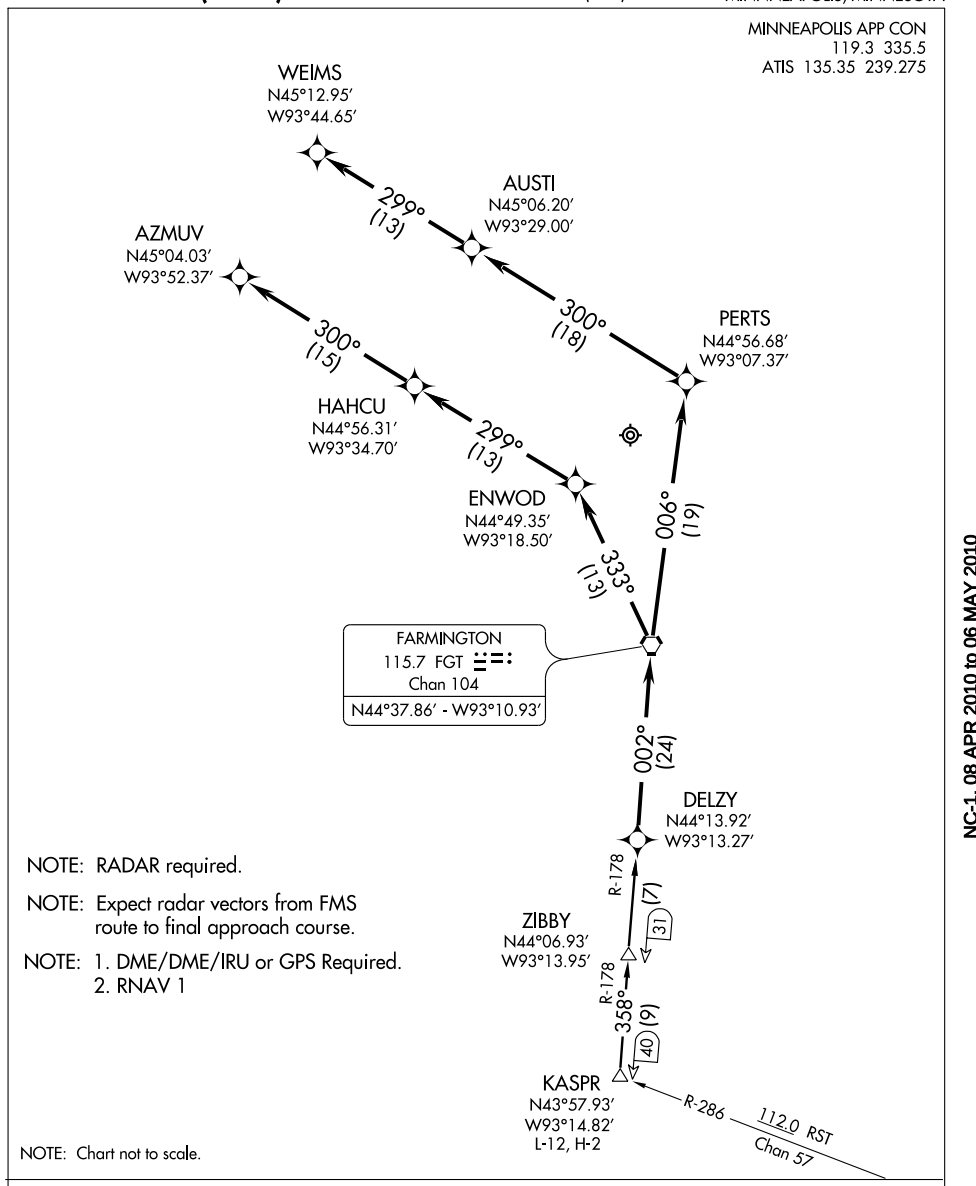
RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

DELZY ONE (FMS) ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN
ST-264 (FAA) MINNNEAPOLIS, MINNESOTA



NOTE: RADAR required.

NOTE: Expect radar vectors from FMS route to final approach course.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1

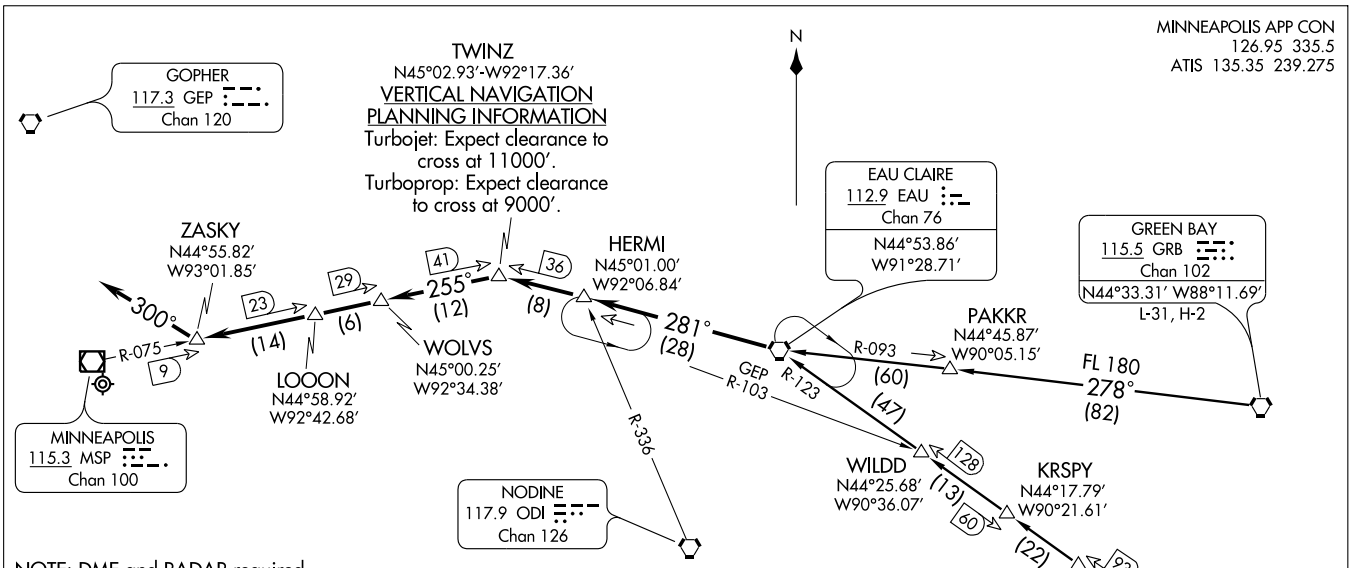
NOTE: Chart not to scale.

Via the KASPR STAR from over DELZY WP: Thence . . . .

FOR RUNWAY 12L ARRIVALS: To FGT VORTAC to PERTS WP to AUSTI WP to WEIMS WP.

FOR RUNWAY 12R ARRIVALS: To FGT VORTAC to ENWOD WP to HAHCU WP to AZMUV WP.

NC-1, 08 APR 2010 to 06 MAY 2010



NOTE: DME and RADAR required.

BADGER TRANSITION (BAE.EAU8): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC. Thence....

GREEN BAY TRANSITION (GRB. EAU8): From over GRB VORTAC via GRB R-278 and EAU R-093 to EAU VORTAC. Thence....

....From over EAU VORTAC via the EAU R-281 to TWINZ/36 DME, then via the MSP R-075 to ZASKY/9 DME. Thence....

LANDING RUNWAY 12L/R: After ZASKY/9 DME via 300° heading for radar vectors.

LANDING RUNWAY 30L/R, 35: Expect radar vectors to final approach course.

ALL OTHER MSP RUNWAYS: Expect radar vectors to final approach course.

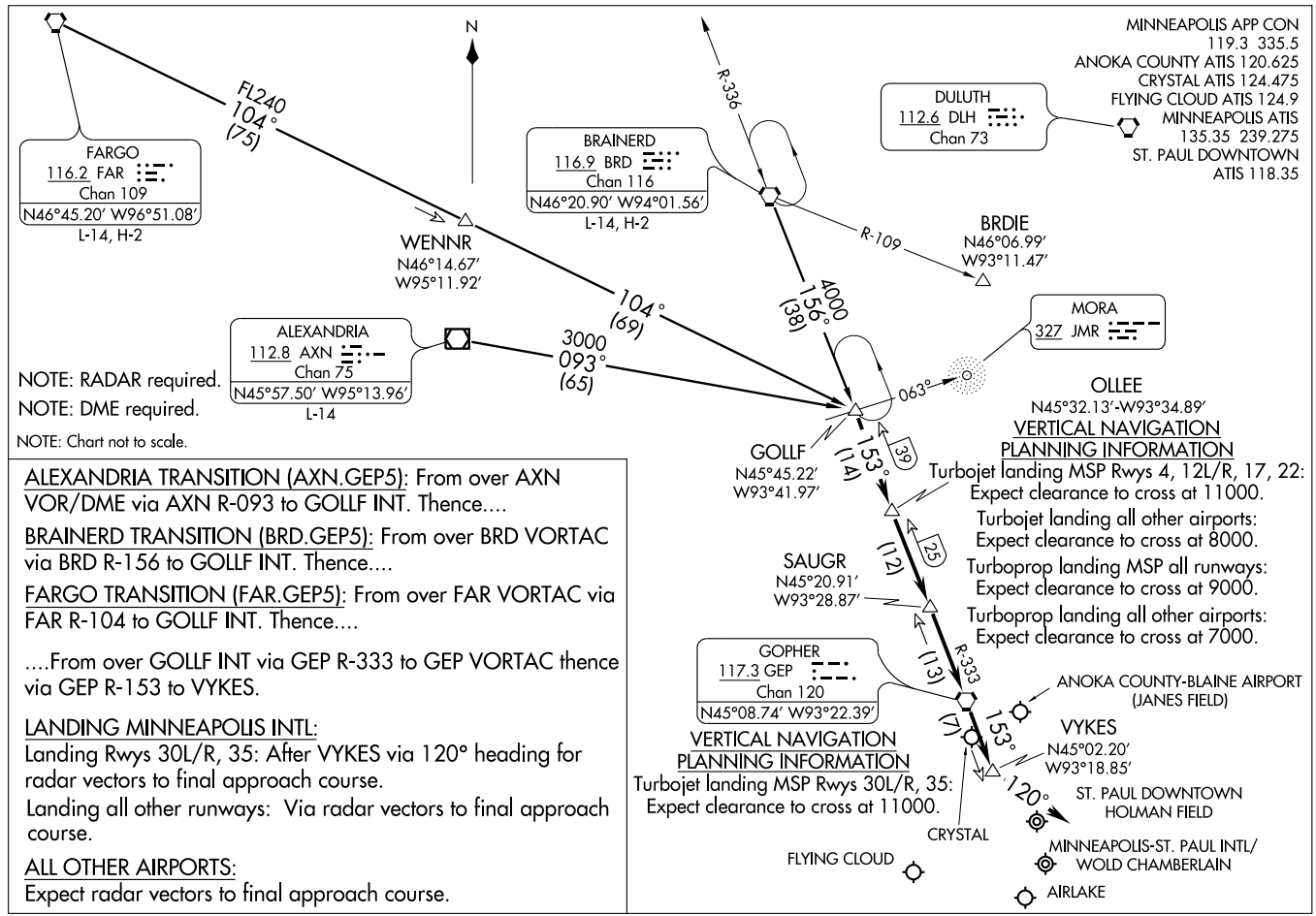
EAU CLAIRE EIGHT ARRIVAL

(EAU.EAU8) 08157

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

ILS or LOC RWY 12L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

T A For inoperative ALSF, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 2½ mile. For inoperative ALSF when using AASUN fix minimums, increase S-LOC Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120 297° 117° R-297

RADAR REQUIRED

R-085 085° 265° WHISK GEP 17.5

GOPHER 117.3 GEP Chan 120

R-232 R-217 R-200 R-183 R-170 300° 120° *6000 (2.9) *5000 (2.9) *4000 (3) 3000 (3) 10 NM 2438 FCM R-046 MSP R-037 R-011

MINNEAPOLIS 115.3 MSP Chan 100

(IAF) CCJAY INT I-PJL 19.4 UBTYA INT I-PJL 16.5 (IF) ALGIN INT I-PJL 13.6 HAMML INT I-PJL 10.7 WASHY INT I-PJL 7.7 RADAR 1743 1549 1539 1290 1230 1085± 1040 IM 1144 1006 AASUN I-PJL 3.5 979± 949 RADAR 1033 932 1192 1042 1110± 1060 1305

115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

FLYING CLOUD 117.7 FCM Chan 124

LOCALIZER 110.7 I-PJL Chan 44

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 4000 hdg 350° FCM R-046 117.7 WHISK

CCJAY INT I-PJL 19.4 UBTYA INT I-PJL 16.5 ALGIN INT I-PJL 13.6 HAMML INT I-PJL 10.7 WASHY INT I-PJL 7.7 RADAR 3000 AASUN I-PJL 3.5 RADAR # LOC only I-PJL 2.1 I-PJL 1.2 IM

7000 *6000 120° *5000 *4000 GS 3.00° TCH 52 3000 #1520

VGSI and ILS glidepath not coincident

2.9 NM 2.9 NM 3 NM 3 NM 4.2 NM 1.3 NM 0.9 0.1

ELEV 841 D

120° 6.5 NM from FAF

TDZE 839 859± 950± 996 906± 865± 0.3% DOWN 8200 X 150 8000 X 150 11,000 X 150 10,000 X 200 12R 30R 12L 30L 35

HIRL all Rwys REIL Rwys 17 and 30R TDZ/CL Rwys 12L, 12R, 30L, and 35

CATEGORY	A	B	C	D	E
S-ILS 12L	1039/18 200 (200-½)				
S-LOC 12L	1520/24 681 (700-½)		1520-1½ 681 (700-1½)	1520-1¾ 681 (700-1¾)	1520-2 681 (700-2)
CIRCLING	1520-1 679 (700-1)		1520-2 679 (700-2)	1520-2¼ 679 (700-2¼)	1660-3 819 (900-3)
AASUN FIX MINIMUMS					
S-LOC 12L	1240/24 401 (400-½)		1240/40 401 (400-¾)		1240/50 401 (400-1)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-HKZ	APP CRS	Rwy Idg 10000
110.3	120°	TDZE 841
Chan 40		Apt Elev 841

ILS or LOC RWY 12R

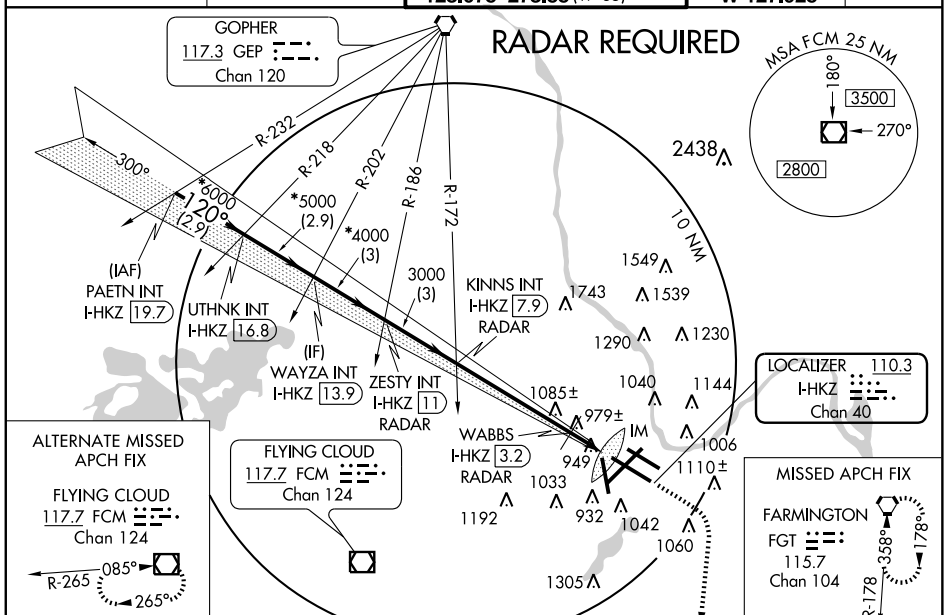
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

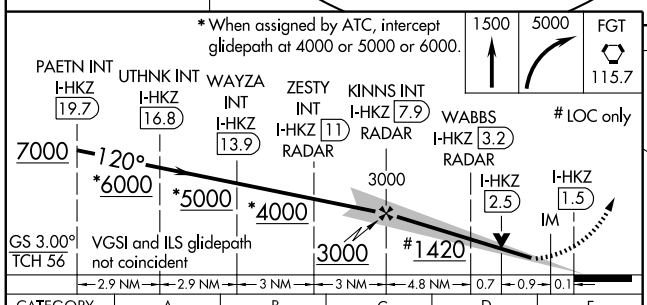
For inoperative ALSF, increase S-ILS 12R Cat E visibility to RVR 4000 and S-LOC 12R Cat E visibility to 2. WABBS fix minimums: For inoperative ALSF, increase S-LOC 12R Cat E visibility to 1½.

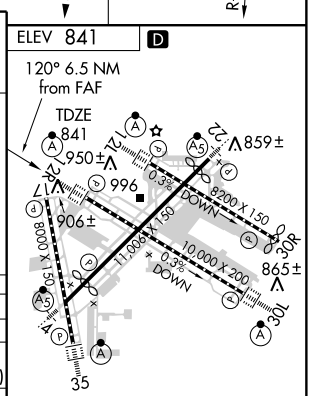
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	







CATEGORY	A	B	C	D	E
S-ILS 12R	1041/18 200 (200-½)				
S-LOC 12R	1420/24 579 (600-½)		1420/50 579 (600-1)	1420/60 579 (600-1¼)	1420-1½ 579 (600-1½)
CIRCLING	1420-1 579 (600-1)		1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)
WABBS FIX MINIMUMS					
S-LOC 12R	1240/24 399 (400-½)			1240/40 399 (400-¾)	1240/50 399 (400-1)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-MSP	APP CRS	Rwy Idg	10000
110.3	299°	TDZE	823
Chan 40		Apt Elev	841

ILS or LOC RWY 30L

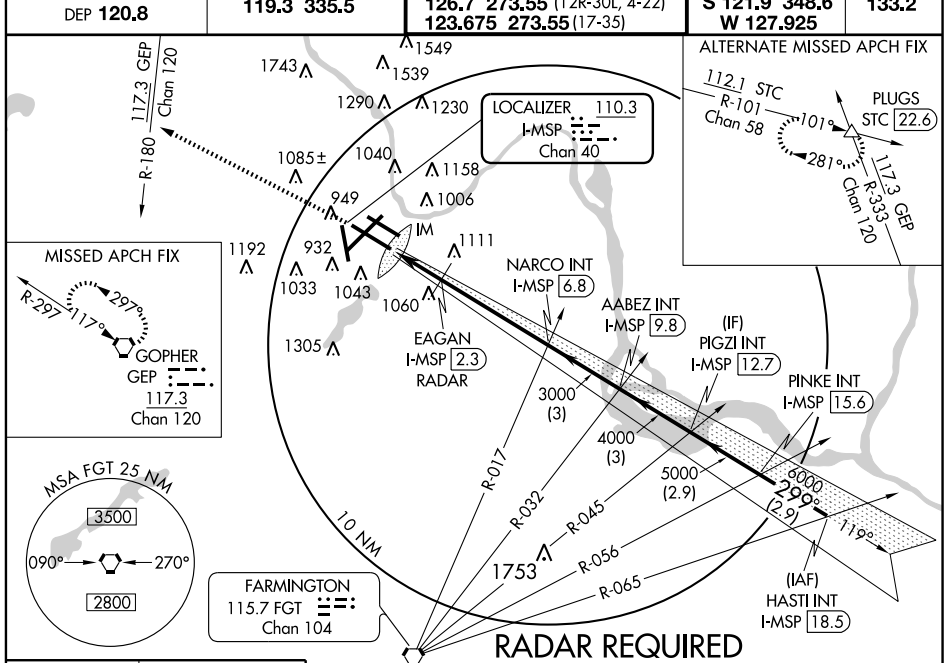
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative ALSF, increase S-ILS 30L Cat E visibility to RVR 4000 and S-LOC 30L Cat E visibility to 2.

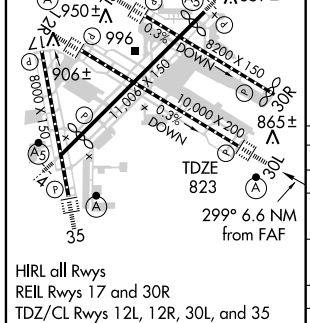
ALSF-2

MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

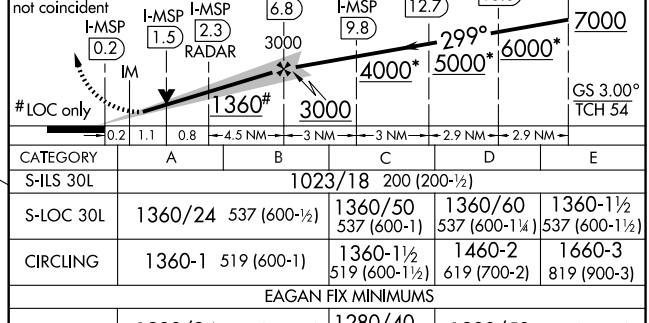


ELEV 841 D



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-½)				
S-LOC 30L	1360/24 537 (600-½)		1360/50 537 (600-1)	1360/60 537 (600-1¼)	1360-1½ 537 (600-1½)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)
EAGAN FIX MINIMUMS					
S-LOC 30L	1280/24 457 (500-½)		1280/40 457 (500-¾)	1280/50 457 (500-1)	
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

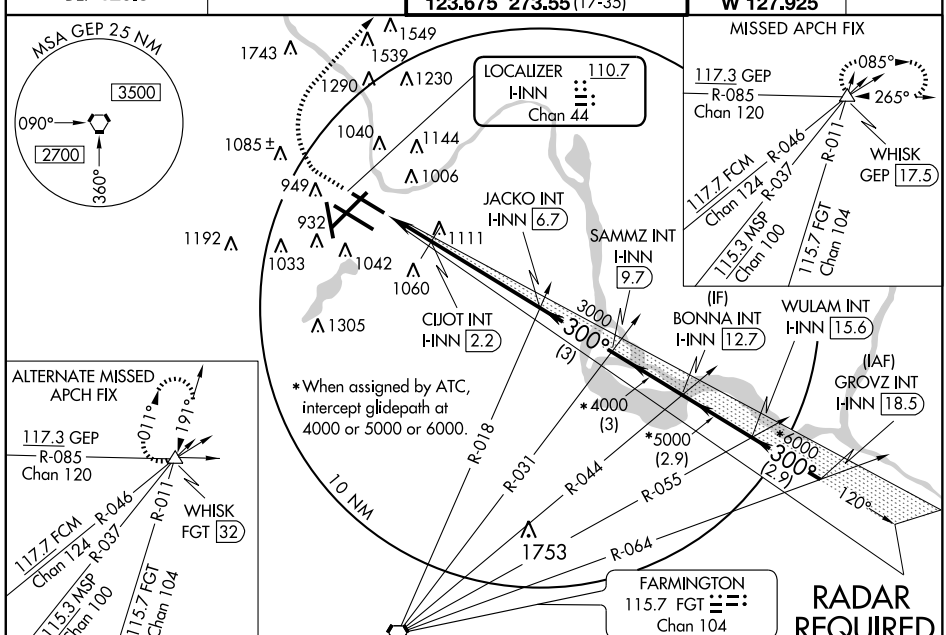
LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	300°	TDZE	823
Chan 44		Apt Elev	841

ILS or LOC RWY 30R

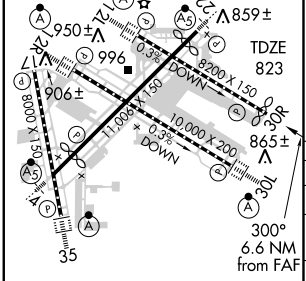
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

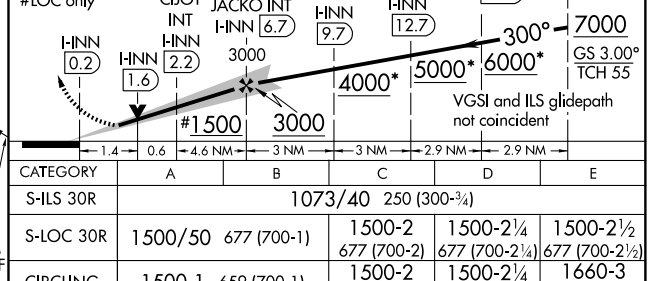
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 via heading 040° and GEP VORTAC R-085 to WHISK INT/17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D





CATEGORY	A	B	C	D	E
S-ILS 30R	1073/40 250 (300-¾)				
S-LOC 30R	1500/50 677 (700-1)		1500-2 677 (700-2)	1500-2¼ 677 (700-2¼)	1500-2½ 677 (700-2½)
CIRCLING	1500-1 659 (700-1)		1500-2 659 (700-2)	1500-2¼ 659 (700-2¼)	1660-3 819 (900-3)
DME MINIMUMS					
S-LOC 30R	1340/50 517 (500-1)		1340-1½ 517 (500-1½)	1340-1¾ 517 (500-1¾)	
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

ILS or LOC RWY 35

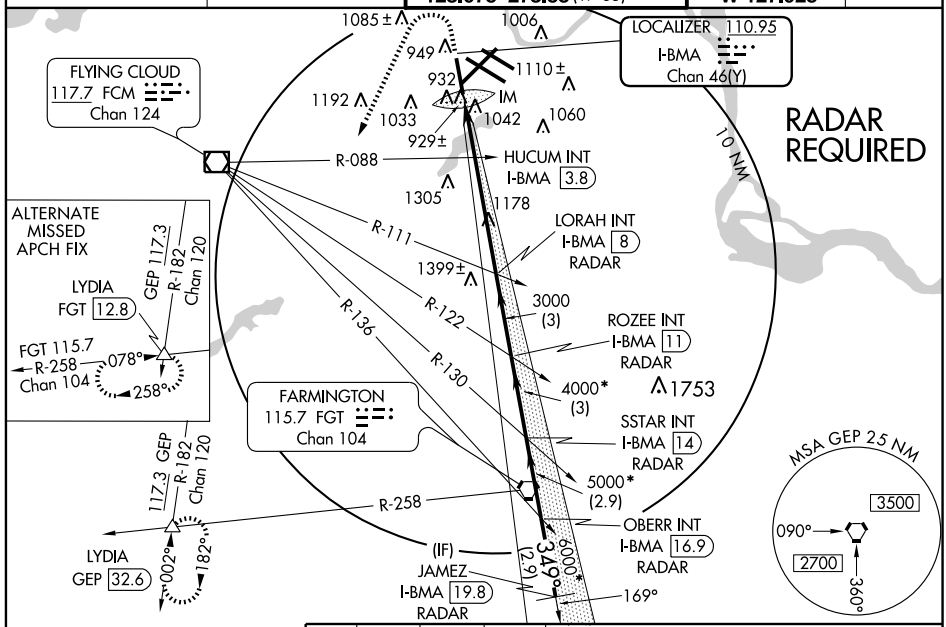
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative ALSF, increase S-ILS 35 Cat E visibility to RVR 4000, increase all S-LOC 35 Cat E visibilities to ½ mile.

ALSF-2

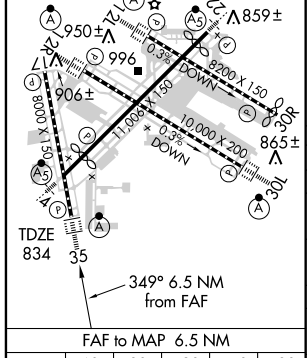
MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D

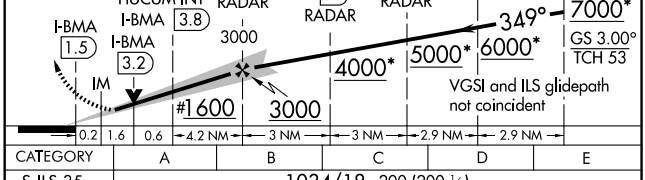
HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

1600	5000 hdg 240°	GEP R-182 117.3	LYDIA △

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.



CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1600/24 766 (800-½)	1600/40 766 (800-¾)	1600-1¾ 766 (800-1¾)	1600-2 766 (800-2)	1600-2¼ 766 (800-2¼)
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	1600-2½ 759 (800-2½)	1660-3 819 (900-3)
HUCUM FIX MINIMUMS					
S-LOC 35	1460/24 626 (700-½)		1460/60 626 (700-1¼)	1460-1½ 626 (700-1½)	1460-1¾ 626 (700-1¾)
CIRCLING	1460-1 619 (700-1)		1460-1¾ 619 (700-1¾)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

ILS RWY 12L (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120

R-297 297° 117°

RADAR REQUIRED

R-085 085° 265°

WHISK GEP 17.5

GOPHER 117.3 GEP Chan 120

R-232 R-217 R-200 R-183 R-170

300° *6000 120° (2.9) *5000 (2.9) *4000 (3) 3000 (3)

2438

FCM R-046 MSP R-037 R-011

10 NM

MINNEAPOLIS 115.3 MSP Chan 100

(IAF) CCJAY INT I-PJL 19.4

UBTYA INT I-PJL 16.5

(IF) ALGIN INT I-PJL 13.6

HAMML INT I-PJL 10.7

WASHY INT I-PJL 7.7 RADAR

1549 1539 1743 1290 1230 1085± 1040 1144 IM 979± 949 1006 932 1192 1033 1042 1110± 1060 1305

115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

FLYING CLOUD 117.7 FCM Chan 124

LOCALIZER 110.7 I-PJL Chan 44

ELEV 841 D

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

ILS RWY 12L (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120

R-297 297° 117°

RADAR REQUIRED

GOPHER 117.3 GEP Chan 120

MINNEAPOLIS 115.3 MSP Chan 100

R-085 085° 265° WHISK GEP 17.5

R-232 R-217 R-200 R-183 R-170 R-011 R-037 FCM R-046 MSP

300° 120° (2.9) *6000 *5000 (2.9) *4000 (3) 3000 (3)

2438 1549 1539 1743 1290 1230 1085± 1040 1144 IM 979± 949 1006 932 1192 1033 1042 1110± 1060 1305

10 NM

(IAF) CCJAY INT I-PJL 19.4

UBTYA INT I-PJL 16.5

(IF) ALGIN INT I-PJL 13.6

HAMML INT I-PJL 10.7

WASHY INT I-PJL 7.7 RADAR

FLYING CLOUD 117.7 FCM Chan 125

LOCALIZER 110.7 I-PJL Chan 44

115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

ELEV 841 D

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 | 4000 hdg 350° | FCM R-046 117.7 | WHISK

CCJAY INT I-PJL 19.4 — UBTYA INT I-PJL 16.5 — ALGIN INT I-PJL 13.6 — HAMML INT I-PJL 10.7 — WASHY INT I-PJL 7.7 RADAR — IM

VGSI and ILS glidepath not coincident

7000 *6000 120° *5000 *4000 3000 950 MSL 839

GS 3.00° TCH 52

2.9 NM | 2.9 NM | 3 NM | 3 NM | 6.4 NM | 902' | 1350'

CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZE 839

950± 996 906± 859± 865± 22 12L 30R 35 12R 30L 17 8000 X 150 11,006 X 150 9200 X 150 10,000 X 200 0.3% DOWN 0.3% DOWN

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

10098

ILS RWY 12R (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-HKZ	APP CRS	Rwy Idg 10000
110.3	120°	TDZE 841
Chan 40		Apt Elev 841

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2

RADAR REQUIRED

GOPHER
117.3 GEP
Chan 120

MSA FCM 25 NM
180° 3500
270°
2800

2438

R-232 R-218 R-202 R-186 R-172

300° 120°

*6000 (2.9)
*5000 (2.9)
*4000 (3)
3000 (3)

10 NM

(IAF)
PAETN INT
I-HKZ 19.7

UTHNK INT
I-HKZ 16.8

(IF)
WAYZA INT
I-HKZ 13.9

ZESTY INT
I-HKZ 11
RADAR

KINNS INT
I-HKZ 7.9
RADAR

1549 1743 1539 1290 1230 1040 1144 1085± 979± IM 1006 1110± 949 1033 1192 932 1042 1060 1305

LOCALIZER 110.3
I-HKZ
Chan 40

FLYING CLOUD
117.7 FCM
Chan 124

MISSED APCH FIX
FARMINGTON
FGT
115.7
Chan 104
R-178 358° 178°

ALTERNATE MISSED APCH FIX
FLYING CLOUD
117.7 FCM
Chan 124
R-265 085° 265°

ELEV 841 D

TDZE 841

950± 996 906± 859± 865± 30R 30L 35

RWY 12L 8200 X 150 0.3% DOWN
RWY 12R 8000 X 150
RWY 17 11,000 X 150
RWY 30L 10,000 X 200 0.3% DOWN

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 5000 FGT 115.7

VGSI and ILS glidepath not coincident

PAETN INT I-HKZ 19.7
UTHNK INT I-HKZ 16.8
WAYZA INT I-HKZ 13.9
ZESTY INT I-HKZ 11 RADAR
KINNS INT I-HKZ 7.9 RADAR

7000 *6000 120° *5000 *4000 3000 3000

DH RA 106
IM
MSL 841

GS 3.00°
TCH 56

2.9 NM | 2.9 NM | 3 NM | 3 NM | 6.3 NM | 878' | 1030'

CATEGORY	A	B	C	D
S-ILS 12R	RA 106/12 100 DA 941			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-HKZ	APP CRS	Rwy Idg 10000
110.3	120°	TDZE 841
Chan 40		Apt Elev 841

ILS RWY 12R (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

GOPHER 117.3 GEP Chan 120

MSA FCM 25 NM: 180°–3500, 270°–2800

R-232 R-218 R-202 R-186 R-172

300° 120°

*6000 (2.9) *5000 (2.9) *4000 (3) 3000 (3)

(IAF) PAETN INT I-HKZ 19.7

UTHNK INT I-HKZ 16.8

(IF) WAYZA INT I-HKZ 13.9

ZESTY INT I-HKZ 11 RADAR

KINNS INT I-HKZ 7.9 RADAR

10 NM

2438 1549 1743 1539 1290 1230 1040 1144 1085± 979± IM 1006 1110± 949 1033 1192 932 1042 1060 1305

LOCALIZER 110.3 I-HKZ Chan 40

FLYING CLOUD 117.7 FCM Chan 124

MISSED APCH FIX: FARMINGTON FGT 115.7 Chan 104 — 358°–178°, R-178

ALTERNATE MISSED APCH FIX: FLYING CLOUD 117.7 FCM Chan 124 — R-265 085°–265°

ELEV 841 D

TDZE 841

950± 996 906± 859± 865± 30R 30L 35

8000 X 150 DOWN 0.3% 10,000 X 150 DOWN 0.3% 10,000 X 200

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

*When assiged by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 5000 FGT 115.7

VGSI and ILS glidepath not coincident

PAETN INT I-HKZ 19.7 — UTHNK INT I-HKZ 16.8 — WAYZA INT I-HKZ 13.9 — ZESTY INT I-HKZ 11 RADAR — KINNS INT I-HKZ 7.9 RADAR

7000 *6000 *5000 *4000 3000 120° IM 937 MSL 841

GS 3.00° TCH 56

2.9 NM | 2.9 NM | 3 NM | 3 NM | 6.3 NM | 858' | 1030'

CATEGORY	A	B	C	D
S-ILS 12R	CAT IIIa		RVR 07	
S-ILS 12R	CAT IIIb		NA	
S-ILS 12R	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

LOC/DME I-MSP	APP CRS	Rwy Idg 10000
110.3	299°	TDZE 823
Chan 40		Apt Elev 841

ILS RWY 30L (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

117.3 GEP Chan 120

R-180

1743 1549 1539 1290 1230 1085± 1040 1158 949 1006 1192 932 1033 1043 1060 1111 1305

LOCALIZER 110.3 I-MSP Chan 40

IM

NARCO INT I-MSP 6.8

AABEZ INT I-MSP 9.8

(IF) PIGZI INT I-MSP 12.7

PINKE INT I-MSP 15.6

3000 (3)

4000 (3)

5000 (2.9)

6000 299° (2.9)

119°

10 NM

R-017 R-032 R-045 R-056 R-065

1753

(IAF) HASTI INT I-MSP 18.5

FARMINGTON 115.7 FGT Chan 104

ALTERNATE MISSED APCH FIX

112.1 STC R-101 Chan 58

101°

281°

PLUGS STC 22.6

117.3 GEP R-333 Chan 120

MISSED APCH FIX

R-297 297° 117°

GOPHER GEP 117.3 Chan 120

MSA FGT 25 NM

3500

090° 270°

2800

ELEV 841 D

950± 996 906± 859± 865± 22 4 17 35 8000 X 150 0.3% DOWN 11,006 X 150 0.3% DOWN 10,000 X 200 0.3% DOWN 30R 30L TDZE 823

HIRL all Rwys

REIL Rwys 17 and 30R

TDZ/CL Rwys 12L, 12R, 30L, and 35

Missed approach obstructions require climb gradient of at least 500 FPM/100K, 750 FPM/150K, 1000 FPM/200K, no wind conditions. Aircraft to 885 feet MSL 789 feet north of Rwy centerline.

1300	4000	GEP R-180	GEP
	295°	117.3	117.3

*When authorized by ATC, intercept glidepath at AABEZ, 4000; or PIGZI, 5000; or PINKE, 6000.

VGSI and ILS glidepath not coincident

DH RA-NA

IM

823 MSL

3000

NARCO INT I-MSP 6.8

AABEZ INT I-MSP 9.8

PIGZI INT I-MSP 12.7

PINKE INT I-MSP 15.6

HASTI INT I-MSP 18.5

4000* 5000* 6000* 299° 7000

GS 3.00° TCH 54

1103' 1072' 6.4 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30L	RA-NA/12 110 DA 933			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

ILS RWY 35 (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T
A

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/ GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

FLYING CLOUD
117.7 FCM
Chan 124

LOCALIZER 110.95
I-BMA
Chan 46 (Y)

RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX
LYDIA
FGT 12.8
GEP 117.3
R-182
Chan 120
FGT 115.7
R-258
Chan 104
078°
258°

LORAH INT
I-BMA 8
RADAR

ROZEE INT
I-BMA 11
RADAR

SSTAR INT
I-BMA 14
RADAR

OBERR INT
I-BMA 16.9
RADAR

JAMEZ
I-BMA 19.8
RADAR

FARMINGTON
115.7 FGT
Chan 104

LYDIA
GEP 32.6
002°
182°

(IF)

MSA GEP 25 NM
3500
090°
2700
360°

ELEV 841 D

TDZE
834
35

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1600	5000	GEP	LYDIA
	hdg 240°	R-182 117.3	△

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DH
RA 107
IM
834
MSL
3000
4000*
5000*
6000*
7000*
349°
VGSI and ILS glidepath not coincident
GS 3.00°
TCH 53

938' 1161' 6.3 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 35	RA 107/12 110 DA 944			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

ILS RWY 35 (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/ GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

LOCALIZER 110.95 I-BMA Chan 46(Y)

FLYING CLOUD 117.7 FCM Chan 124

RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX

LYDIA FGT 12.8

GEP 117.3 R-182 Chan 120

FGT 115.7 R-258 Chan 104

078° 258°

LORAH INT I-BMA 8 RADAR

ROZEE INT I-BMA 11 RADAR

SSTAR INT I-BMA 14 RADAR

OBERR INT I-BMA 16.9 RADAR

JAMEZ I-BMA 19.8 RADAR

FARMINGTON 115.7 FGT Chan 104

LYDIA GEP 32.6

002° 182°

(IF)

R-111 R-122 R-130 R-136 R-258

1085± 1006 949 1110± 932 1192 1033 1042 1060 929± 1305 1178 1399± 3000 (3) 4000* (3) 1753 5000* (2.9) 9000* (2.9) 349° 169°

MSA GEP 25 NM

3500 090° 2700 360°

ELEV 841 D

TDZE 834

HIRL all Rwys

REIL Rwys 17 and 30R

TDZ/CL Rwys 12L, 12R, 30L, and 35

1600 | 5000 240° | GEP R-182 117.3 | LYDIA

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

834 MSL

IM 937 3000

LORAH INT I-BMA 8 RADAR 3000

ROZEE INT I-BMA 11 RADAR 4000*

SSTAR INT I-BMA 14 RADAR 5000*

OBERR INT I-BMA 16.9 RADAR 6000*

JAMEZ I-BMA 19.8 RADAR 7000*

349°

VGSI and ILS glidepath not coincident

GS 3.00° TCH 53

938' 1021' 6.4 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 35	CAT IIIa		RVR 07	
S-ILS 35	CAT IIIb		RVR 06	
S-ILS 35	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1. 08 APR 2010 to 06 MAY 2010

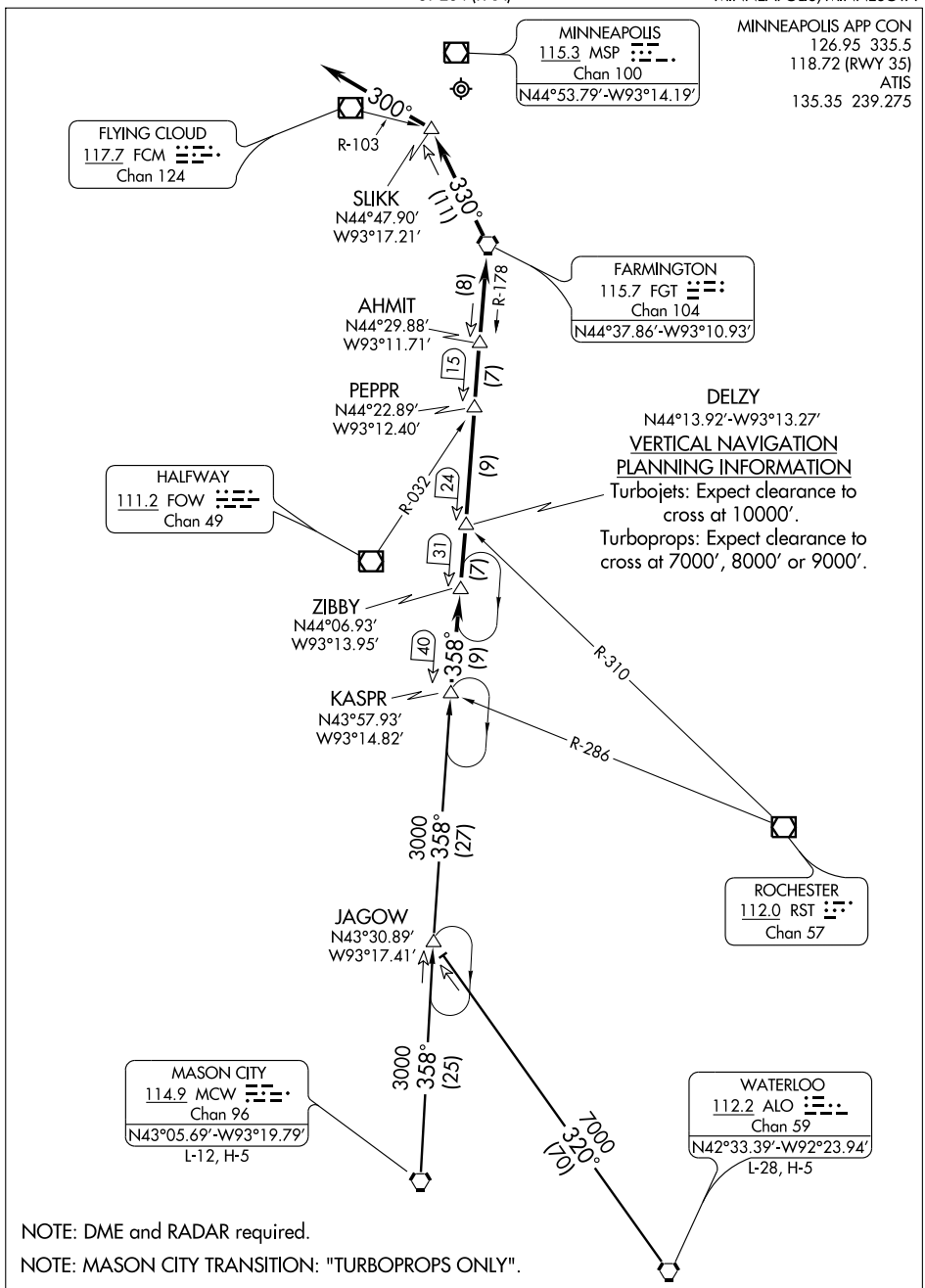
(KASPR.KASPR4) 10098

KASPR FOUR ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NOTE: DME and RADAR required.

NOTE: MASON CITY TRANSITION: "TURBOPROPS ONLY".

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

ARRIVAL ROUTE DESCRIPTION

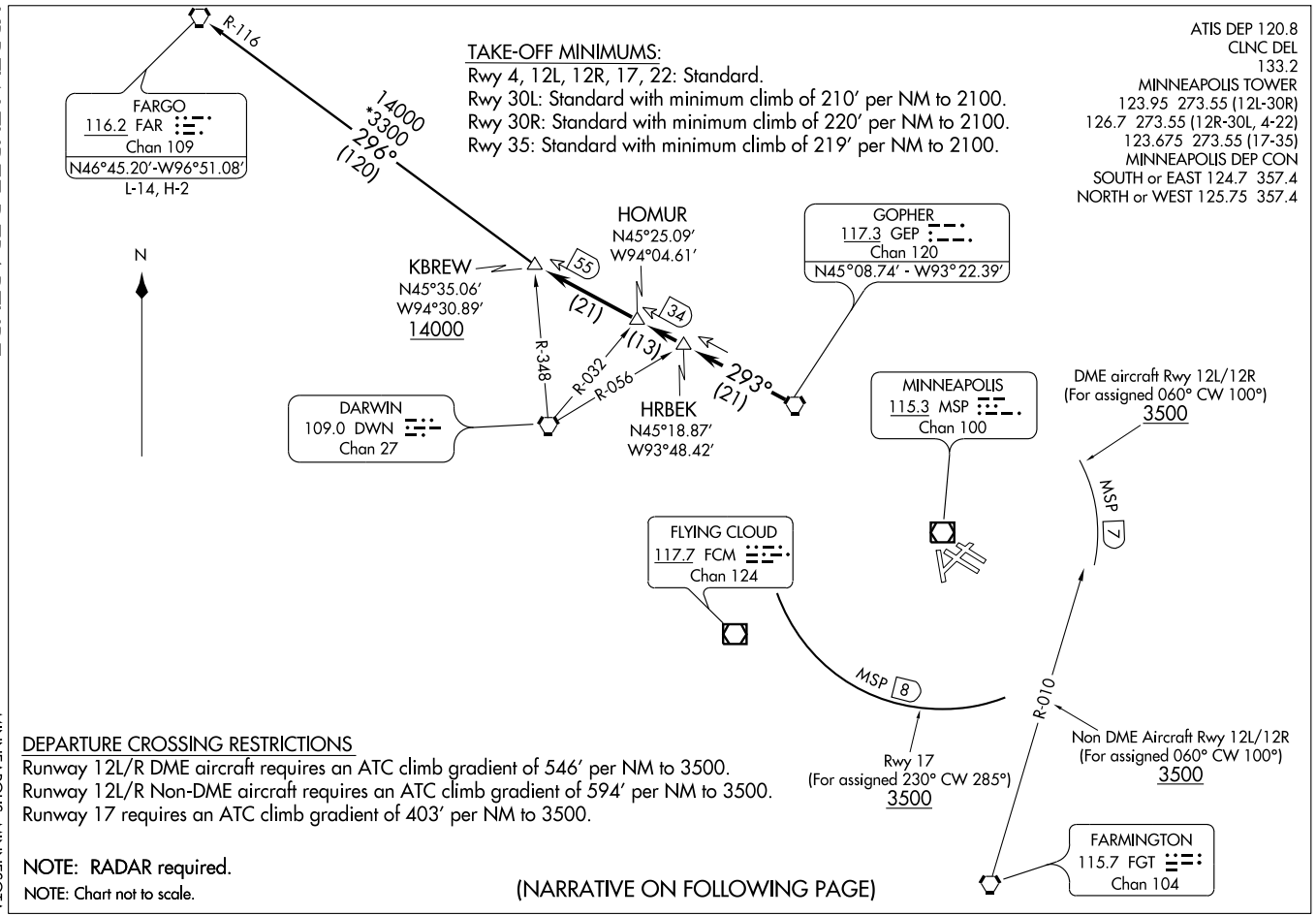
MASON CITY TRANSITION (MCW.KASPR4) (TURBOPROPS ONLY): From over MCW VORTAC via MCW R-358 and FGT R-178 to KASPR INT. Thence....
WATERLOO TRANSITION (ALO.KASPR4): From over ALO VORTAC via ALO R-320 to JACOW INT, then via MCW R-358 and FGT R-178 to KASPR INT. Thence....

....From over KASPR INT via FGT R-178 to FGT VORTAC.

LANDING RUNWAYS 12L/12R:
After FGT VORTAC via FGT R-330 to SLIKK INT thence via 300° heading for radar vectors to final approach course.

LANDING ALL OTHER RUNWAYS:
Via radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010


ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4
TAKE-OFF MINIMUMS:
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210' per NM to 2100.
Rwy 30R: Standard with minimum climb of 220' per NM to 2100.
Rwy 35: Standard with minimum climb of 219' per NM to 2100.
FARGO
116.2 FAR
Chan 109
N46°45.20'-W96°51.08'
L-14, H-2
R-116
14000
*3300
296°
(12D)
N
KBREW
N45°35.06'
W94°30.89'
14000
HOMUR
N45°25.09'
W94°04.61'
55
34
(21)
(13)
R-348
R-032
R-056
293°
(21)
GOPHER
117.3 GEP
Chan 120
N45°08.74' - W93°22.39'
DARWIN
109.0 DWN
Chan 27
HRBEK
N45°18.87'
W93°48.42'
MINNEAPOLIS
115.3 MSP
Chan 100
DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500
MSP
7
FLYING CLOUD
117.7 FCM
Chan 124
MSP
8
R-010
Non DME Aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500
Rwy 17
(For assigned 230° CW 285°)
3500
FARMINGTON
115.7 FGT
Chan 104
DEPARTURE CROSSING RESTRICTIONS
Runway 12L/R DME aircraft requires an ATC climb gradient of 546' per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594' per NM to 3500.
Runway 17 requires an ATC climb gradient of 403' per NM to 3500.
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence . . . .

TAKE-OFF RUNWAY 17: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

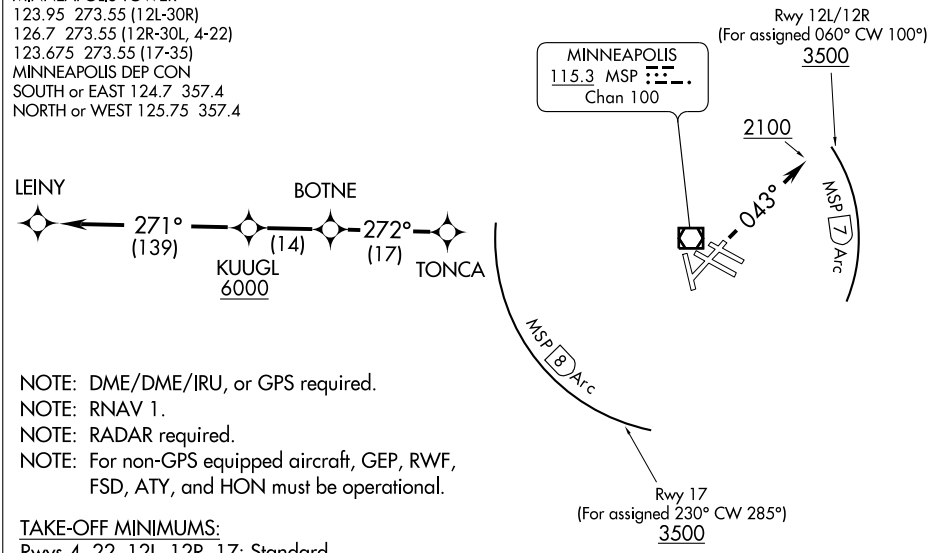
RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



NOTE: DME/DME/IRU, or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS equipped aircraft, GEP, RWF, FSD, ATY, and HON must be operational.

TAKE-OFF MINIMUMS:
Rwys 4, 22, 12L, 12R, 17: Standard.
Rwy 35: Standard with minimum climb of 219' per NM to 2100.
Rwy 30L: Standard with minimum climb of 210' per NM to 2100.
Rwy 30R: Standard with minimum climb of 220' per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R requires an ATC climb gradient of 546' per NM to 3500.
Runway 17 requires an ATC climb gradient of 403' per NM to 3500.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence . . . .

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 22, 35, 30L/R: Climb on assigned heading for radar vectors. Thence . . . .

. . . . expect radar vectors to TONCA, then via 272° track to BOTNE, then via 272° track to KUUGL, then via 271° to LEINY. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude until BOTNE. Expect filed altitude/flight level 10 minutes after departure. Cross KUUGL at or above 6000.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Ant on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
LT poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on bldg 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Bldg 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
LT 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30R: Bldg 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
LT pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
LT pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on bldg, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-APL	APP CRS	Rwy Idg	9456
109.3	044°	TDZE	832
		Apt Elev	841

LOC RWY 4

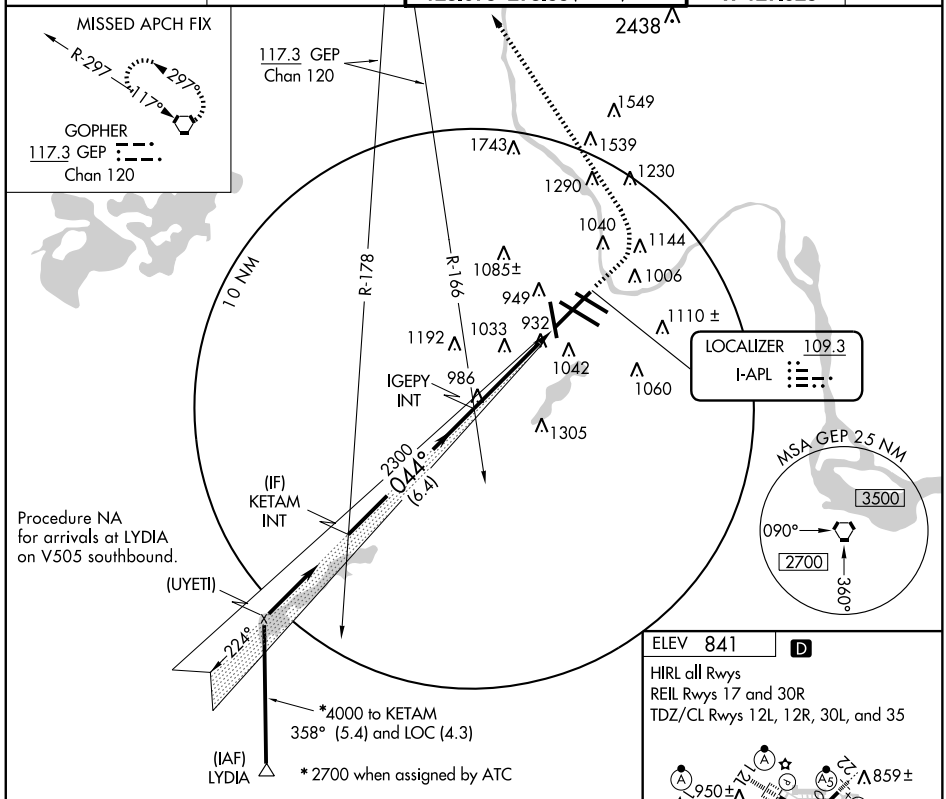
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

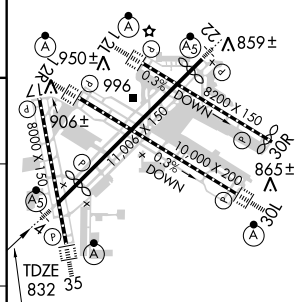
For inoperative MALSR, increase S-4 Cat E visibility to 1¾ mile.

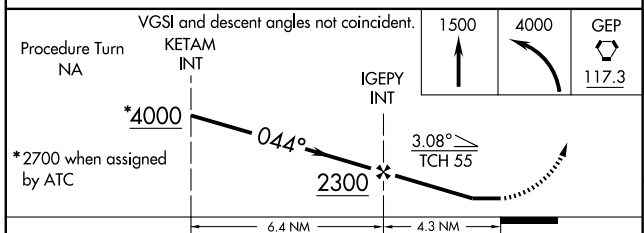
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2







CATEGORY	A	B	C	D	E
S-4	1340/24	508 (500-½)	1340/50	508 (500-1)	1340/60 508 (500-1¼)
CIRCLING	1360-1	519 (600-1)	1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

044° 4.3 NM from FAF

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-TJZ	APP CRS	Rwy Idg	8000
110.95	169°	TDZE	840
Chan 46 (Y)		Apt Elev	841

LOC RWY 17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

IAF GOPHER 117.3 GEP Chan 120

Procedure NA for arrival on GEP VORTAC airway radials 085 CW 182.

4000 131° (5)

(IF) ARJAE INT I-TJZ 11.8

349°

R-131

2800 (6.1)

169°

10 NM

2438

CHETZ INT I-TJZ 5.7

1743

1549

1539

1290 1230

1030±

BOBEE INT I-TJZ 3.6

1040 1144

1085±

940±

949

1006

1033 932

1110±

1042

1060

1192

1305

R-037

R-046

MSA GEP 25 NM

3500

090°

2700

360°

LOCALIZER 110.95 I-TJZ Chan 46 (Y)

FLYING CLOUD 117.7 FCM Chan 124

MISSED APCH FIX FARMINGTON 115.7 FGT Chan 104

R-178-358°

178°

ELEV 841 D

169° 5.9 NM from FAF

TDZE 840

950±

859±

996

906±

865±

8200 X 150

8000 X 150

11,006 X 150

10,000 X 200

0.3% DOWN

0.3% DOWN

12

30R

30L

35

HIRL all Rwys

REIL Rwys 17 and 30R

TDZ/CL Rwys 12L, 12R, 30L, and 35

ARJAE INT I-TJZ 11.8

CHETZ INT I-TJZ 5.7

BOBEE INT I-TJZ 3.6

4000

169°

3.05° TCH 60

2800

2100

Procedure Turn NA

I-TJZ 0.8

I-TJZ 0.2

6.1 NM 2.1 NM 2.8 NM 0.9

1300	5000	FGT
		115.7

CATEGORY	A	B	C	D
S-17	1200/50 360 (400-1)			1200/60 360 (400-1¼)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-SIJ	APP CRS	Rwy Idg	10018
110.5	224°	TDZE	828
		Apt Elev	841

LOC RWY 22

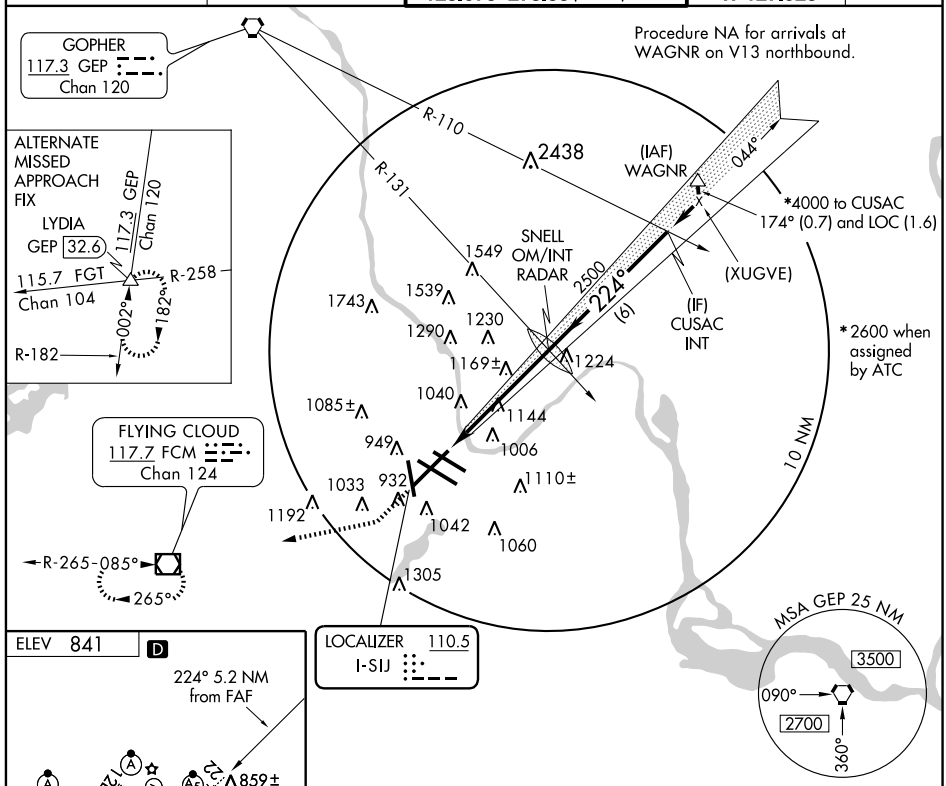
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

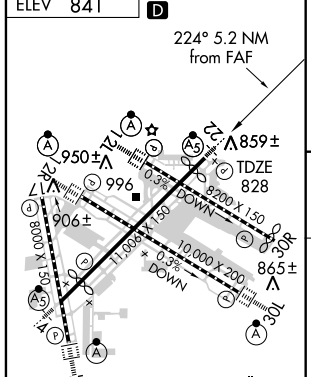
For inoperative MALSR increase S-22 Cat A and B visibility to RVR 5000 and Cat E visibility to 2 miles. Visiblility reduction by helicopters NA.

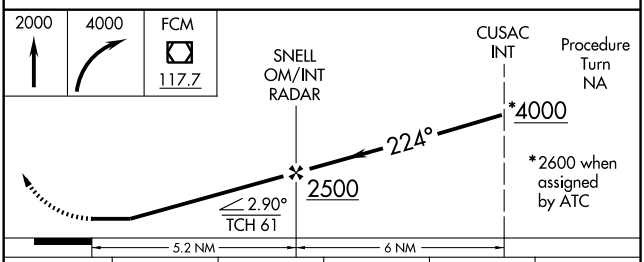
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct FCM VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	







FAF to MAP	5.2 NM				
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-22	1420/40 592 (600-¾)		1420/50 592 (600-1)	1420/60 592 (600-1¼)	1420-1½ 592 (600-1½)
CIRCLING	1420-1 579 (600-1)		1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

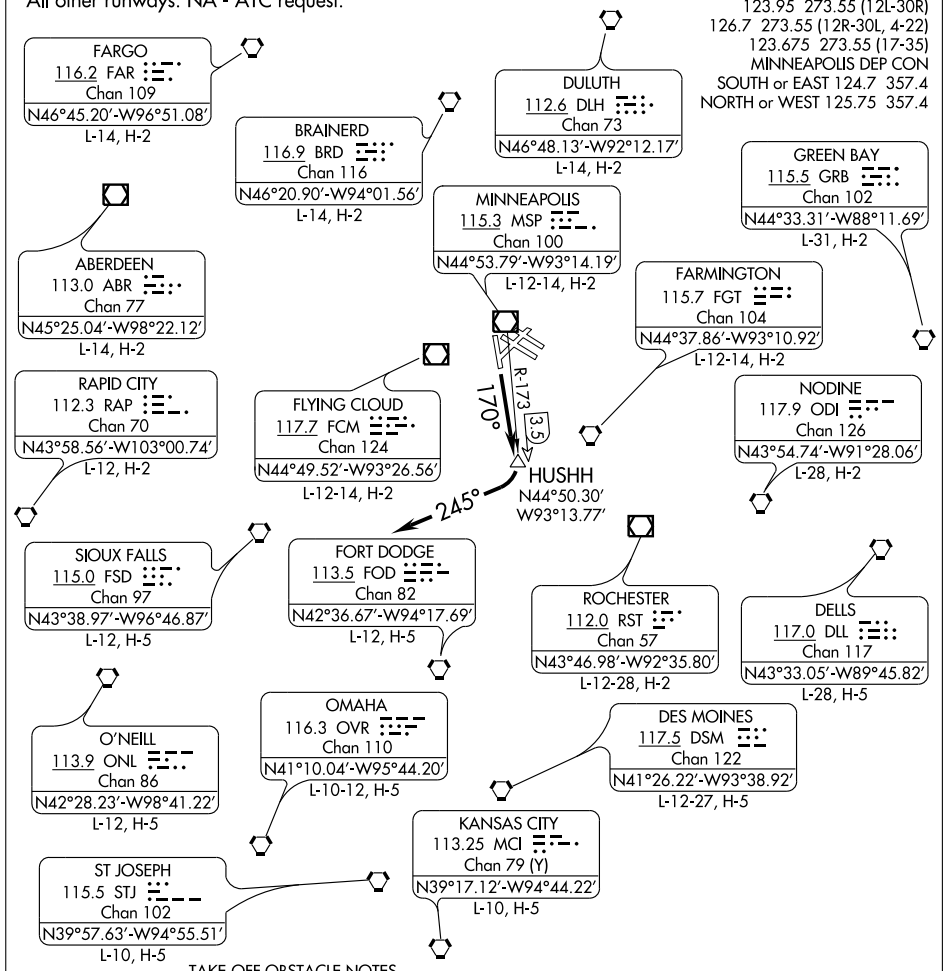
NC-1, 08 APR 2010 to 06 MAY 2010

MEADOW LAKE ONE DEPARTURE

SL-264 (FAA) MINNEAPOLIS, MINNESOTA

TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum ATC climb of 240′ per mile to 5000.
All other runways: NA - ATC request.

ATIS DEP 120.8
CLNCL DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



TAKE-OFF OBSTACLE NOTES

RWY 17: Building 199′ from DER, 496′ left of centerline, 67′ AGL/898′ MSL.
Multiple poles beginning 188′ from DER, 240′ right of centerline, up to 160′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Building 2336′ from DER, 385′ right of centerline, 154′ AGL/983′ MSL.

NOTE: RADAR required.
NOTE: Chart not to scale.

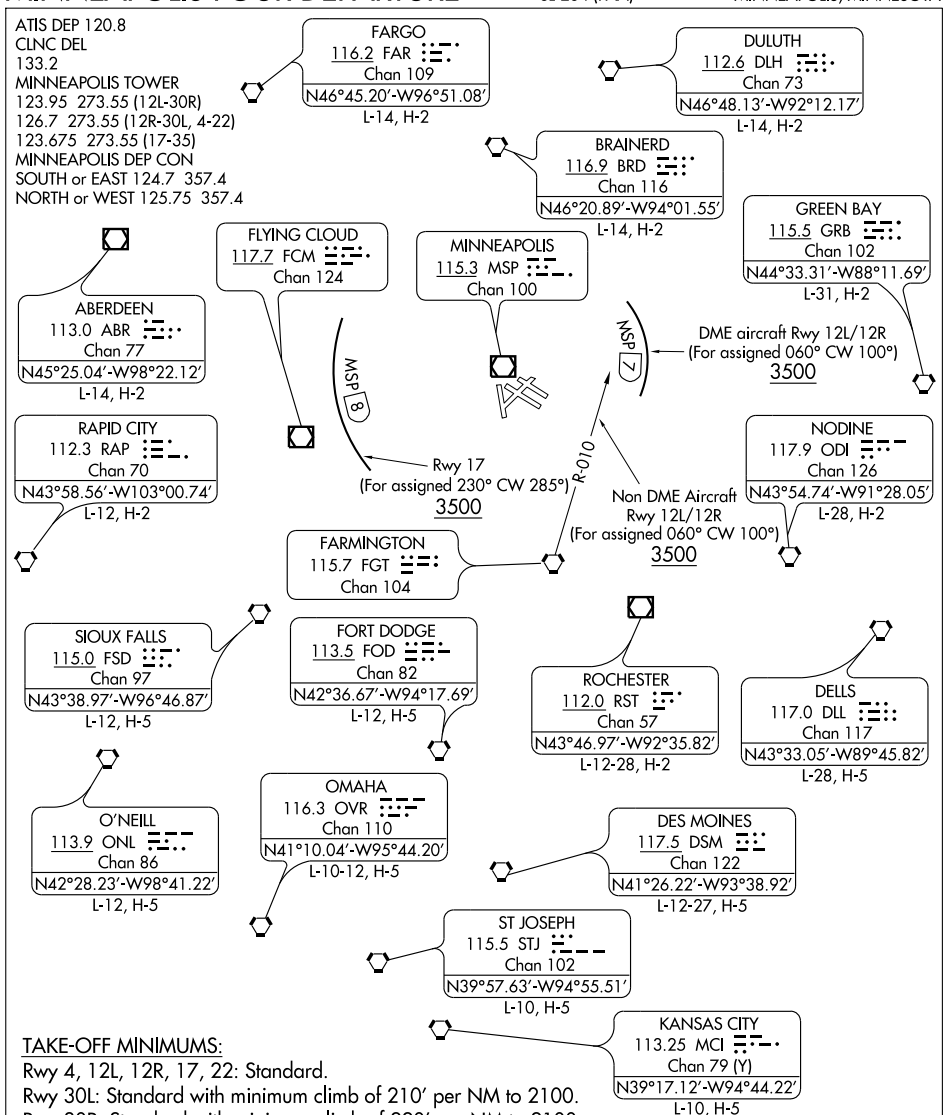
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb via 170° to HUSHH/MSP VOR/DME 3.5 DME then right turn via 245° and continue climb (turbojet aircraft maintain 7000 or lower as assigned, all other aircraft maintain 5000 or lower as assigned). Then via vectors to assigned route/fix, expect clearance to assigned altitude/flight level 10 minutes after departure.

NC-1, 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS FOUR DEPARTURE

SL-264 (FAA) MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS:

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210' per NM to 2100.
Rwy 30R: Standard with minimum climb of 220' per NM to 2100.
Rwy 35: Standard with minimum climb of 219' per NM to 2100.

NOTE: Runway 12L/R DME aircraft minimum ATC climb of 546' per NM to 3500.
NOTE: Runway 12L/R Non-DME aircraft minimum ATC climb of 594' per NM to 3500.
NOTE: Runway 17 minimum ATC climb of 403' per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required.
NOTE: Chart not to scale.

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to join filed/assigned route. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect clearance to assigned altitude/flight level 10 (ten) minutes after departure.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned heading from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

NON-DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

(ORSKY4.ORSKY) 10098

ORSKY FOUR DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
SL-264 (FAA)
MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

GOPHER
117.3 GEP
Chan 120

Rwy 17
(For assigned 230° CW 285°)
3500
2100

MINNEAPOLIS
115.3 MSP
Chan 100

MSP 043°
R-208
MSP 8
MSP 7

DME aircraft
Rwy 12L/12R
(For assigned 060° CW 100°)
3500

FLYING CLOUD
117.7 FCM
Chan 124

JURNY
N44°36.52′
W93°28.34′

208°
20
R-010
R-258

Non DME Aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

208°
(13)
33
R-198
121
(15)
48
RUMLE
N44°25.28′
W93°37.47′

FARMINGTON
115.7 FGT
Chan 104

FAIRMONT
110.2 FRM
Chan 39

(37)
85
R-318
R-268

HALFWAY
111.2 FOW
Chan 49

PEDLN
N44°12.16′
W93°48.02′

R-074

ORSKY
N43°40.19′
W94°13.38′

9000
*2800
208°
(26)
111

ONTIJ
N43°17.86′
W94°30.77′
12000 (MRA)

121
12000
*3000
195°
(22)

9000
*2900
176°
(64)

R-278

MASON CITY
114.9 MCW
Chan 96

GOOLD
N42°57.52′
W94°42.85′

MCW
R-257

SIMJI
N42°49.56′
W94°47.52′

(9)
R-312
R-294
R-356

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

EYHUX
N42°26.13′
W95°01.16′

(25)
121
83

DES MOINES
117.5 DSM
Chan 122

R-308

(39)
114.8 OBH
R-070
Chan 95

R-281

PUMKN
N41°50.54′
W95°21.52′

(44)
R-015

OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

DEPARTURE CROSSING RESTRICTIONS

Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

TAKE-OFF MINIMUMS

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

ORSKY FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-208 to ORSKY INT/MSP 85 DME. Turbojet aircraft maintain 7000 or lower assigned altitude. All other aircraft maintain 5000 or lower assigned altitude.

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

DME EQUIPPED AIRCRAFT RWY 12L/R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100 before turning left.

TAKE-OFF RUNWAYS 22, 30L/R, 35: Initially assigned heading, Thence. . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9456
043°	TDZE	832
	Apt Elev	841

RNAV (GPS) RWY 4

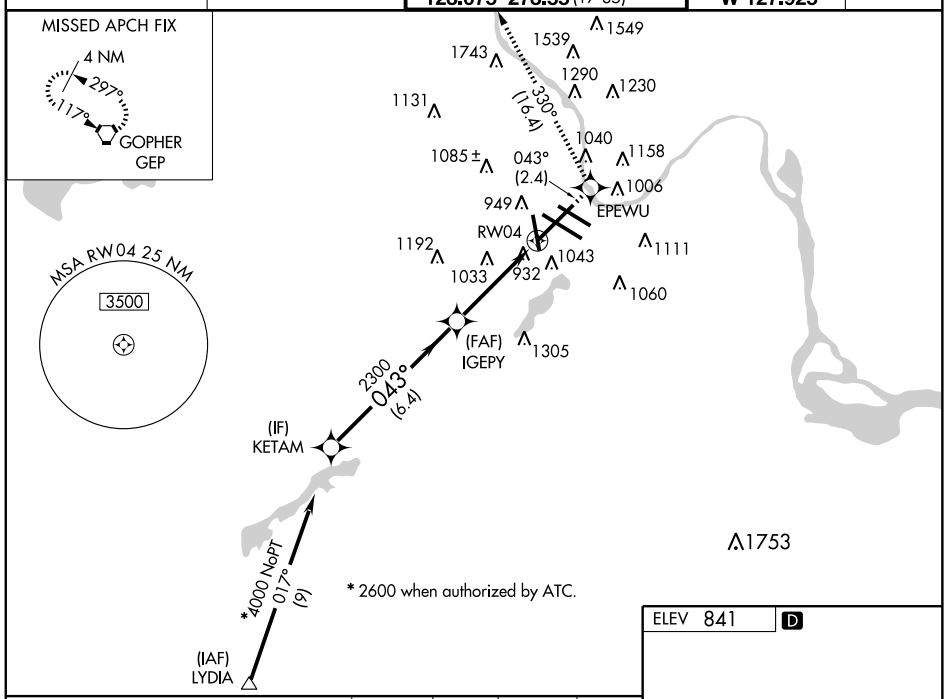
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

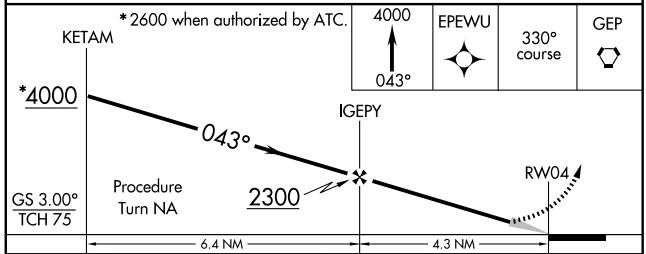
T A For inoperative MALSR, increase LNAV/VNAV and LNAV Cat. E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP- 0.3 NA.

MALSR (A5)

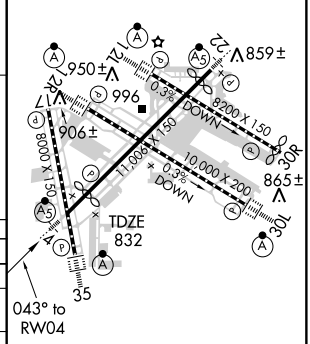
MISSED APPROACH: Climb to 4000 via 043° course to EPEWU WP then via 330° course to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1296/50 464 (500-1)				
LNAV MDA	1300/24 468 (500-½)		1300/40 468 (500-¾)	1300/50 468 (500-1)	1300/60 468 (500-1¼)
CIRCLING	1360-1 519 (600-1)			1460-2 619 (700-2)	1660-3 819 (900-3)



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH **45525**	**119°**	Rwy Idg	**7620**
W12B		TDZE	**839**
		Apt Elev	**841**

RNAV (GPS) RWY 12L

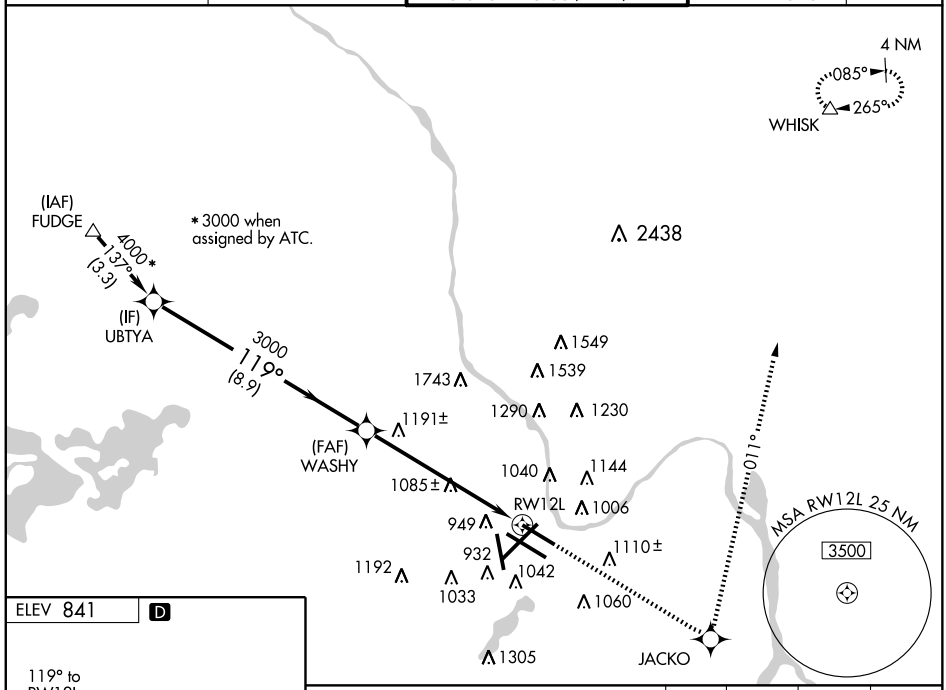
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

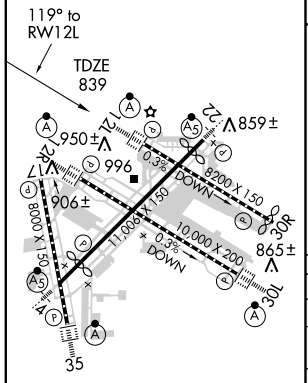
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile and LNAV Cat E visibility to 2½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

ALSF-2

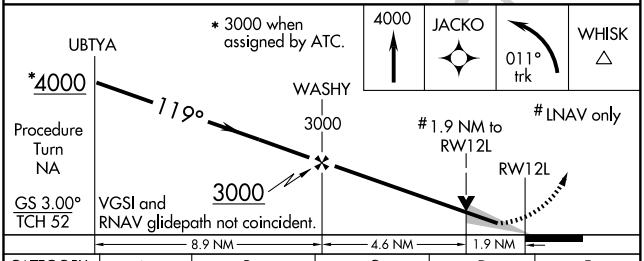
MISSED APPROACH: Climb to 4000 direct JACKO and left turn via track 011° to WHISK and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR **135.35 239.275**	**119.3 335.5**	**123.95 273.55** (12L-30R)	**N 121.8 348.6**	**133.2**
DEP **120.8**		**126.7 273.55** (12R-30L, 4-22)	**S 121.9 348.6**	
		123.675 273.55 (17-35)	**W 127.925**	





HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA	1039/24 200 (200-½)				
LNAV/VNAV DA	1248/50 409 (500-1)				
LNAV MDA	1520/24 681 (700-½)		1520-1½ 681 (700-1½)	1520-1¾ 681 (700-1¾)	1520-2 681 (700-2)
CIRCLING	1520-1 679 (700-1)		1520-2 679 (700-2)	1520-2¼ 679 (700-2¼)	1660-3 819 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 10000
CH 50125	119°	TDZE 841
W12A		Apt Elev 841

RNAV (GPS) RWY 12R

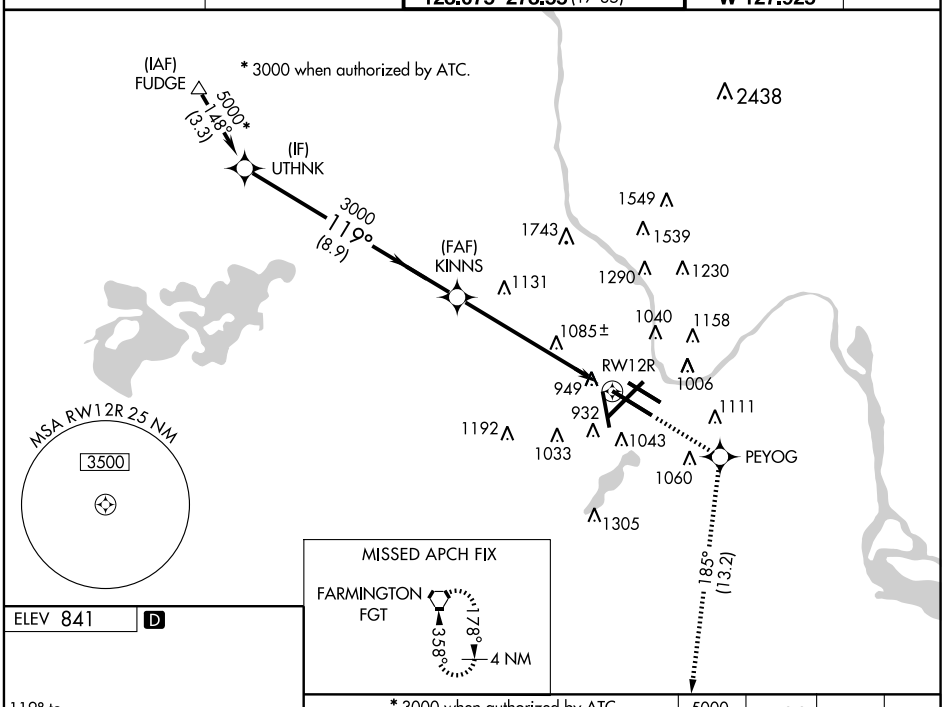
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1½, increase LNAV Cat E visibility to 2¼.

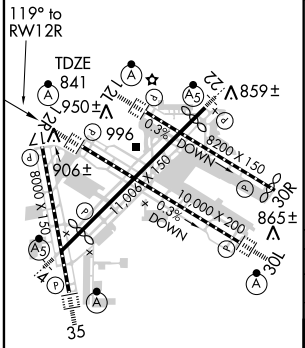
ALSF-2

MISSED APPROACH: Climb to 5000 direct PEYOG and via 185° track to FGT VORTAC and hold.

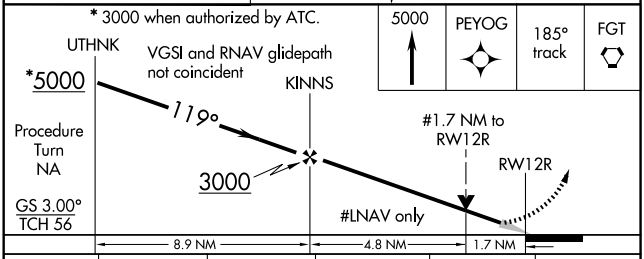
ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA	1119/24 278 (300-½)				
LNAV/VNAV DA	1294/50 453 (500-1)				
LNAV MDA	1460/24 619 (700-½)		1460/60 619 (700-1¼)	1460-1½ 619 (700-1½)	1460-1¾ 619 (700-1¾)
CIRCLING	1460-1½ 619 (700-1½)		1460-1¾ 619 (700-1¾)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10018
CH 60927	223°	TDZE	828
W22A		Apt Elev	841

RNAV (GPS) RWY 22

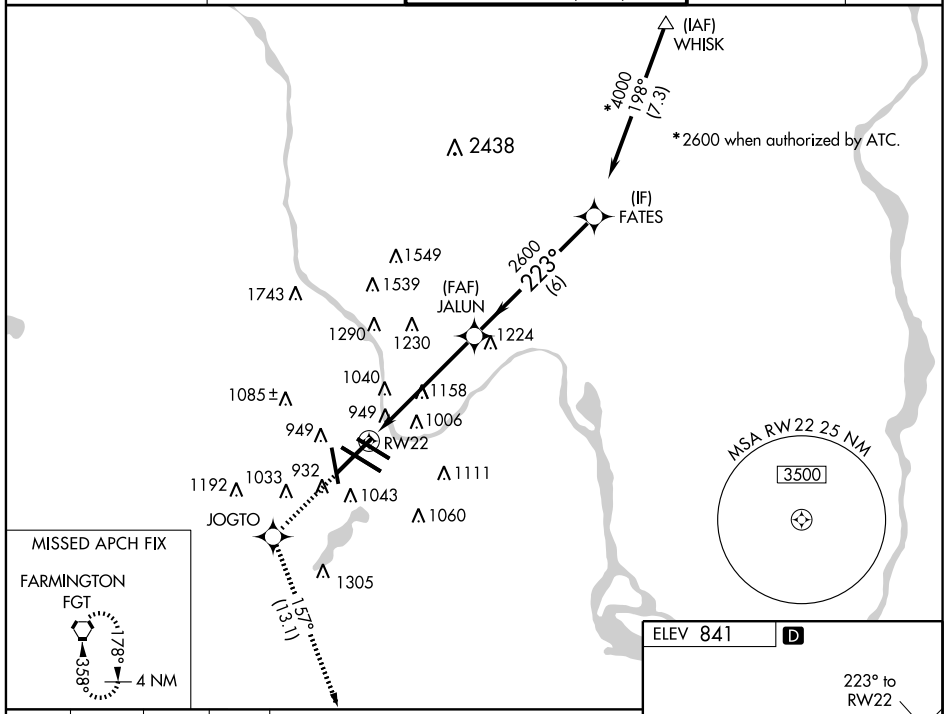
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 6000, increase LNAV CAT A and B visibility to RVR 5000.

MALSR

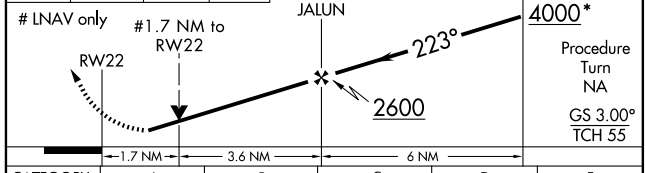
MISSED APPROACH: Climb to 4000 direct JOGTO and via 157° track to FGT VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



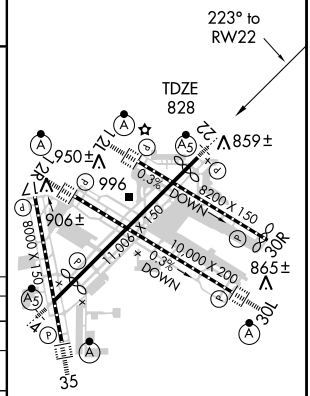
4000	JOGTO	157° track	FGT

*2600 when authorized by ATC.
VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LPV DA	1190/40 362 (400-¾)				
LNAV/VNAV DA	1227/40 399 (400-¾)				1227/50 399 (400-1)
LNAV MDA	1420/40 592 (600-¾)		1420/50 592 (600-1)	1420/60 592 (600-1¼)	1420-1½ 592 (600-1½)
CIRCLING	1420-1¼ 579 (600-1¼)		1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

ELEV 841 D



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

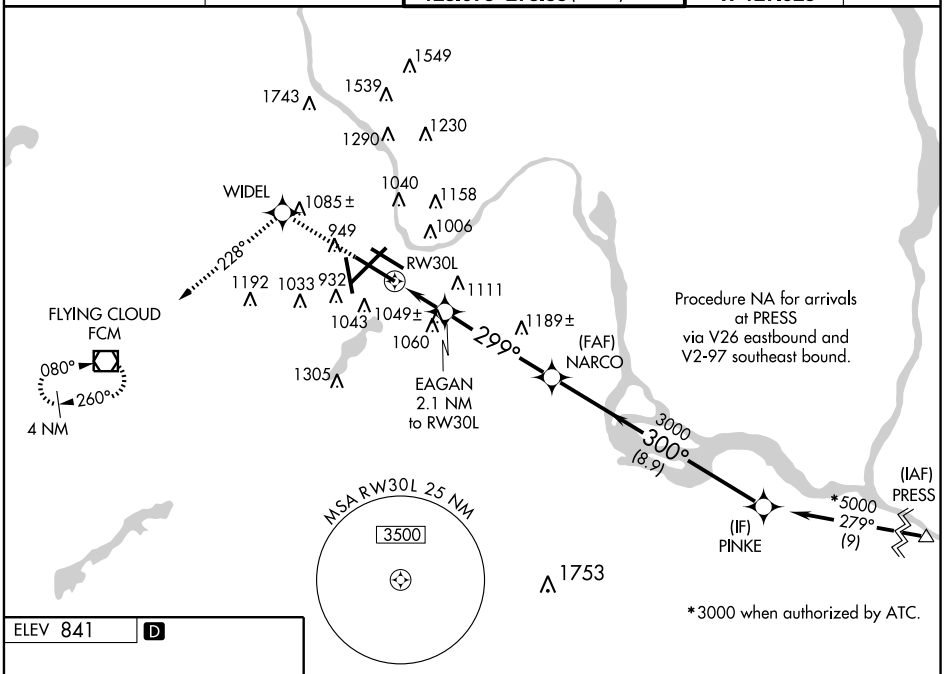
WAAS	APP CRS	Rwy Idg	10000
CH 56225	299°	TDZE	823
W30A		Apt Elev	841

T A For inoperative ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 2, increase LNAV Cat E visibility to 2. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

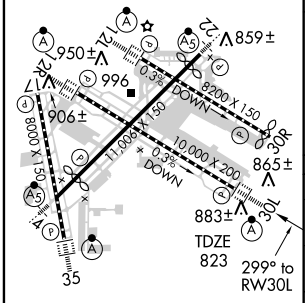
ALSF-2

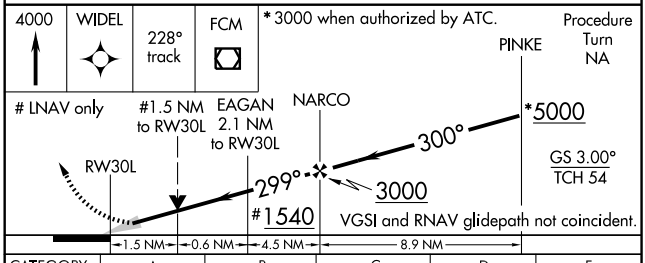
MISSED APPROACH: Climb to 4000 direct WIDEL and via 228° track to FCM VOR/DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D





CATEGORY	A	B	C	D	E
LPV DA	1023/18 200 (200-½)				
LNAV/VNAV DA	1368-1½ 545 (600-1½)				
LNAV MDA	1360/24 537 (600-½)		1360/50 537 (600-1)	1360/60 537 (600-1¼)	1360-1½ 537 (600-1½)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8000
CH 60925	299°	TDZE	823
W30B		Apt Elev	841

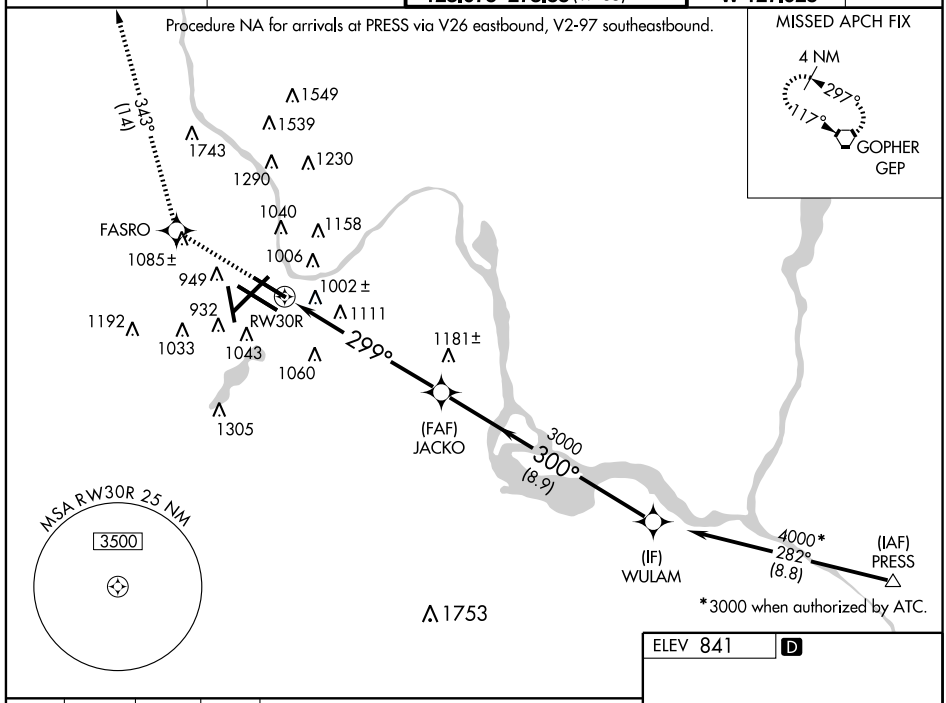
RNAV (GPS) RWY 30R

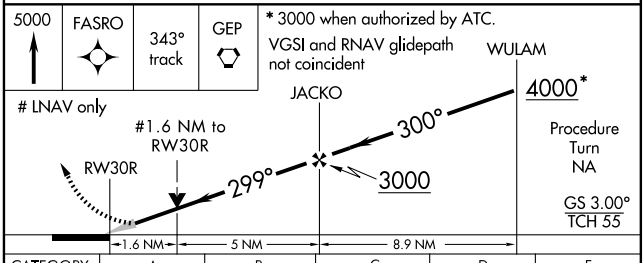
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 5000 direct FASRO and via 343° track to GEP VORTAC and hold.

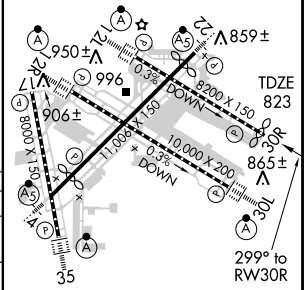
ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	





CATEGORY	A	B	C	D	E
LPV DA	1073/40 250 (300-¾)				
LNAV/VNAV DA	1294-1¾ 471 (500-1¾)				
LNAV MDA	1400/50 577 (600-1)		1400-1½ 577 (600-1½)	1400-1¾ 577 (600-1¾)	1400-2 577 (600-2)
CIRCLING	1400-1 559 (600-1)		1400-1½ 559 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

ELEV 841 D



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH **90128** **W35A**	APP CRS **348°**	Rwy Idg **8000** TDZE **834** Apt Elev **841**

RNAV (GPS) Z RWY 35

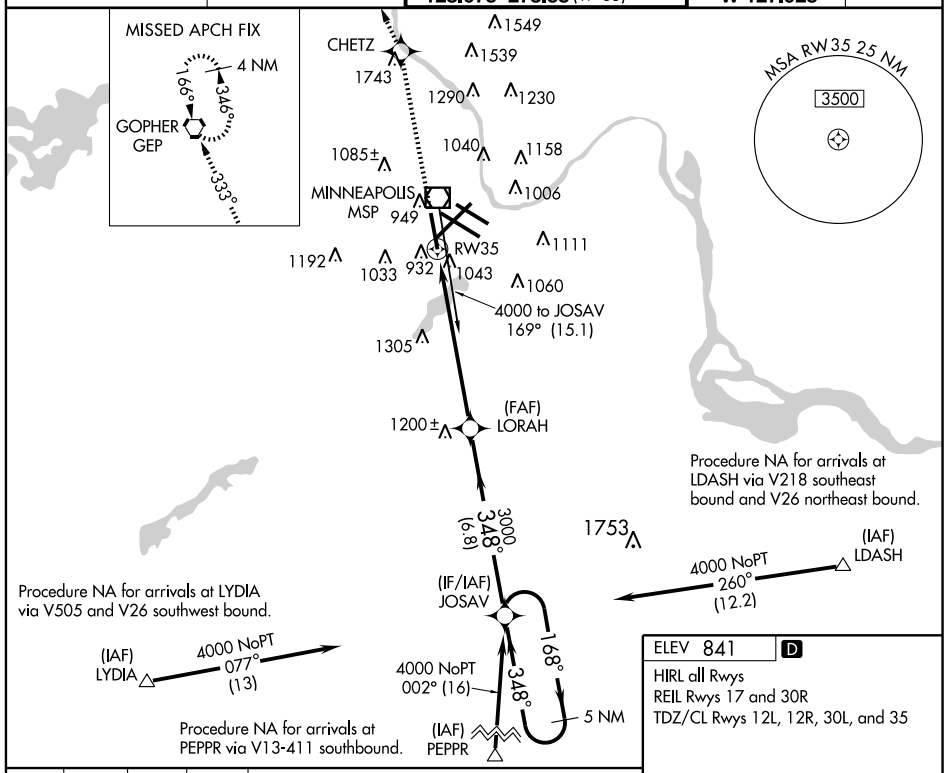
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

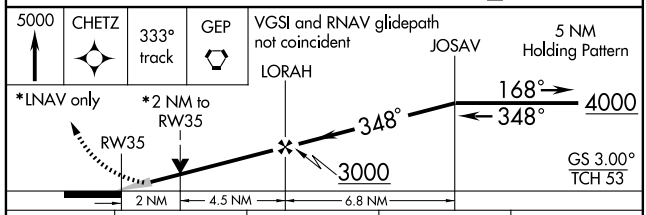
For inoperative ALSF increase LPV visibility to RVR 4000.
Baro-VNAV NA below -13°C (8°F).
DME/DME RNP-0.3 NA

ALSF-2

MISSED APPROACH: Climb to 5000 direct CHETZ and via 333° track to GOPHER VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR **135.35 239.275** DEP **120.8**	**119.3 335.5**	**123.95 273.55** (12L-30R) **126.7 273.55** (12R-30L, 4-22) **123.675 273.55** (17-35)	**N 121.8 348.6** **S 121.9 348.6** **W 127.925**	**133.2**

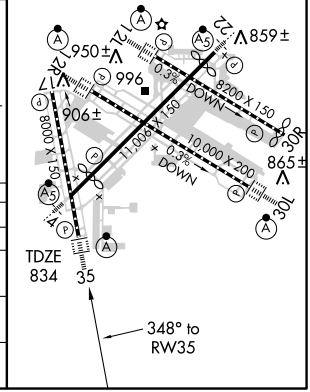




CATEGORY	A	B	C	D
LPV DA	1084/24 250 (300-½)			
LNAV/VNAV DA	1341/60 507 (500-1¼)			
LNAV MDA	1540/24 706 (700-½)		1540-1½ 706 (700-1½)	1540-1¾ 706 (700-1¾)
CIRCLING	1540-1 699 (700-1)		1540-2 699 (700-2)	1540-2¼ 699 (700-2¼)

ELEV 841 D

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
348°	TDZE	834
	Apt Elev	841

RNAV (RNP) Y RWY 35

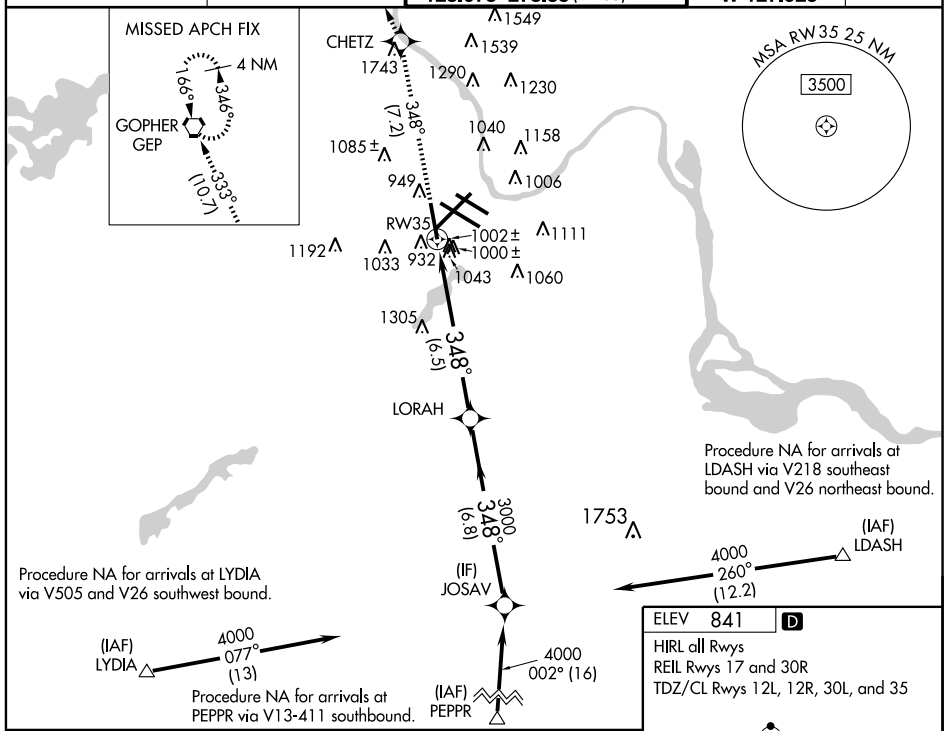
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

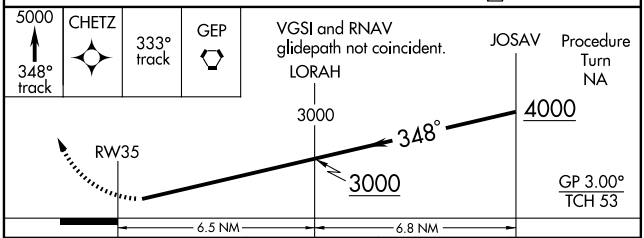
T Visibility reduction by helicopters NA.
NA When VGSI inop, procedure NA at night. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.19 visibility to 1½ and RNP 0.30 visibility to 1¾.

ALSF-2 (A)

MISSED APPROACH: Climb to 5000 via 348° track to CHETZ and via 333° track to GEP VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

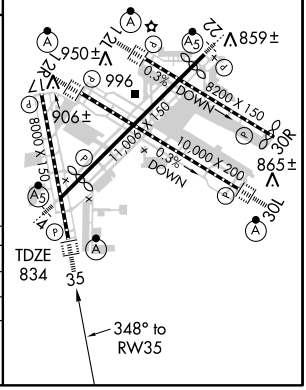




CATEGORY	A	B	C	D
RNP 0.19 DA		1286/50	452 (500-1)	
RNP 0.30 DA		1329/60	495 (500-1¼)	

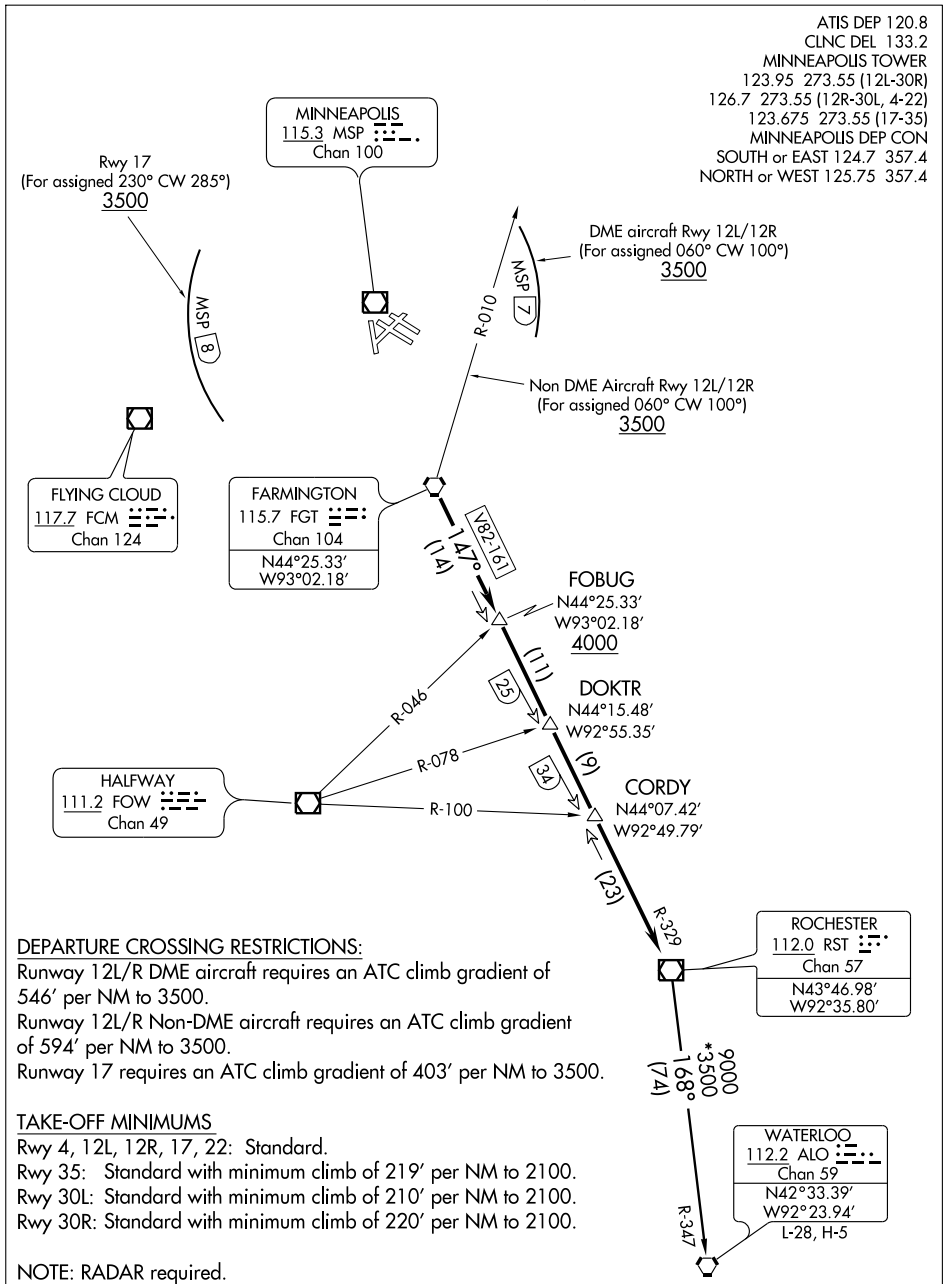
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 841 D
HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



NC-1, 08 APR 2010 to 06 MAY 2010

ROCHESTER FOUR DEPARTURE



DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

TAKE-OFF MINIMUMS
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence. . . .

. . . .via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ AGL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL. Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.

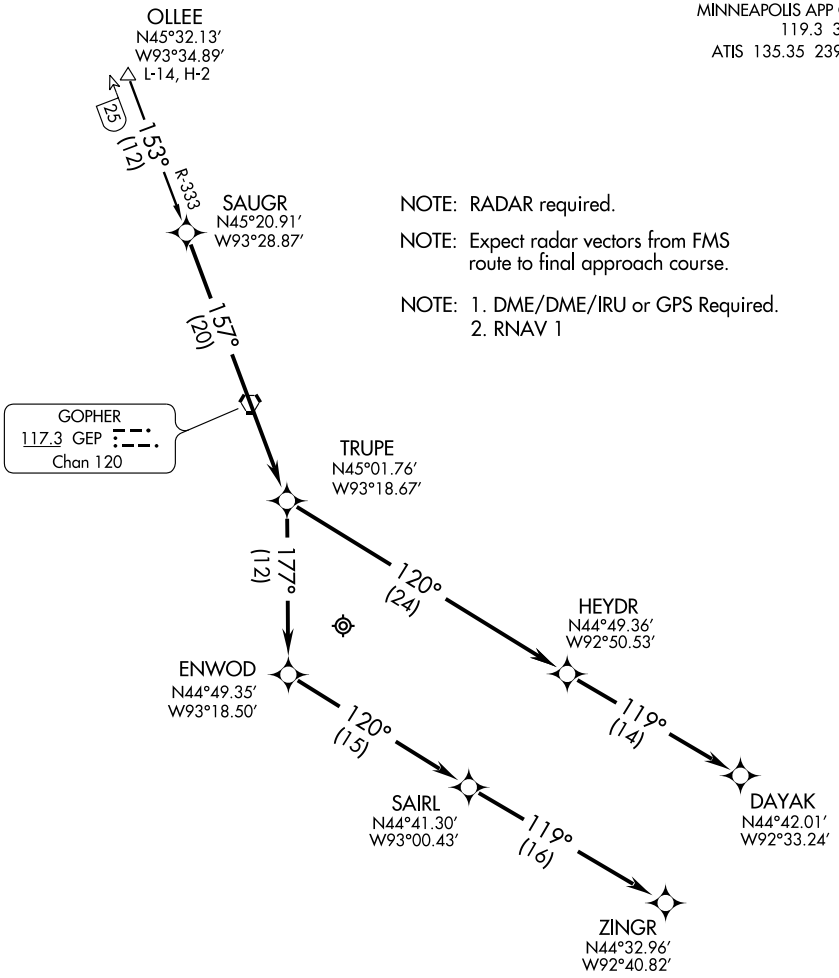
RWY 35: Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

SAUGR ONE (FMS) ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN
ST-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
119.3 335.5
ATIS 135.35 239.275



NOTE: RADAR required.

NOTE: Expect radar vectors from FMS route to final approach course.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

Via the GOPHER STAR from over SAUGR WP. Thence . . . .

FOR RUNWAY 30L ARRIVALS: To TRUPE WP to ENWOD WP to SAIRL WP to ZINGR WP.

FOR RUNWAY 30R ARRIVALS: To TRUPE WP to HEYDR WP to DAYAK WP.

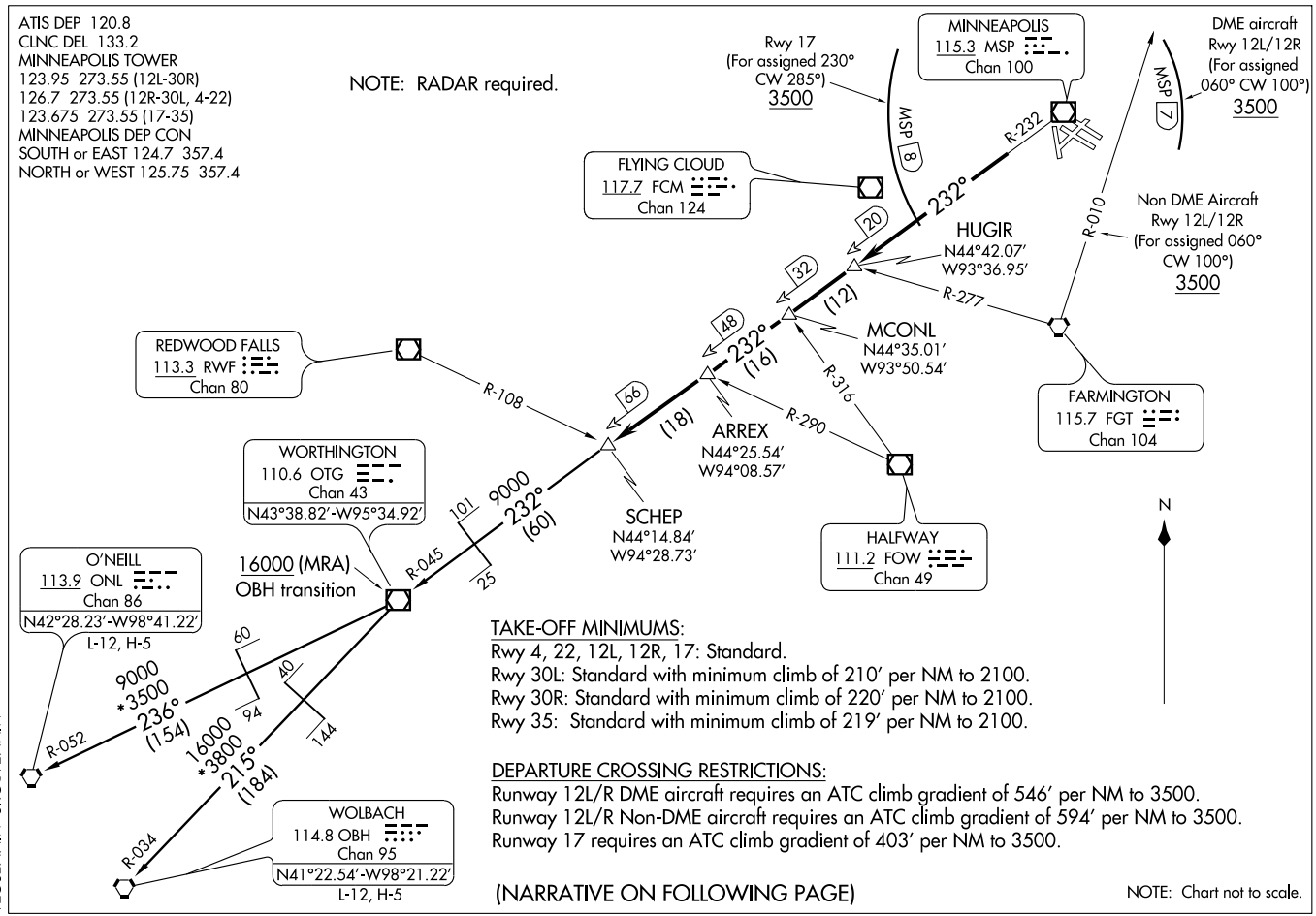
NC-1, 08 APR 2010 to 06 MAY 2010

SCHEP THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
SL-264 (FAA)
MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

NOTE: RADAR required.



TAKE-OFF MINIMUMS:
Rwy 4, 22, 12L, 12R, 17: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-232 to SCHEP INT/MSP 66 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL.

RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111'AGL/847' MSL. Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/ 829 MSL. Pipe on building 826' from DER, 576' left of centerline, 10' AGL/825' AGL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL. Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline , 79' AGL/900' MSL.

RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline , up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/ 857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/ 914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

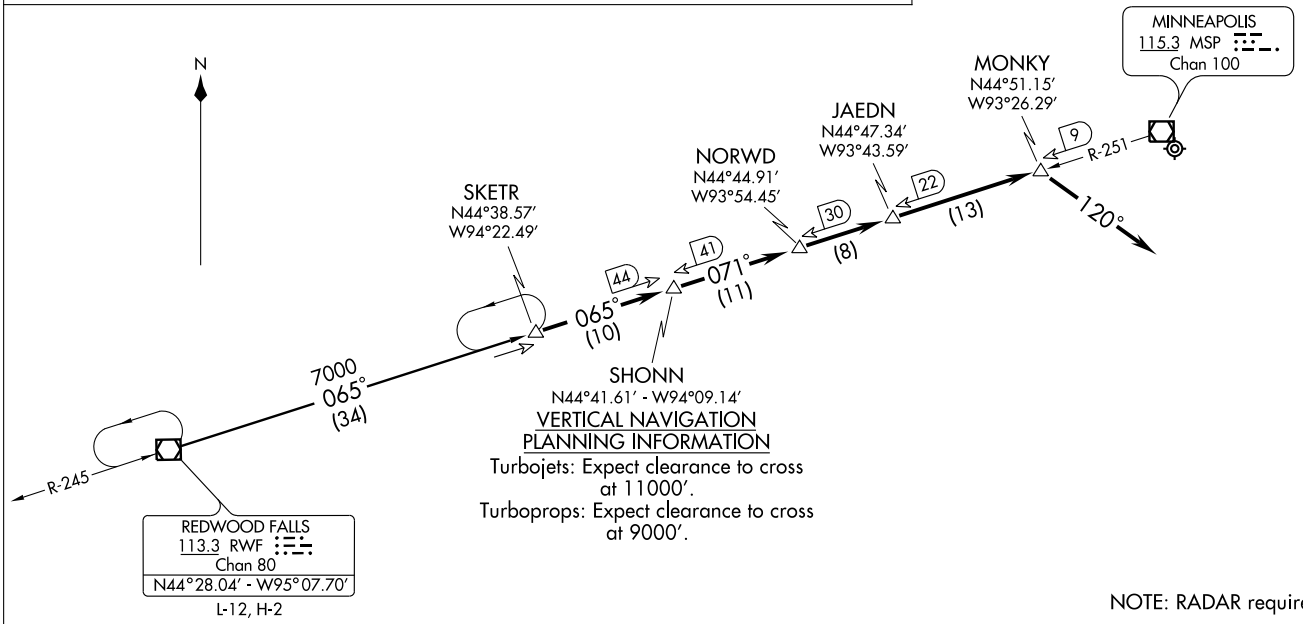
REDWOOD FALLS TRANSITION (RWF.SKETR3): From over RWF VOR/DME via RWF R-065 to SKETR/34 DME. Thence....

....Via the RWF R-065 to SKETR/34 DME, then to SHONN/44 DME, then via MSP R-251 to NORWD/30 DME, then to JAEDN/22 DME, then to MONKY/9 DME. Thence....

LANDING MSP RUNWAYS 30L/R, 35: Via 120° heading for radar vectors to final approach course.

ALL OTHER RUNWAYS: Via radar vectors to final approach course.

MINNEAPOLIS APP CON
119.3 335.5
ATIS 135.35 239.275



VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets: Expect clearance to cross at 11000′.

Turboprops: Expect clearance to cross at 9000′.

NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

(SKETR.SKETR3) 08157
SKETR THREE ARRIVAL

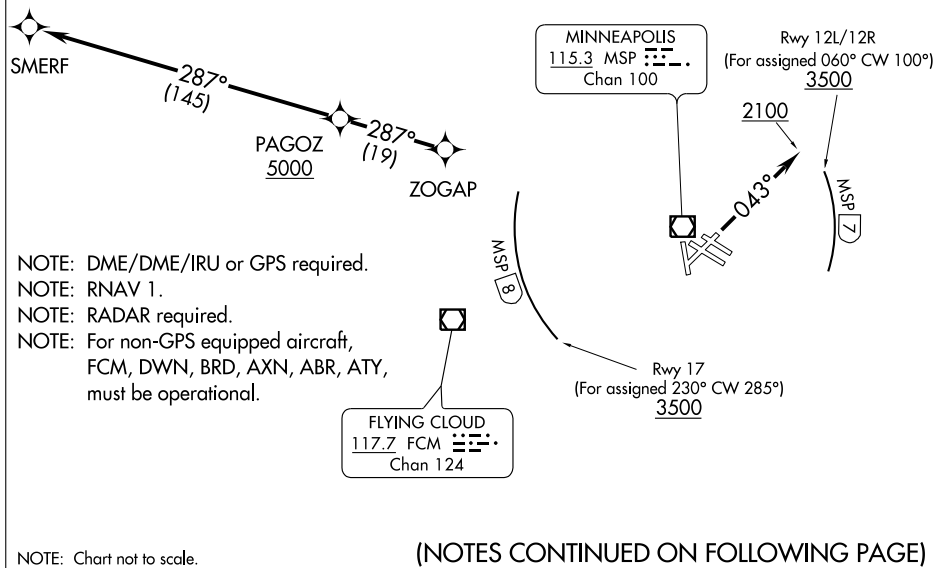
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN
ST-264 (FAA)
MINNEAPOLIS, MINNESOTA

SMERF THREE DEPARTURE (RNAV)

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS:
Rwys 4, 22, 12L, 12R, 17: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:
Rwy 12L/12R requires an ATC climb gradient of 546′ per NM to 3500.
Rwy 17 requires an ATC climb gradient of 403′ per NM to 3500.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS equipped aircraft, FCM, DWN, BRD, AXN, ABR, ATY, must be operational.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence . . . .

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 22, 30L/30R, 35: Climb on assigned heading for radar vectors. Thence . . . .

. . . . expect radar vectors to ZOGAP, then via track 287° to PAGOZ and via track 287° to SMERF. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

NC-1, 08 APR 2010 to 06 MAY 2010

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
LT poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on bldg 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Bldg 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
LT 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30R: Bldg 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
LT pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.45 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
LT pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on bldg, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

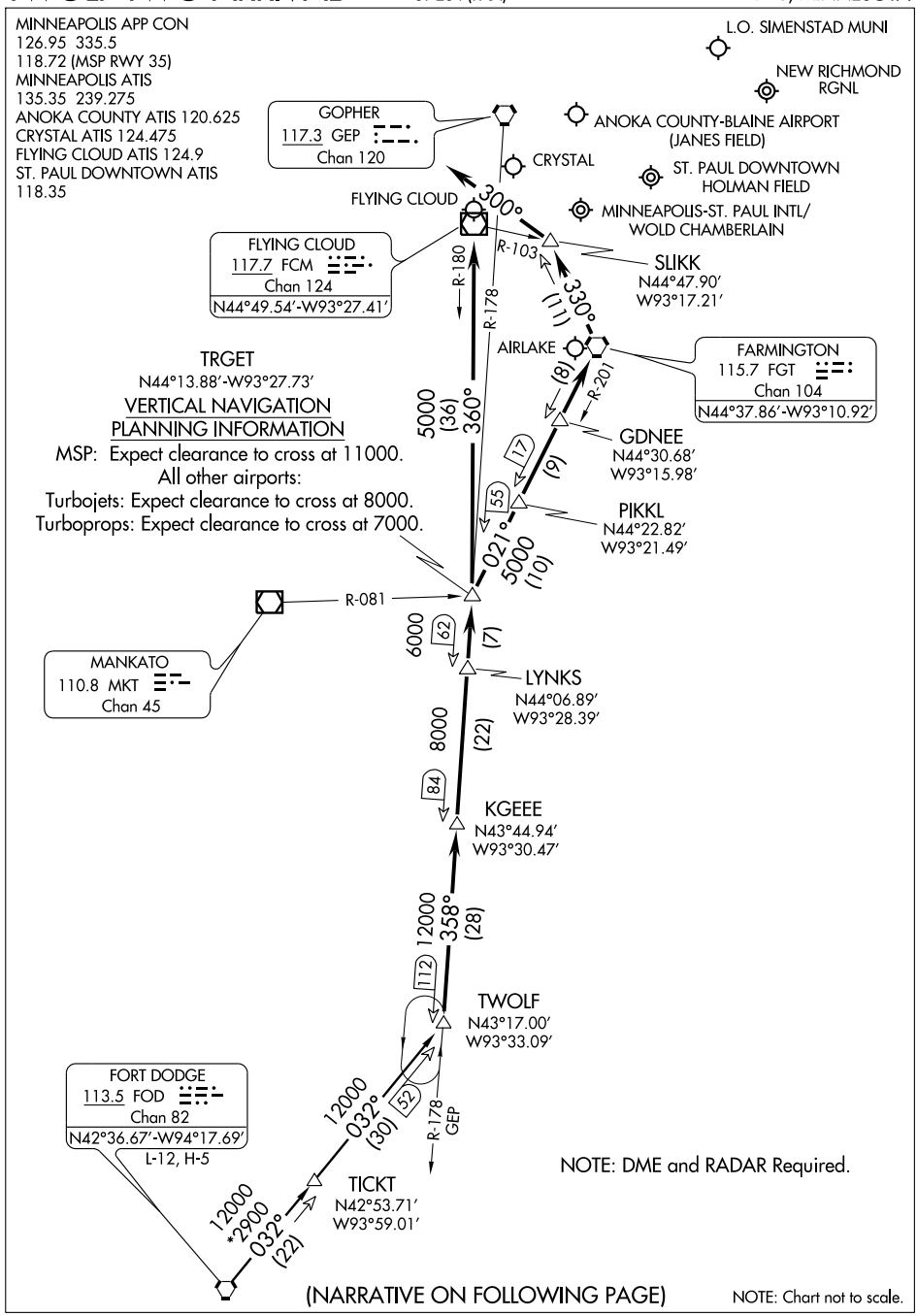
NC-1, 08 APR 2010 to 06 MAY 2010

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

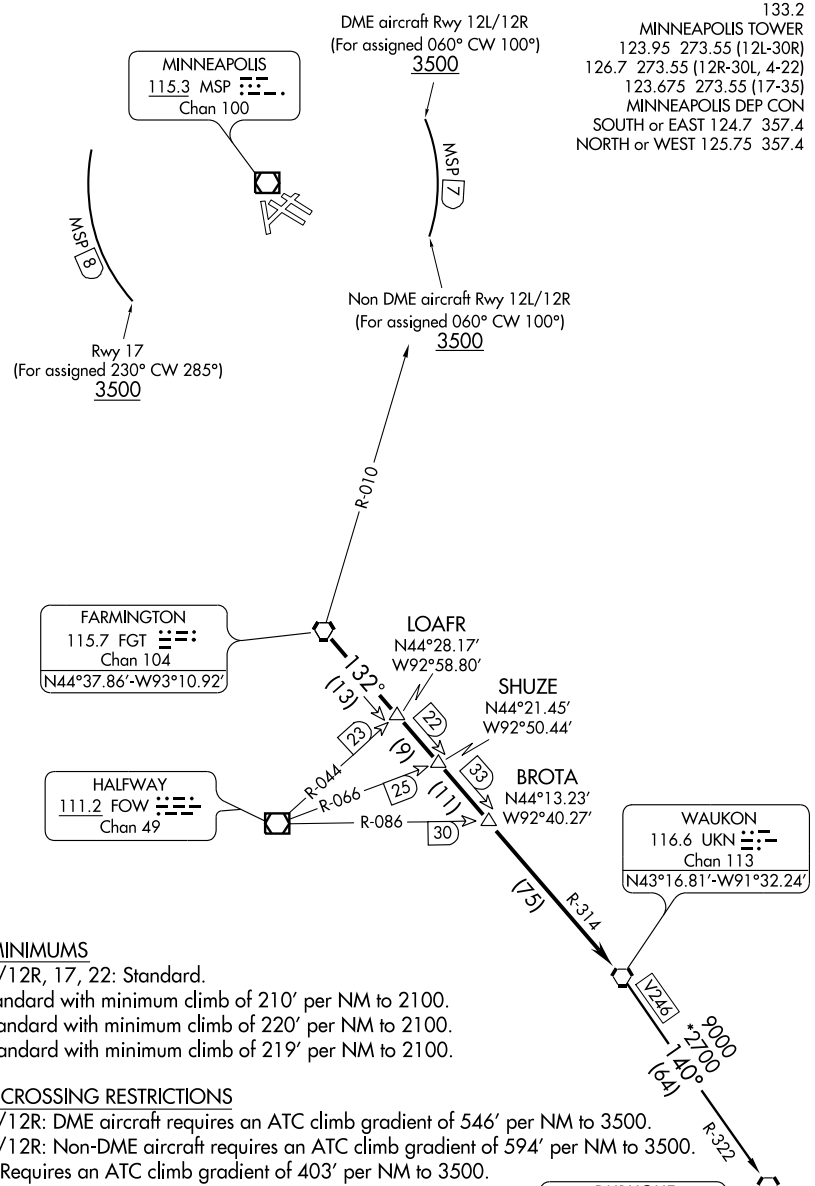
LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

WAUKON THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
SL-264 (FAA)
MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



TAKE-OFF MINIMUMS

Rwys 4, 12L/12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS

Runway 12L/12R: DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/12R: Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17: Requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17 DEPARTURES: For assigned headings 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

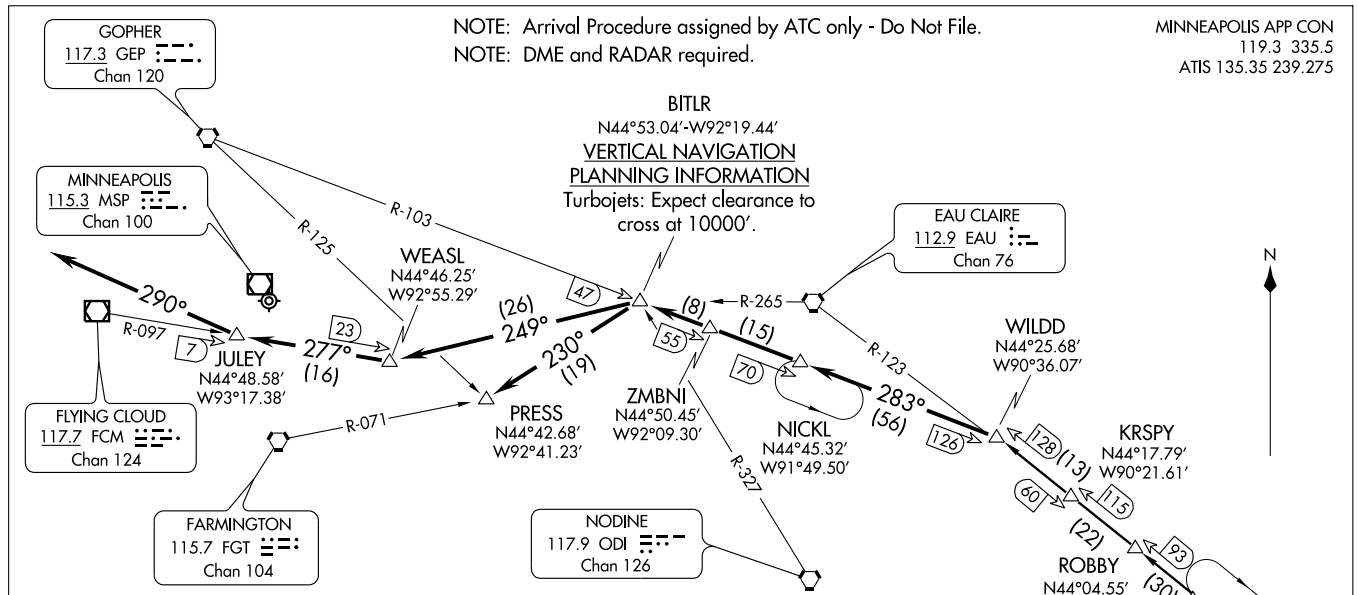
RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL. Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.45 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010



BADGER TRANSITION (BAE.WILDD2): From over BAE VORTAC via BAE R-307 to WILDD INT. Thence....
....From over WILDD/BAE 128 DME via GEP R-103 to BITLR/GEP 47 DME. Thence....

LANDING MSP RWYS 30L/30R: PRESS SEGMENT- Via heading 230° to FGT R-071/PRESS INT/FGT 22 DME, then expect radar vectors to final approach course.

LANDING MSP RWYS 12L/12R: WEASL SEGMENT- Via heading 249° to FCM R-097/WEASL INT/ FCM 23 DME, then via FCM R-097 to JULEY/FCM 7 DME, then via heading 290° for radar vectors to final approach course.

LANDING ALL OTHER MSP RWYS: Expect radar vectors to final approach course.

(WILDD.WILDD2) 10098

WILDD TWO ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

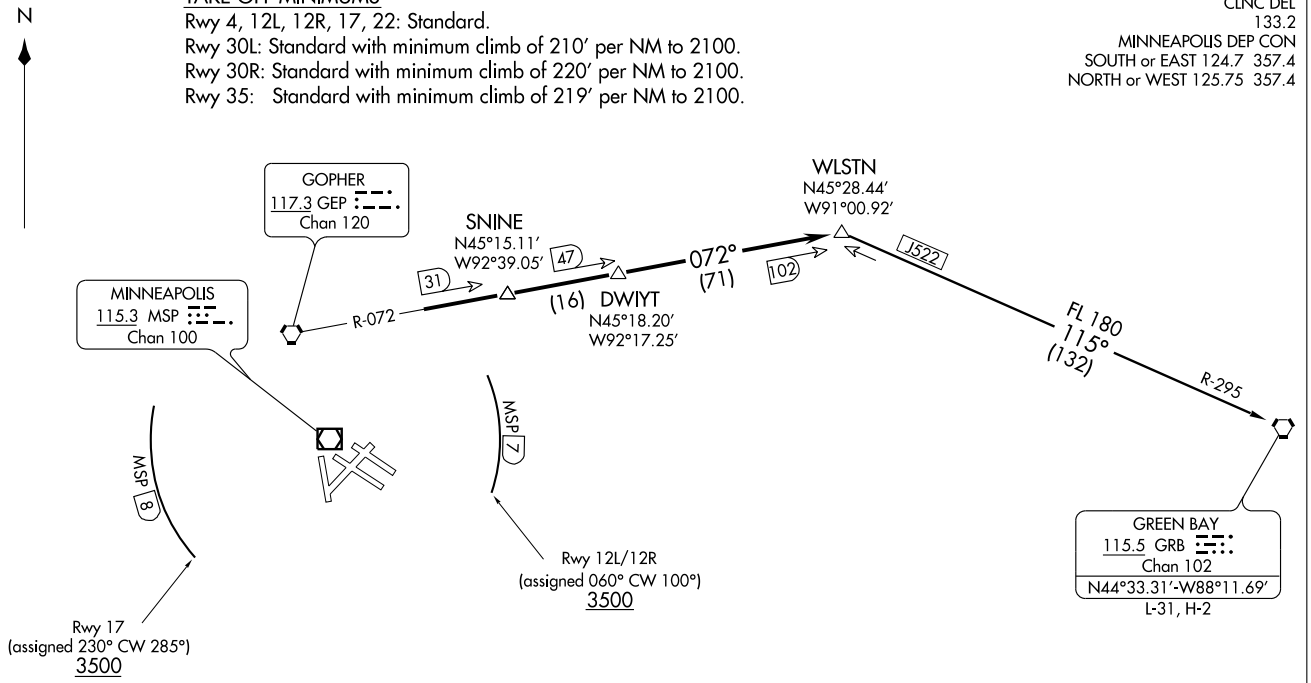
ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.



DEPARTURE CROSSING RESTRICTIONS

Runway 12L/12R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR and DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP R-072 to WLSTN/GEP 102 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Thence . . . .

TAKE-OFF RUNWAY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17 DEPARTURES: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

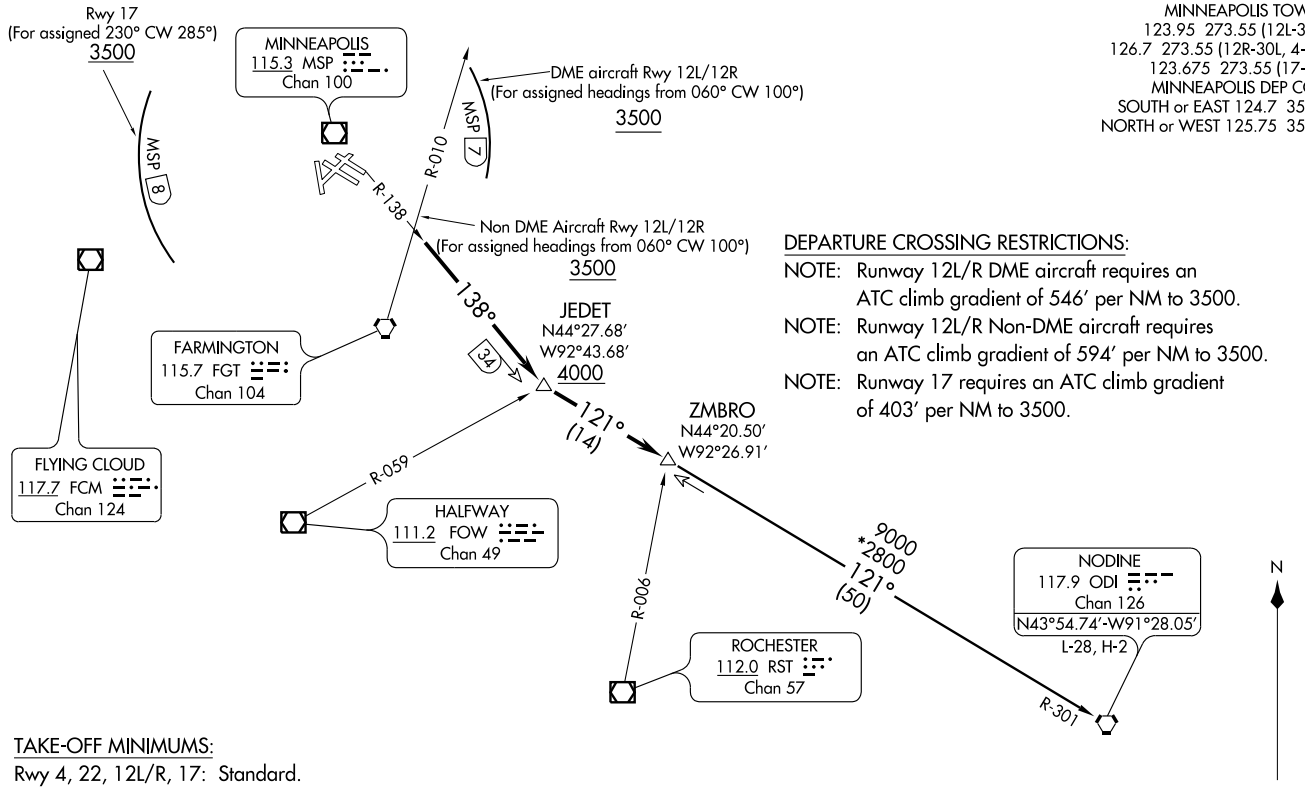
RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

ZMBRO THREE DEPARTURE

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



DEPARTURE CROSSING RESTRICTIONS:

NOTE: Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.

NOTE: Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.

NOTE: Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

TAKE-OFF MINIMUMS:

Rwy 4, 22, 12L/R, 17: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

NOTE: RADAR Required

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-138 to JEDET INT/ MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude, Thence . . . .

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned heading 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RWY 17 DEPARTURES: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON-DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RWYS 4, 22, 30L/R, 35: Initially assigned heading, Thence. . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ AGL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL. Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME MVE	APP CRS	Rwy Idg	4000
111.6	128°	TDZE	1034
Chan 53		Apt Elev	1034

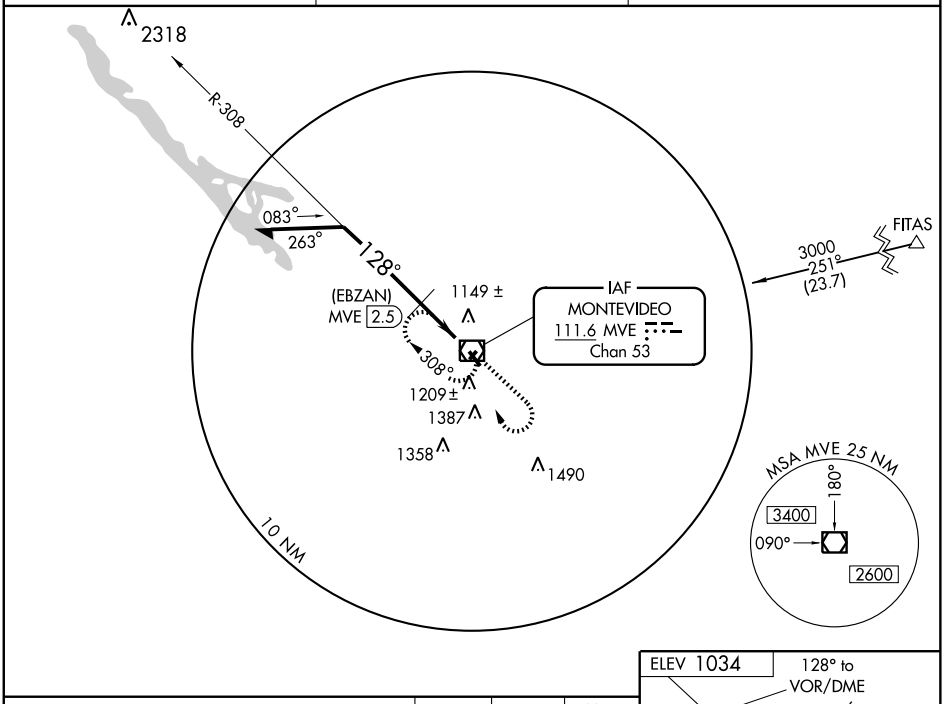
VOR or GPS RWY 14

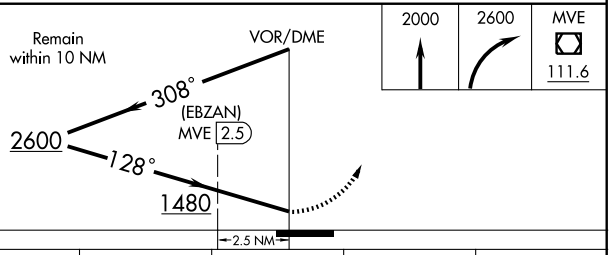
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

NA

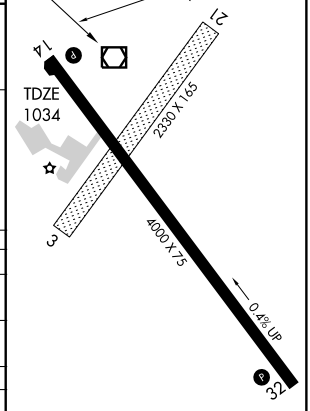
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MVE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.6	125.5 323.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1480-1	446 (500-1)	1480-1¼ 446 (500-1¼)	1480-1½ 446 (500-1½)
CIRCLING	1520-1	486 (500-1)	1520-1½ 486 (500-1½)	1700-2 666 (700-2)
DME MINIMUMS				
S-14	1400-1	366 (400-1)		1400-1¼ 366 (400-1¼)
CIRCLING	1520-1	486 (500-1)	1520-1½ 486 (500-1½)	1700-2 666 (700-2)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

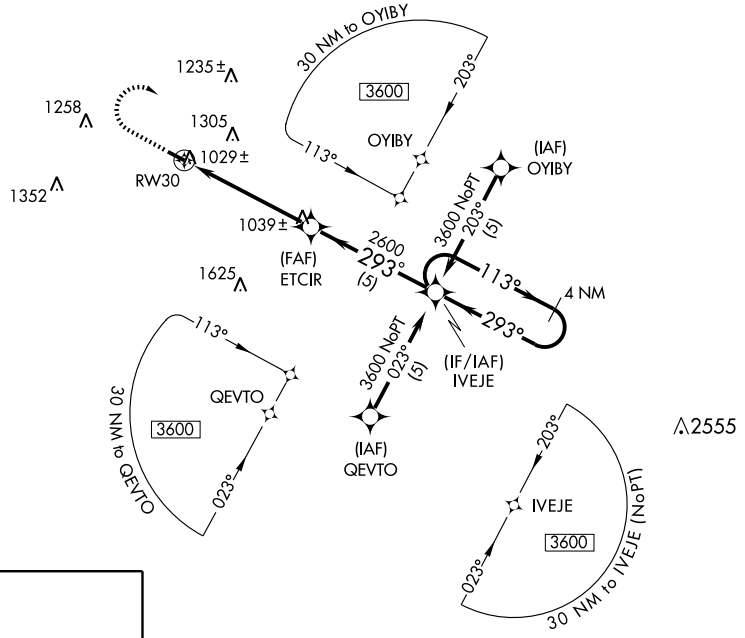
APP CRS	Rwy Idg	4000
293°	TDZE	917
	Apt Elev	917

RNAV (GPS) RWY 30
MOORHEAD MUNI (JKJ)

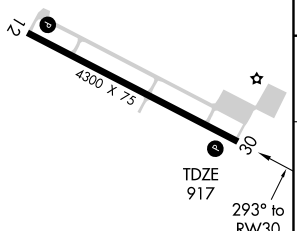
NA
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

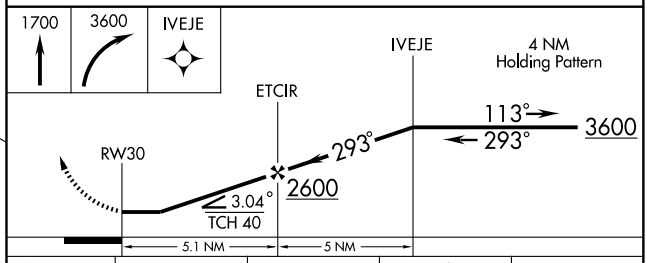
MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct IVEJE WP and hold.

AWOS-3	FARGO APP CON ★	UNICOM
120.0	120.4 377.15	123.0 (CTAF) L



ELEV 917





CATEGORY	A	B	C	D
LNAV MDA	1280-1 363 (400-1)		NA	
CIRCLING	1340-1 423 (500-1)	1380-1 463 (500-1)	NA	

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

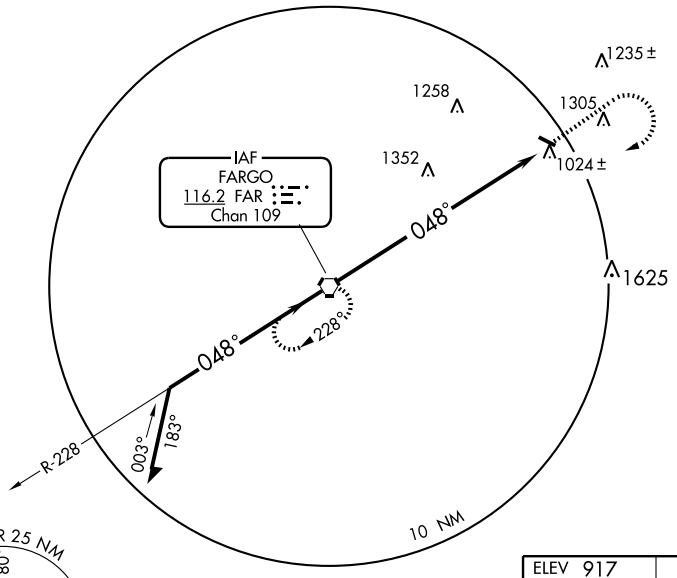
VORTAC FAR	APP CRS	Rwy Idg	N/A
116.2	048°	TDZE	N/A
Chan 109		Apt Elev	917

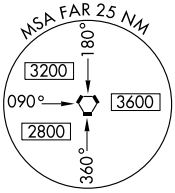
VOR-A

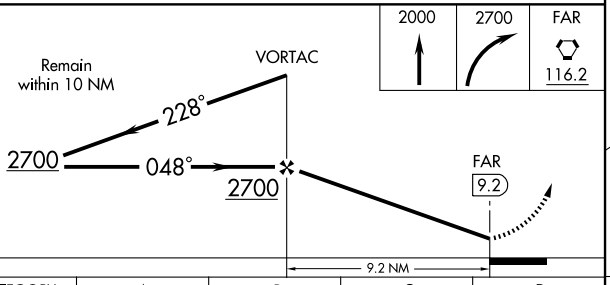
MOORHEAD MUNI (JKJ)

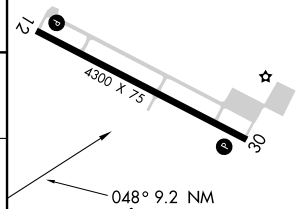
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct FAR VORTAC and hold.

AWOS-3	FARGO APP CON ★	UNICOM
120.0	120.4 377.15	123.0 (CTAF) L









REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	1580-1 663 (700-1)		NA	

FAF to MAP 9.2 NM

Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3200
038°	TDZE	1076
	Apt Elev	1076

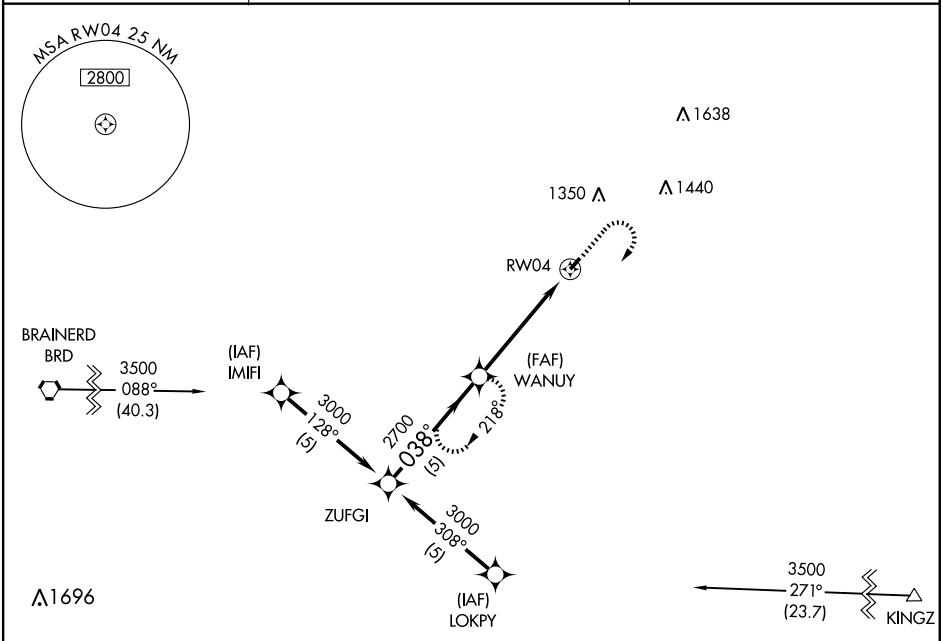
GPS RWY 4

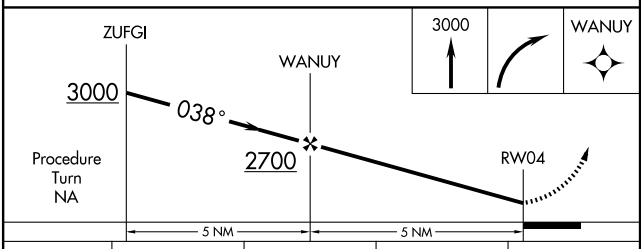
MOOSE LAKE CARLTON COUNTY (MZH)

NA

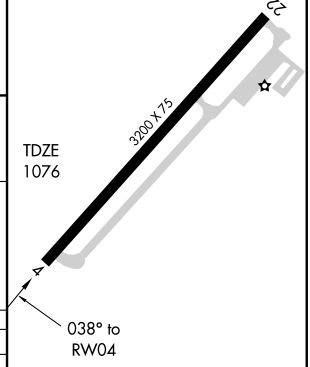
MISSED APPROACH: Climb to 3000 then right turn direct WANUY WP and hold.

AWOS-3	DULUTH APP CON ★	CTAF
362	125.45 255.9	122.9 L





CATEGORY	A	B	C	D
S-4	1540-1	464 (500-1)	NA	
CIRCLING	1660-1	584 (600-1)	NA	



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-1, 08 APR 2010 to 06 MAY 2010

NDB MZH	APP CRS	Rwy Idg	3200
362	041°	TDZE	1076
		Apt Elev	1076

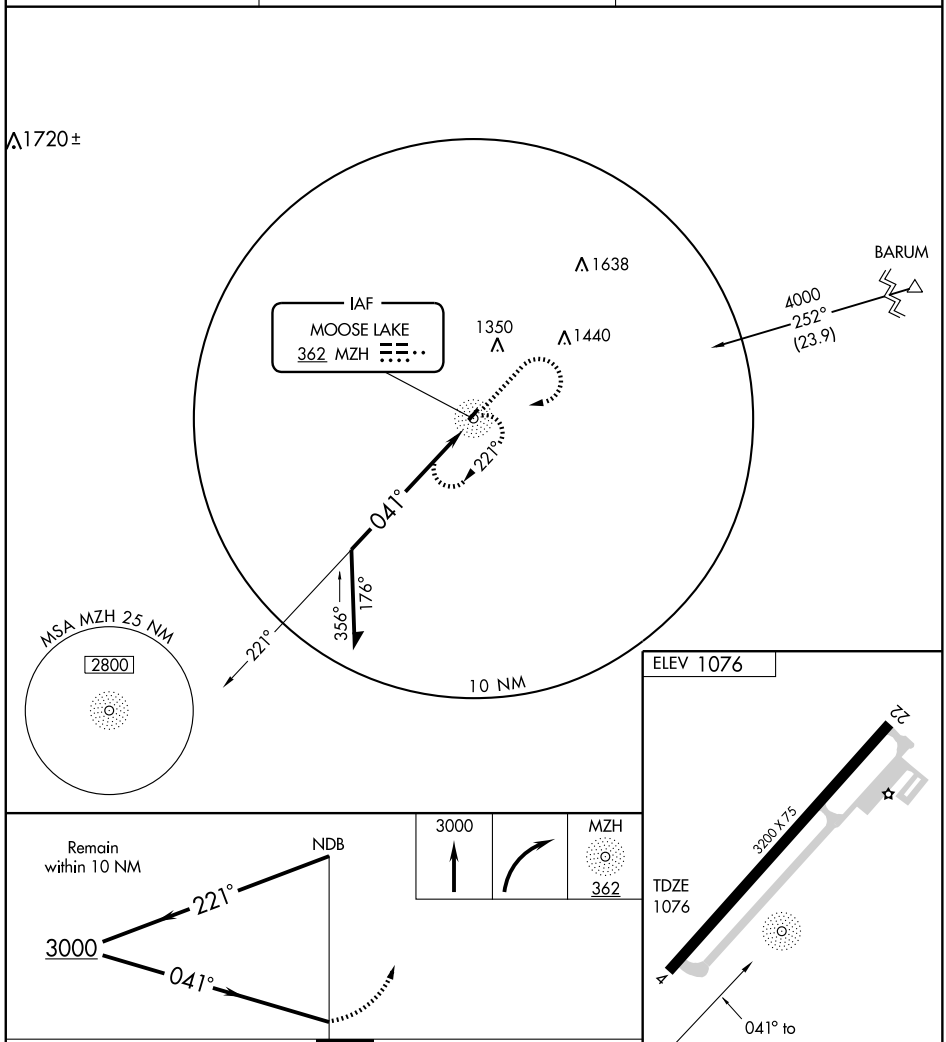
NDB RWY 4

MOOSE LAKE CARLTON COUNTY (MZH)

NA

MISSED APPROACH: Climb to 3000, then right turn direct MZH NDB and hold.

AWOS-3	DULUTH APP CON *	CTAF
362	125.45 255.9	122.9 L



CATEGORY	A	B	C	D
S-4	1800-1	724 (800-1)	NA	
CIRCLING	1800-1	724 (800-1)	NA	

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB JMR	APP CRS	Rwy Idg	3998
327	355°	TDZE	1008
		Apt Elev	1012

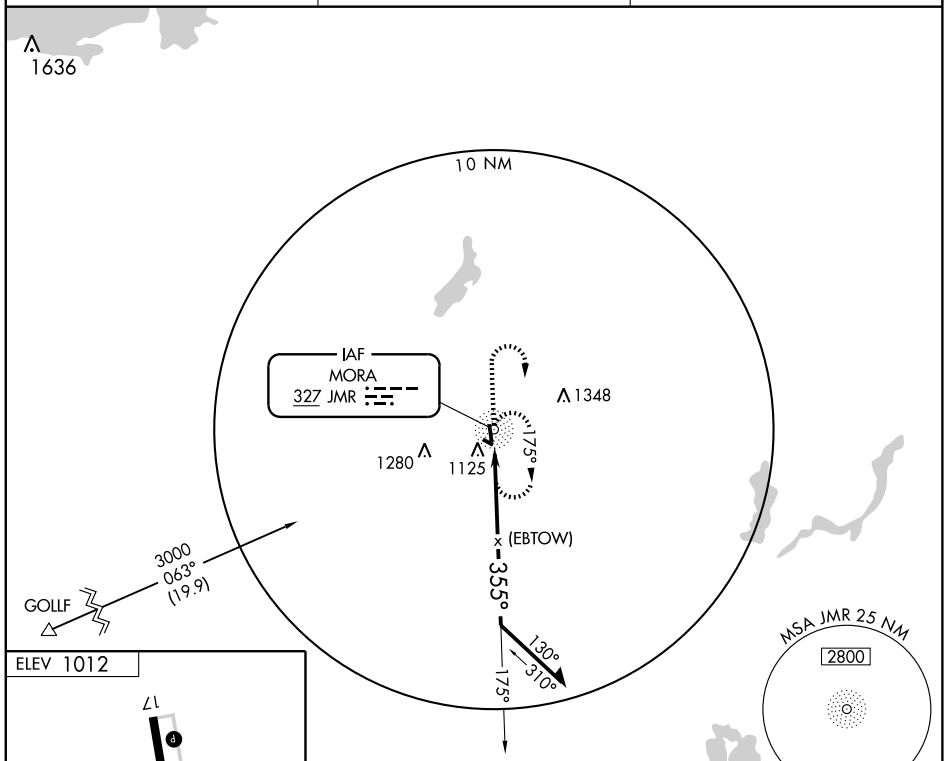
NDB or GPS RWY 35

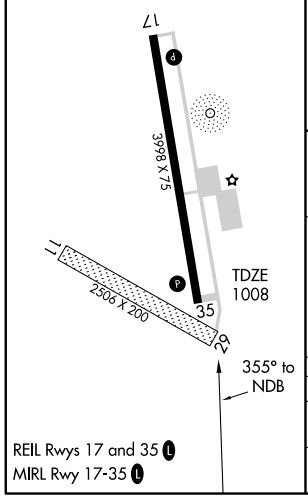
MORA MUNI (JMR)

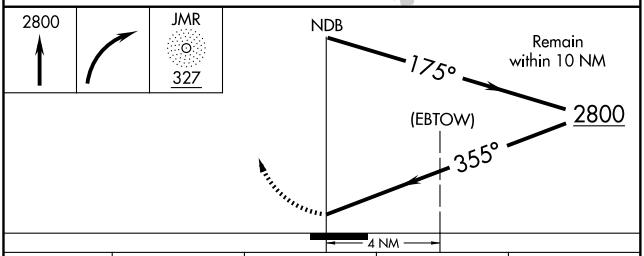
NA

MISSED APPROACH: Climb to 2800 then right turn direct JMR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
327	121.05 397.9	122.8 L







CATEGORY	A	B	C	D
S-35	1500-1	492 (500-1)	1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
CIRCLING	1500-1	488 (500-1)	1500-1½ 488 (500-1½)	1580-2 568 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
139°	Rwy Idg	4000
	TDZE	1132
	Apt Elev	1138

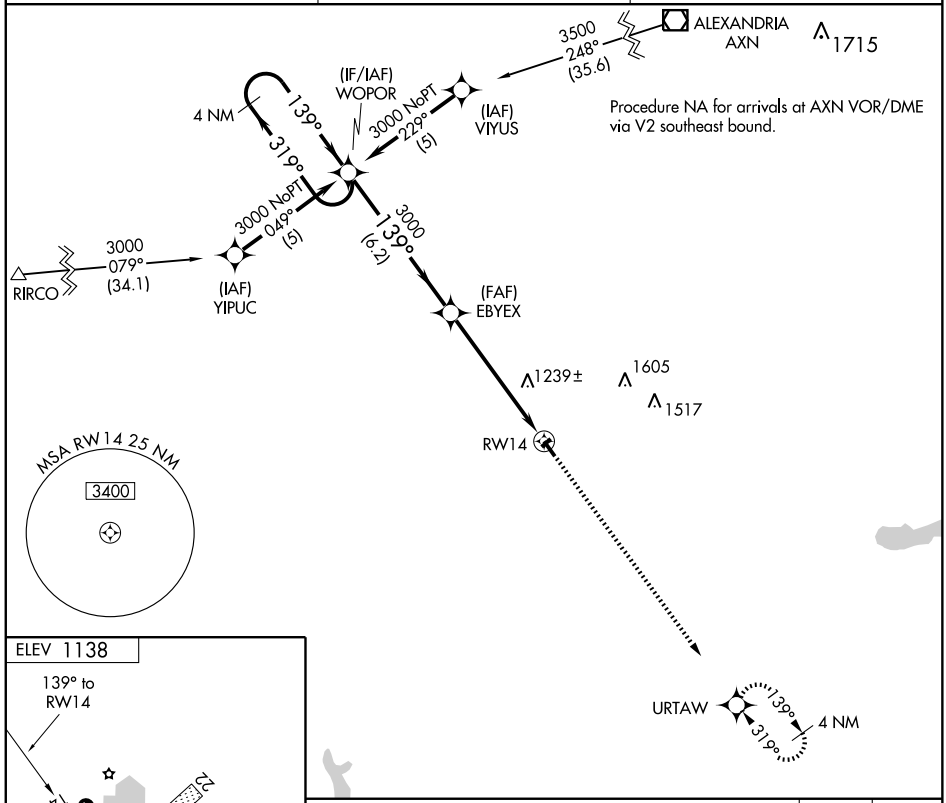
RNAV (GPS) RWY 14

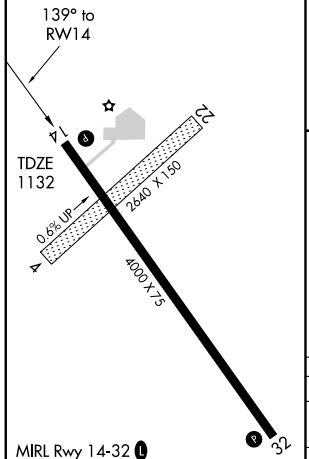
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

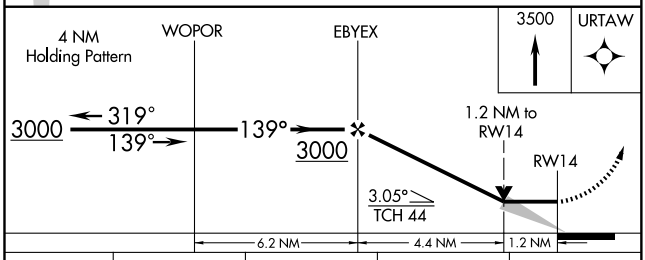
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Benson altimeter setting and increase all MDA 60 feet.
VDP NA when using Benson altimeter setting.

MISSED APPROACH: Climb to 3500 direct URTAW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 428 (500-1)		1560-1¼ 428 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
319°	TDZE	1132
	Apt Elev	1138

RNAV (GPS) RWY 32

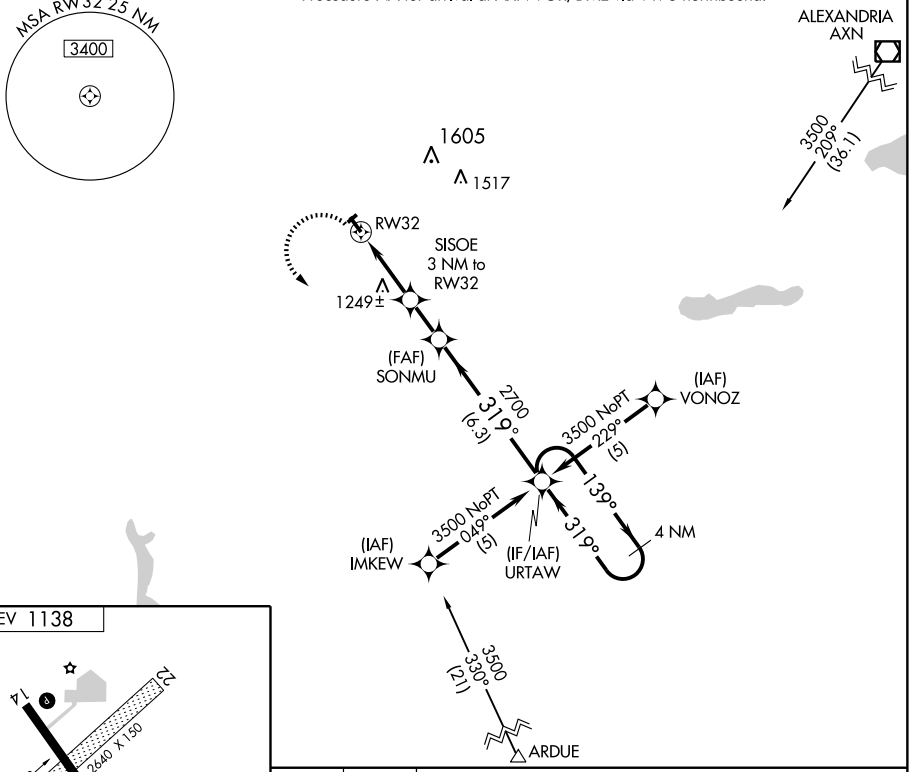
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

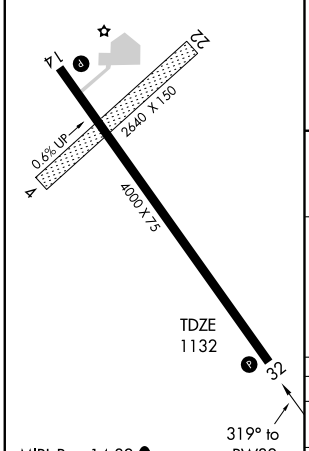
DME/DME RNP-0.3 NA.
VDP NA when using Benson altimeter setting.
When local altimeter setting not received, use Benson altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3500 direct URTAW and hold.

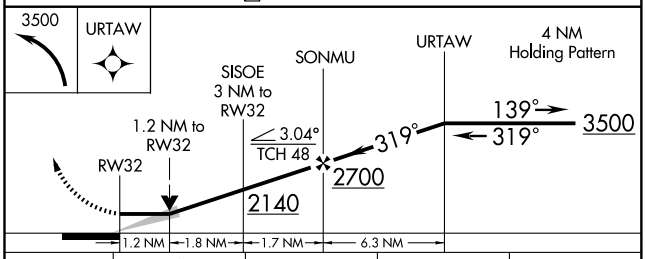
AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L

Procedure NA for arrival at AXN VOR/DME via V175 northbound.





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LNAV MDA	1540-1 408 (500-1)		1540-1¼ 408 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MOX	APP CRS	Rwy Idg	4000
109.6	144°	TDZE	1132
Chan 33		Apt Elev	1138

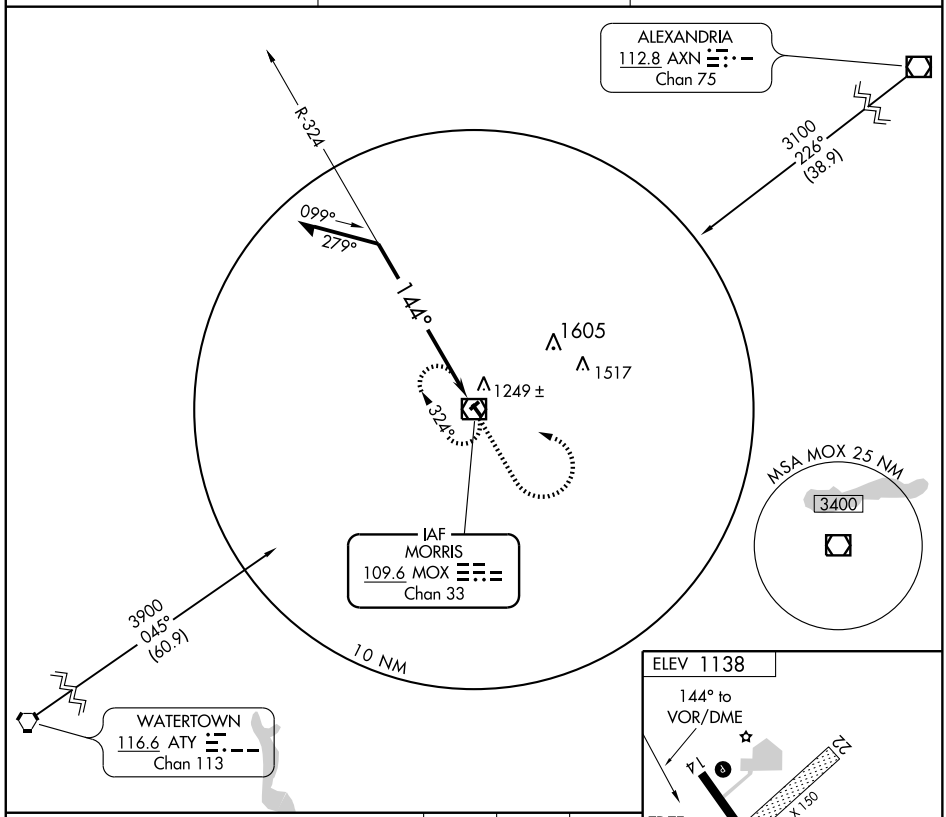
VOR RWY 14

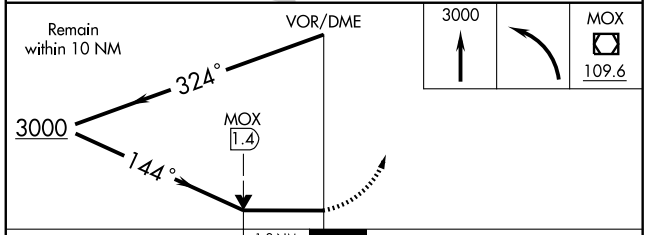
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

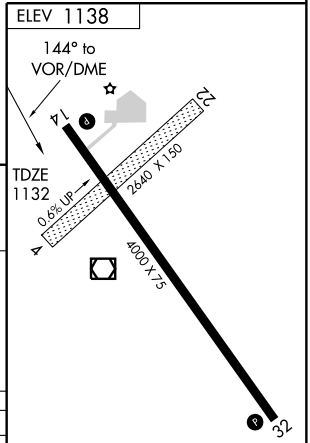
When local altimeter setting not received, use Benson altimeter setting and increase all MDA 60 feet.
VDP NA when using Benson altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-14	1560-1 428 (500-1)		1560-1¼ 428 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

MIRL Rwy 14-32 (L)
REIL Rwys 14 and 32 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MOX	APP CRS	Rwy Idg	4000
109.6	315°	TDZE	1132
Chan 33		Apt Elev	1138

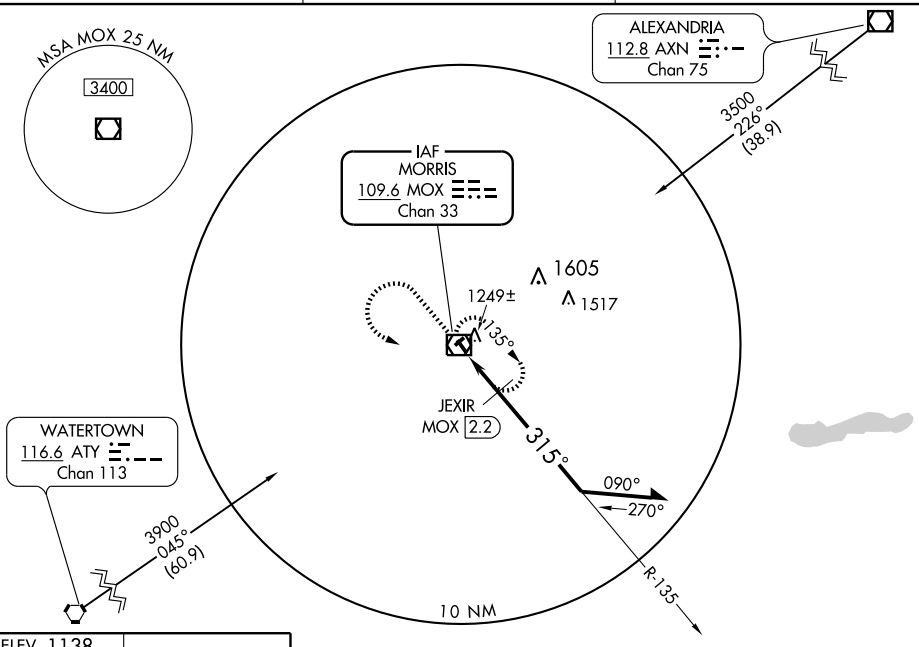
VOR RWY 32

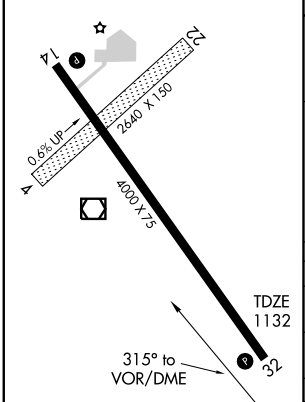
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

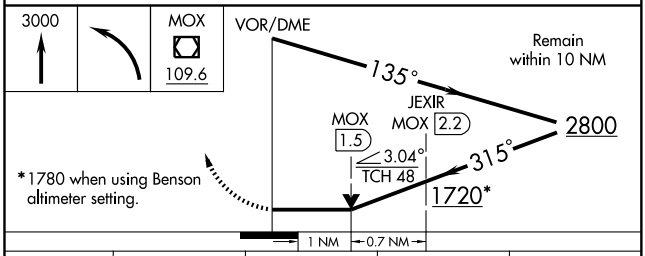
VDP NA when using Benson altimeter setting.
NA When local altimeter setting not received, use Benson altimeter setting and increase all MDAs 60 feet, and Cat. C visibility ¼ mile, JEXIR FIX MINIMUMS S-32 Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1720-1 588 (600-1)		1720-1½ 588 (600-1½)	NA
CIRCLING	1720-1 582 (600-1)		1720-1½ 582 (600-1½)	NA
JEXIR FIX MINIMUMS				
S-32	1500-1 368 (400-1)			NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

NDB/DME ULM	APP CRS	Rwy Idg	4401
272	140°	TDZE	1005
Chan 50 (111.3)		Apt Elev	1011

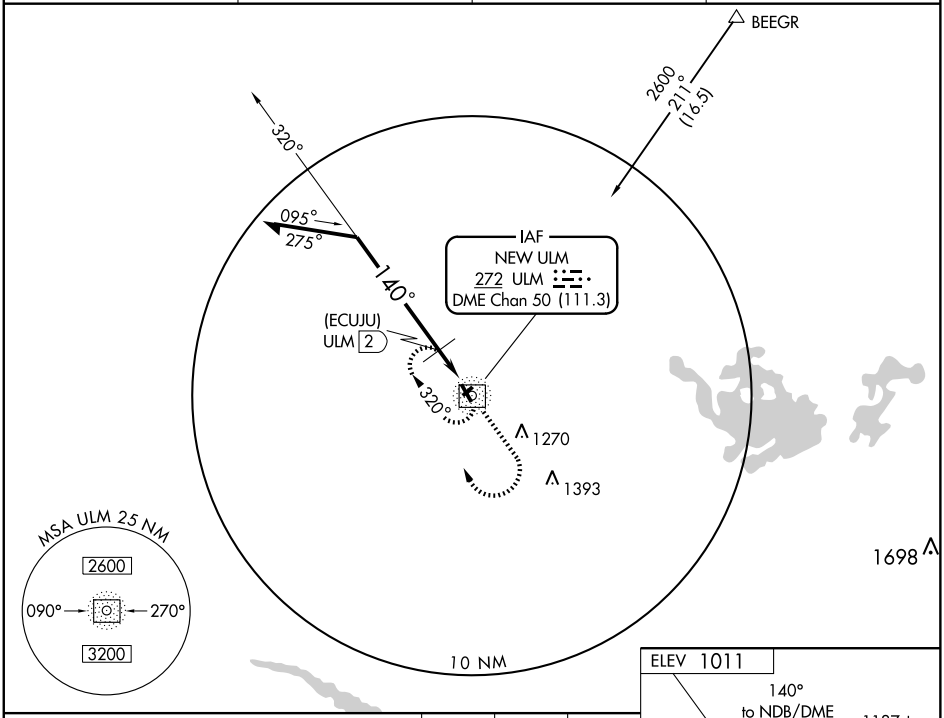
NDB or GPS RWY 15

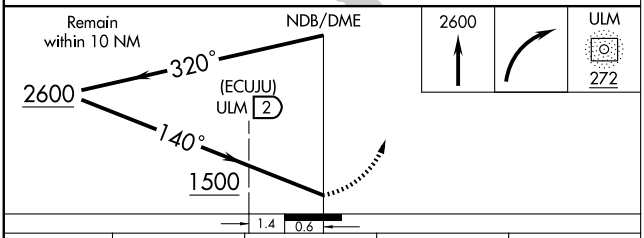
NEW ULM MUNI (ULM)

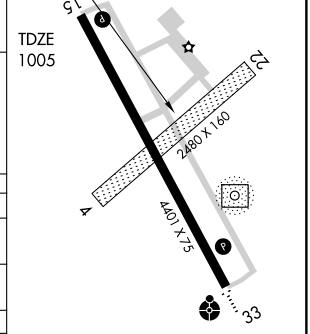
NA

MISSED APPROACH: Climb to 2600 then right turn direct ULM NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	1500-1	495 (500-1)	1500-1¼ 495 (500-1¼)	1500-1½ 495 (500-1½)
CIRCLING	1500-1	489 (500-1)	1500-1½ 489 (500-1½)	1740-2¼ 729 (800-2¼)
DME MINIMUMS				
S-15	1440-1	435 (500-1)	1440-1¼ 435 (500-1¼)	1440-1½ 435 (500-1½)
CIRCLING	1440-1 429 (500-1)	1480-1 469 (500-1)	1480-1½ 469 (500-1½)	1740-2¼ 729 (800-2¼)

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NC-1, 08 APR 2010 to 06 MAY 2010

NDB/DME ULM 272 Chan 50 (111.3)	APP CRS 354°	Rwy Idg 4401 TDZE 1011 Apt Elev 1011

NDB or GPS RWY 33

NEW ULM MUNI (ULM)

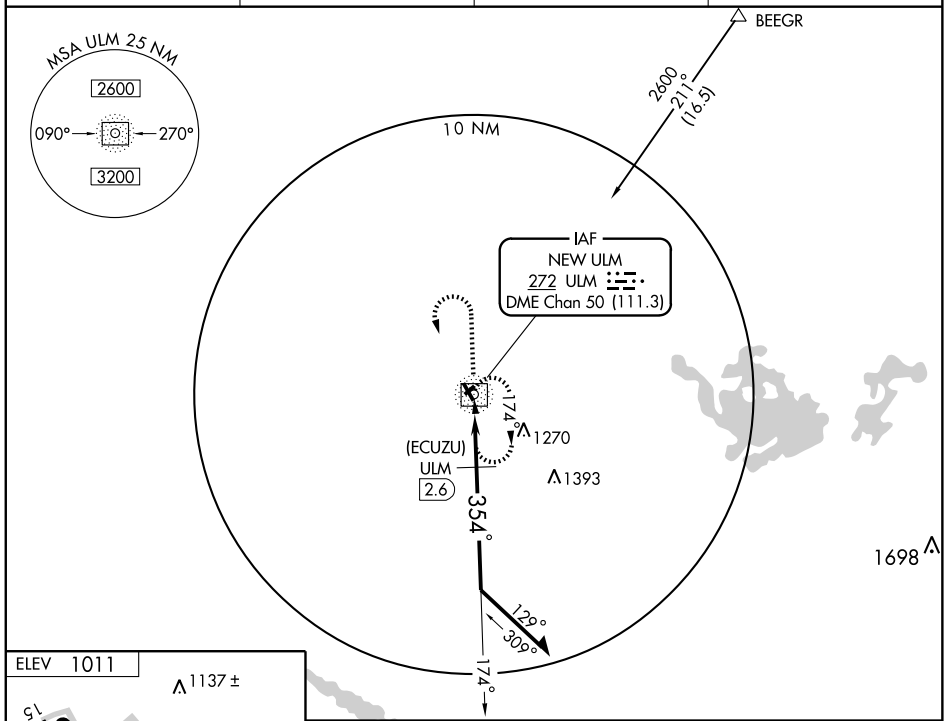
Inoperative table does not apply to S-33 Cats C and D.

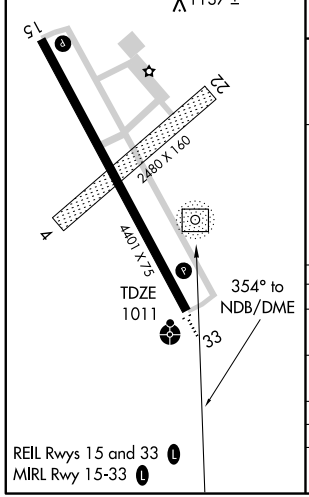
NA

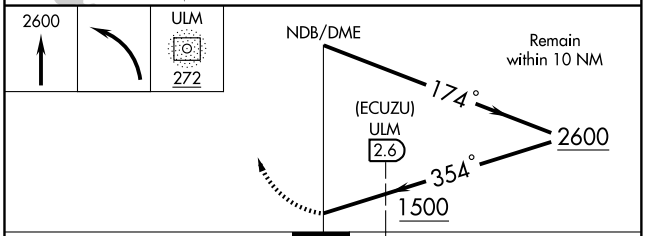
ODALS

MISSED APPROACH: Climb to 2600 then left turn direct ULM NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1500-¾ 489 (500-¾)		1500-1¼ 489 (500-1¼)	1500-1½ 489 (500-1½)
CIRCLING	1500-1 489 (500-1)		1500-1½ 489 (500-1½)	1740-2¼ 729 (800-2¼)
DME MINIMUMS				
S-33	1420-¾ 409 (500-¾)		1420-1¼ 409 (500-1¼)	
CIRCLING	1440-1 429 (500-1)	1480-1 469 (500-1)	1480-1½ 469 (500-1½)	1740-2¼ 729 (800-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

OLIVIA, MINNESOTA

AL-6301 (FAA)

RNAV (GPS) RWY 29

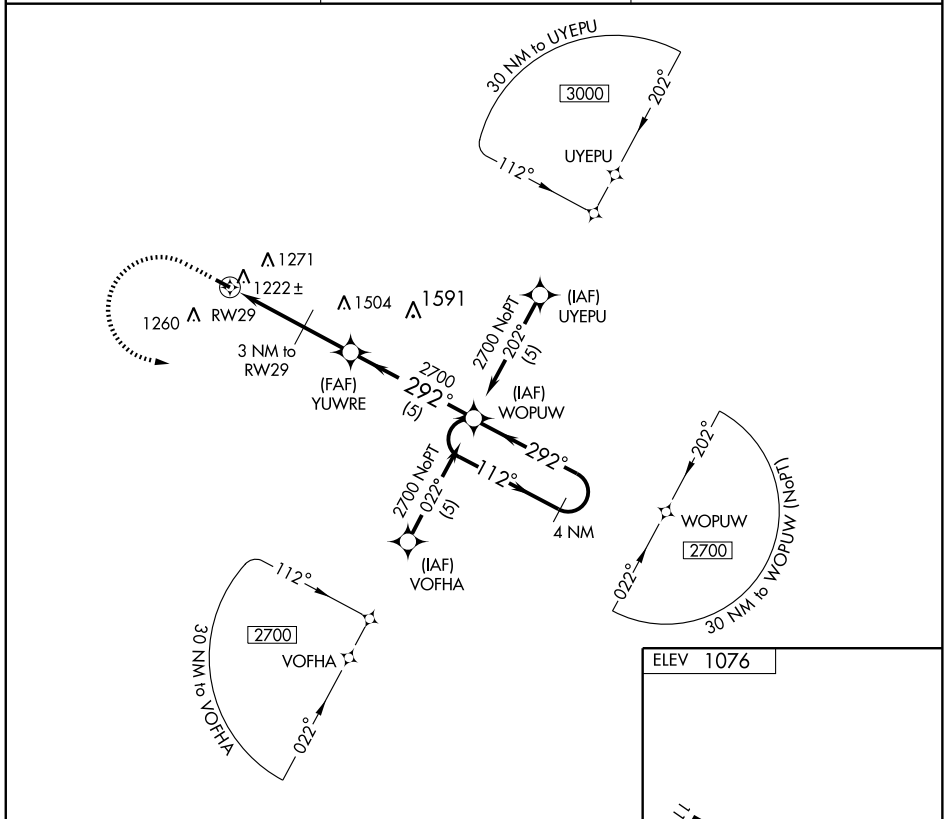
OLIVIA RGNL (OVL)

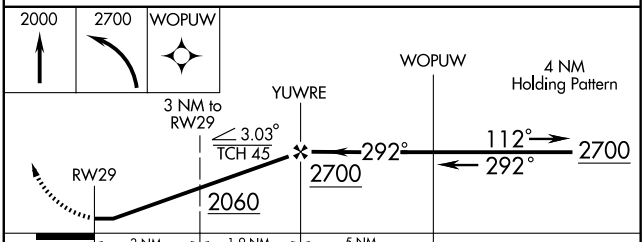
APP CRS	Rwy Idg	TDZE	Apt Elev
292°	3498	1076	1076

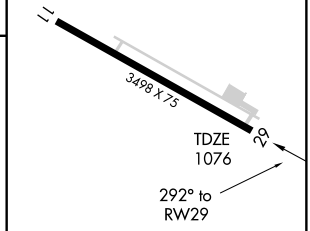
Use Redwood Falls altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct WOPUW WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	
CIRCLING	1620-1 544 (600-1)		1680-1¾ 604 (700-1¾)	1680-2 604 (700-2)

LIRL Rwy 11-29

NC-1. 08 APR 2010 to 06 MAY 2010

OLIVIA, MINNESOTA

AL-6301 (FAA)

VOR/DME or GPS-A

OLIVIA RGNL (OVL)

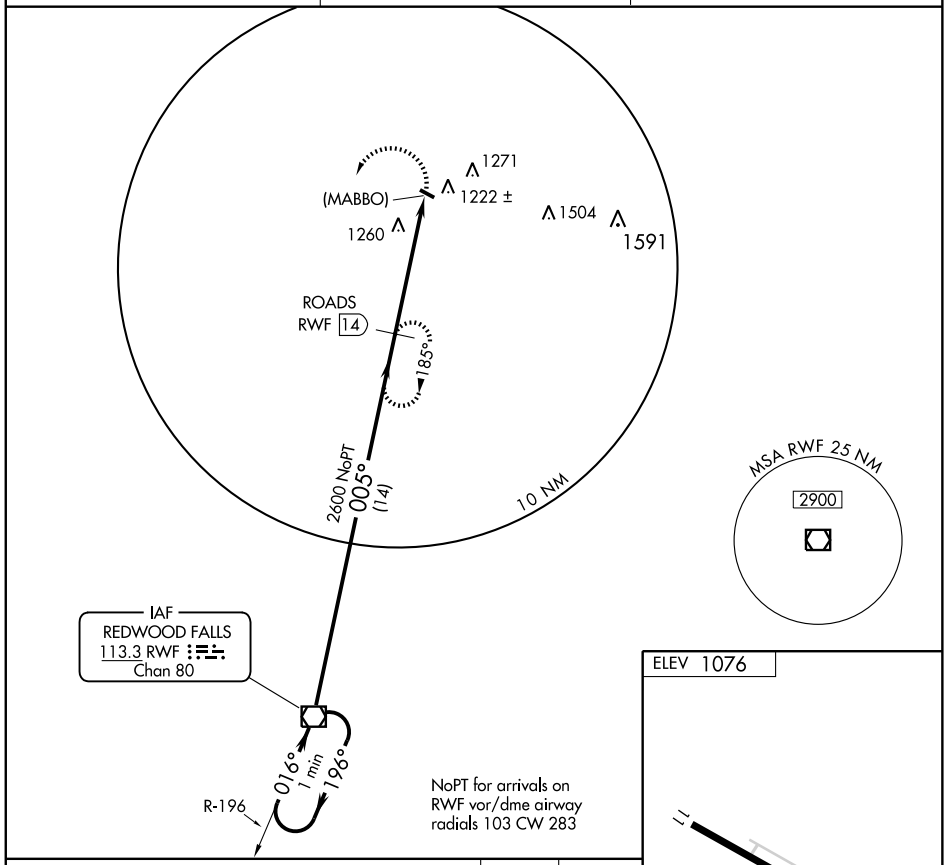
VOR/DME RWF 113.3 Chan 80	APP CRS 005°	Rwy Idg N/A TDZE N/A Apt Elev 1076

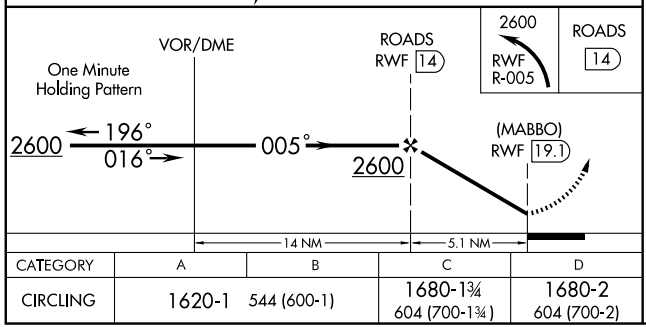
T
NA

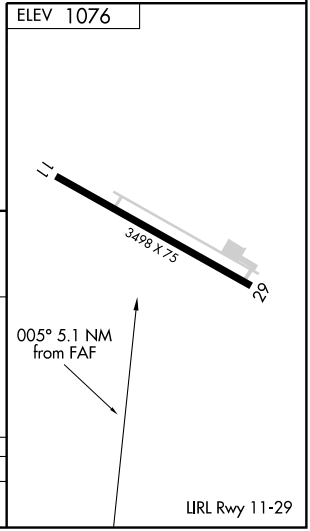
Use Redwood Falls, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via RWF R-005 to ROADS 14 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1620-1	544 (600-1)	1680-1¾ 604 (700-1¾)	1680-2 604 (700-2)

LIRL Rwy 11-29

NC-1. 08 APR 2010 to 06 MAY 2010

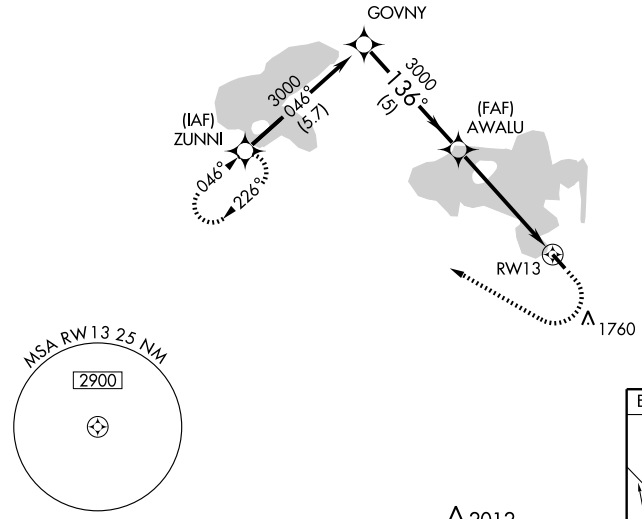
APP CRS		
136°	Rwy Idg	4001
	TDZE	1311
	Apt Elev	1311

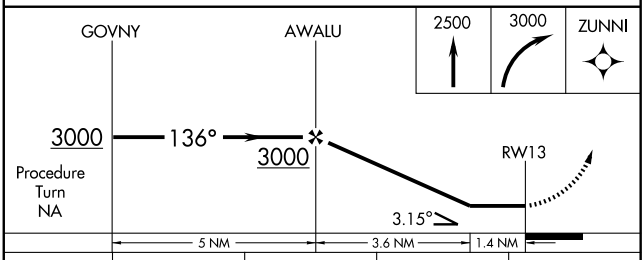
GPS RWY 13
ORR RGNL(ORB)

T
NA

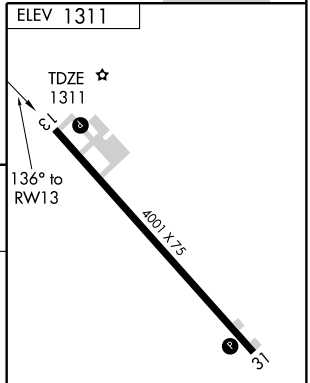
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct ZUNNI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	120.9 377.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1760-1 449 (500-1)		1760-1¼ 449 (500-1¼)	1760-1½ 449 (500-1½)
CIRCLING	1880-1 569 (600-1)	1900-1 589 (600-1)	1900-1½ 589 (600-1½)	2120-2½ 809 (900-2½)



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB ORB 341	APP CRS 142°	Rwy Idg 4001 TDZE 1311 Apt Elev 1311

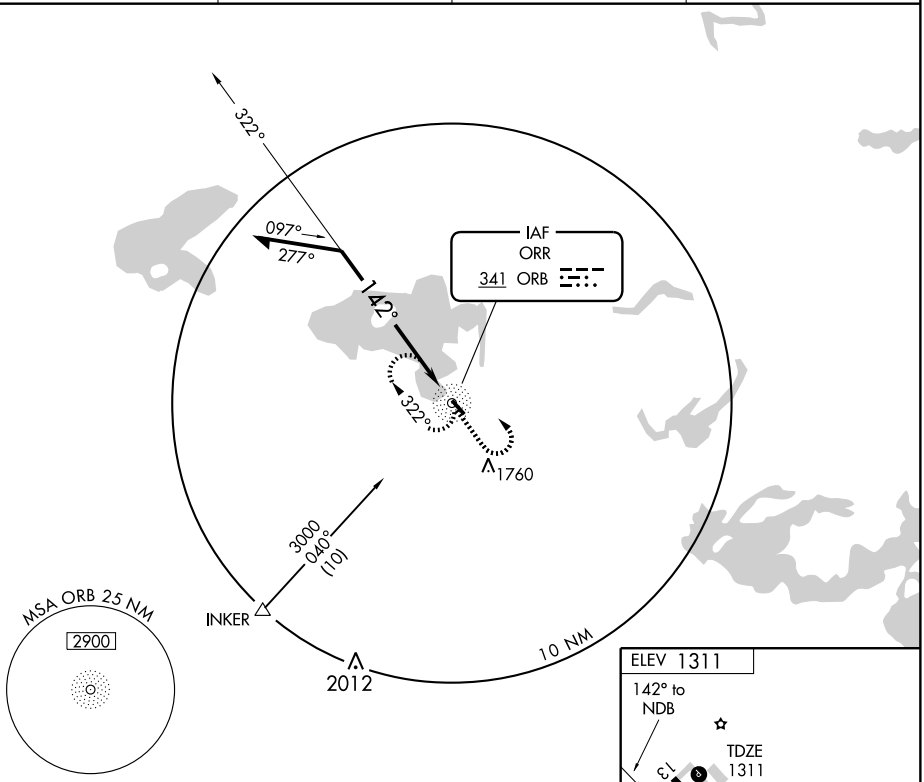
NDB RWY 13

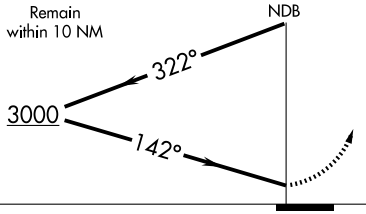
ORR RGNL (ORB)

T
NA

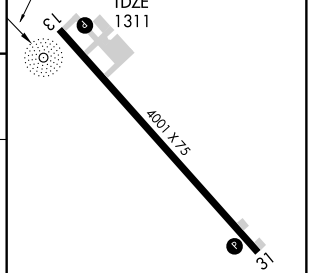
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct ORB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	120.9 377.1	121.725	122.8 (CTAF) L





2500	3000	ORB 341



CATEGORY	A	B	C	D
S-13	2000-1	689 (700-1)	2000-2 689 (700-2)	2000-2¼ 689 (700-2¼)
CIRCLING	2000-1	689 (700-1)	2000-2 689 (700-2)	2120-2½ 809 (900-2½)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3417
344°	TDZE	1097
	Apt Elev	1100

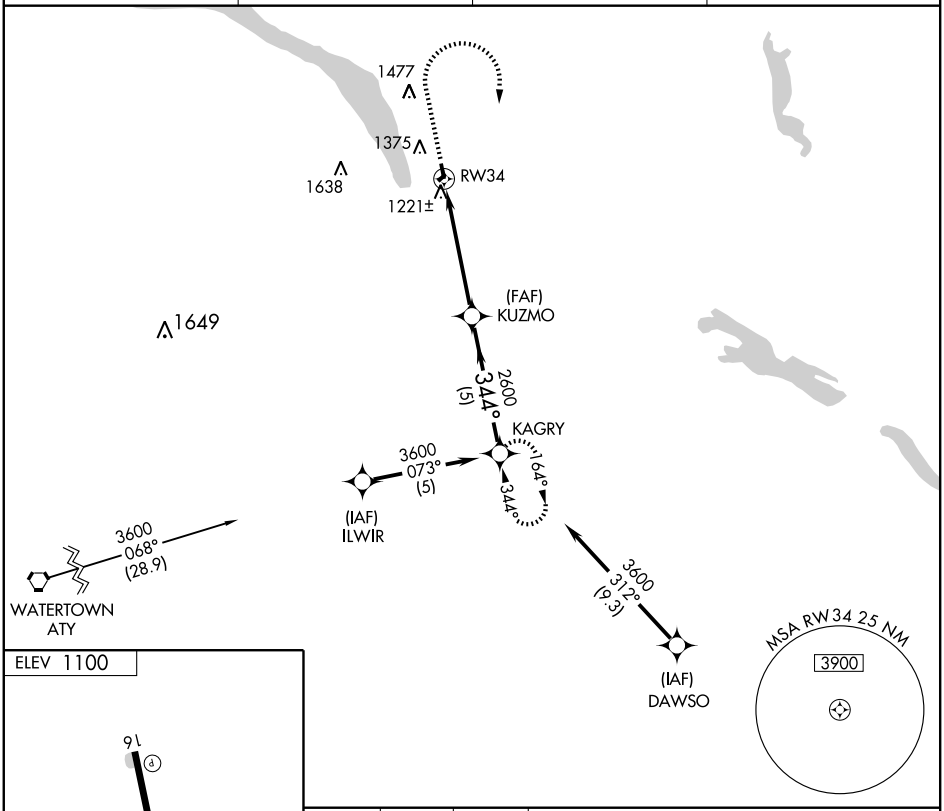
GPS RWY 34

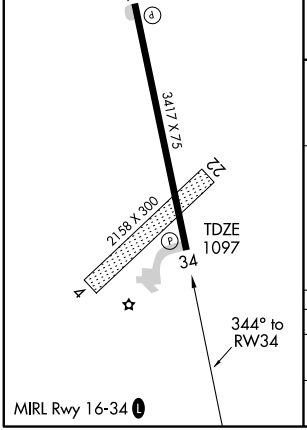
ORTONVILLE MUNI-MARTINSON FIELD (VVV)

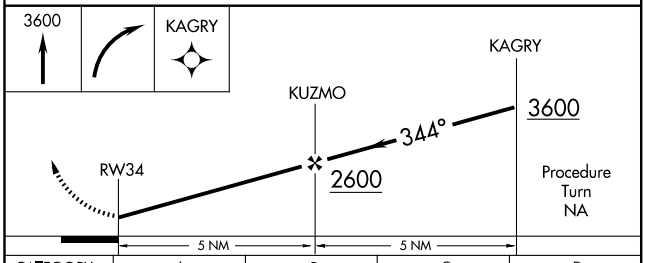
T
NA

MISSED APPROACH: Climb to 3600 then right turn direct KAGRY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
332.0	128.5 306.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1540-1 443 (500-1)		1540-1¼ 443 (500-1¼)	NA
CIRCLING	1740-1 640 (700-1)		1740-1¾ 640 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

NDB VVV 332	APP CRS 355°	Rwy Idg 3417 TDZE 1097 Apt Elev 1100

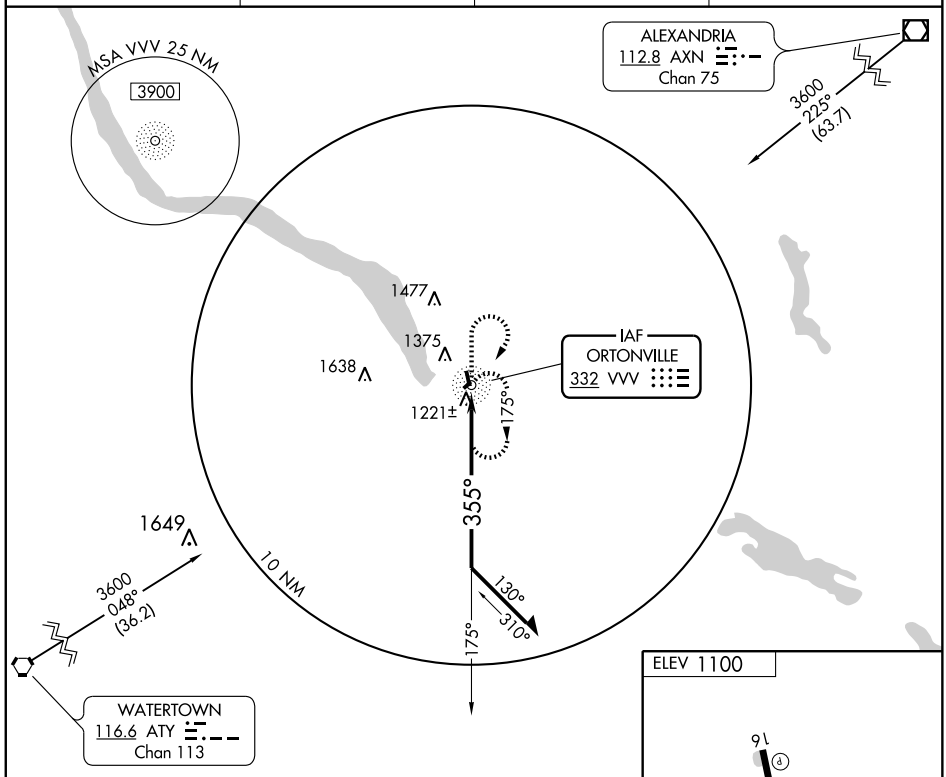
NDB RWY 34

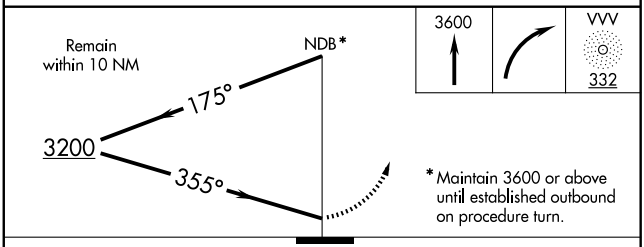
ORTONVILLE MUNI-MARTINSON FIELD (VVV)

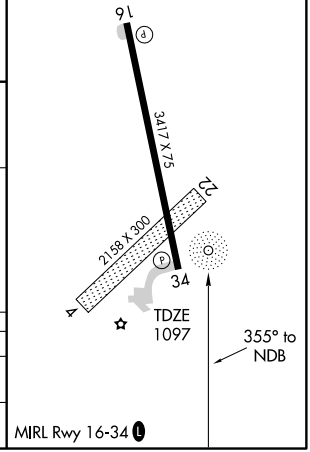
NA

MISSED APPROACH: Climb to 3600 then right turn direct VVV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
332.0	128.5 306.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1660-1	563 (600-1)	1660-1½ 563 (600-1½)	NA
CIRCLING	1740-1	640 (700-1)	1740-1¾ 640 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-OWA	APP CRS	Rwy Idg	5500
109.55	302°	TDZE	1145
		Apt Elev	1145

ILS RWY 30

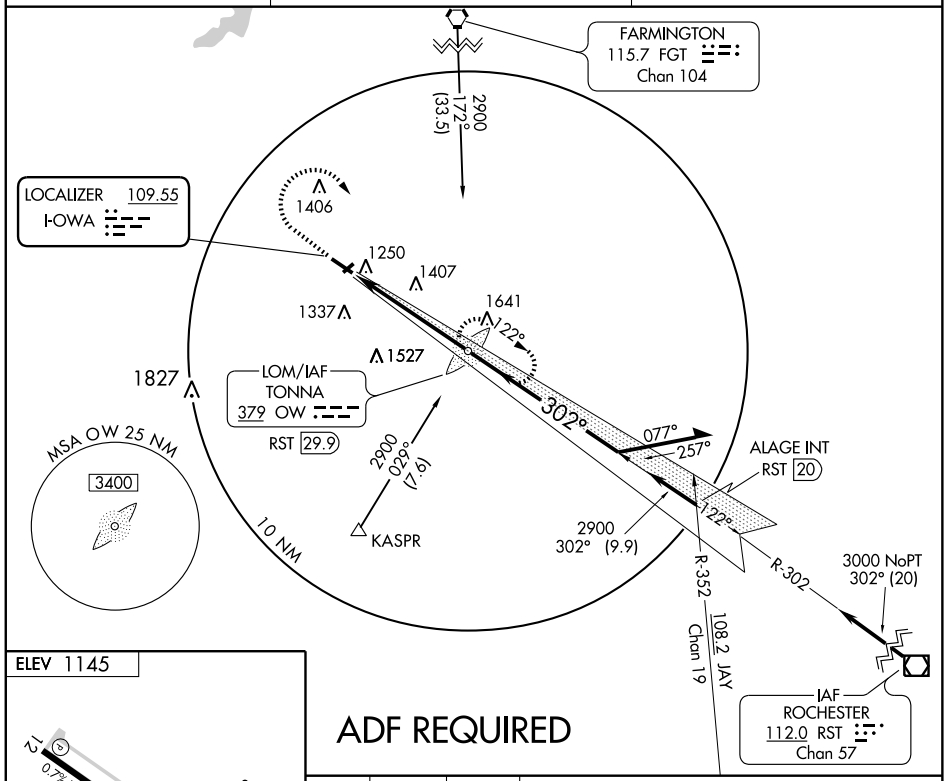
OWATONNA DEGNER RGNL (OWA)

NA

MALSR

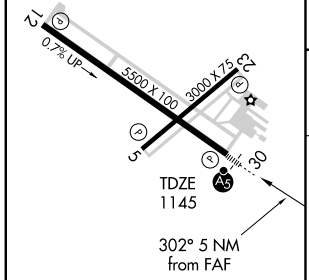
MISSED APPROACH Climb to 2000 then climbing right turn to 2900 direct TONNA LOM and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L



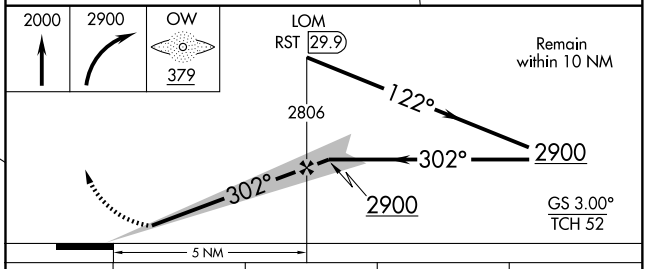
ADF REQUIRED

ELEV 1145



MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 30	1345-½ 200 (200-½)			
S-LOC 30	1680-½ 535 (600-½)		1680-1 535 (600-1)	1680-1¼ 535 (600-1¼)
CIRCLING	1680-1 535 (600-1)		1720-1½ 575 (600-1½)	1720-2 575 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

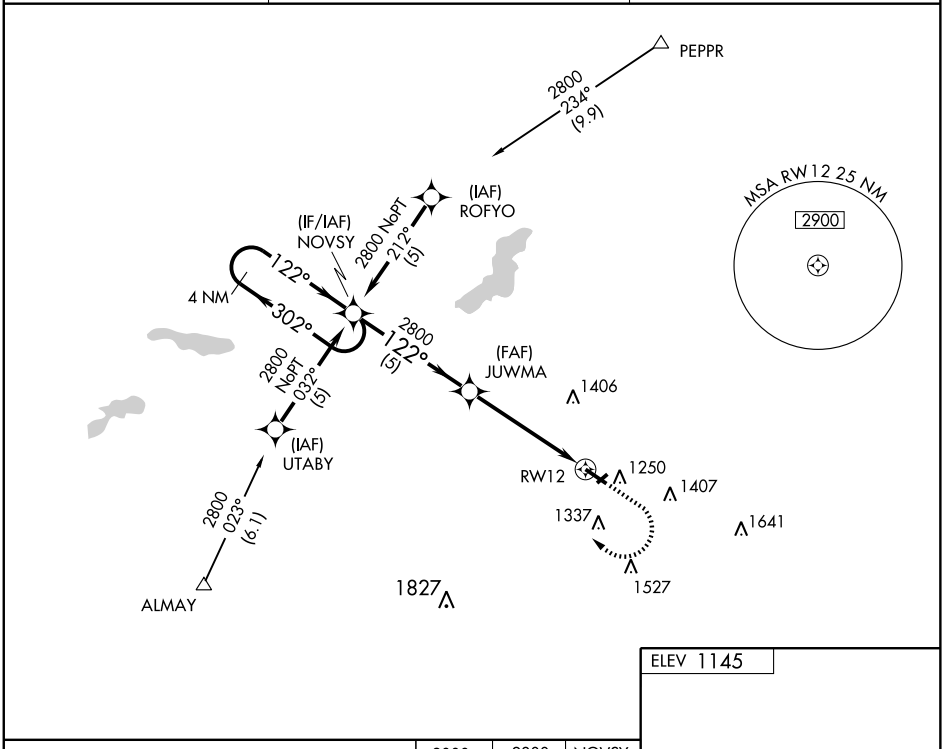
APP CRS	Rwy Idg	TDZE	Apt Elev
122°	5500	1110	1145

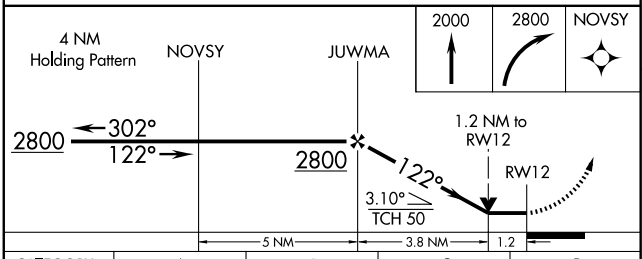
RNAV (GPS) RWY 12
OWATONNA DEGNER RGNL (OWA)

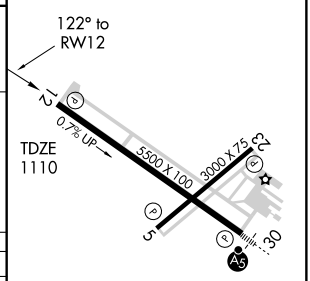
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct NOVSY WP and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1540-1 430 (400-1)		1540-1¼ 430 (400-1¼)	1540-1½ 430 (400-1½)
CIRCLING	1620-1 475 (500-1)	1700-1 555 (600-1)	1700-1½ 555 (600-1½)	1720-2 575 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME FOW	APP CRS	Rwy Idg	5500
111.2	313°	TDZE	1145
Chan 49		Apt Elev	1145

VOR/DME RWY 30

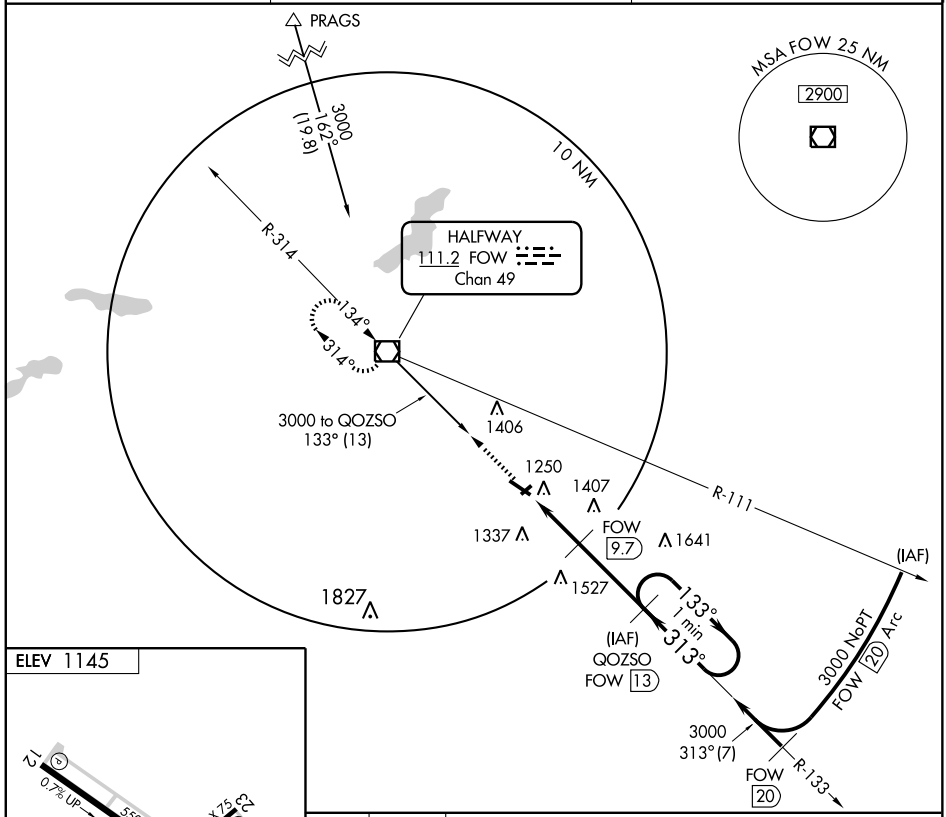
OWATONNA DEGNER RGNL (OWA)

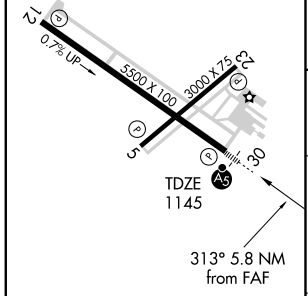
NA

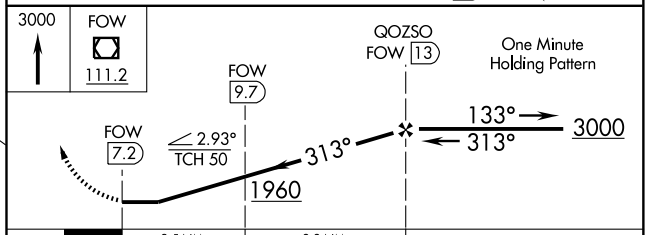
MALSR

MISSED APPROACH: Climb to 3000 direct FOW VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	1700-1 555 (600-1)		1700-1½ 555 (600-1½)	1700-1¾ 555 (600-1¾)
CIRCLING	1700-1 555 (600-1)		1700-1½ 555 (600-1½)	1720-2 575 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME FOW	APP CRS	Rwy Idg	5500
111.2	134°	TDZE	1110
Chan 49		Apt Elev	1145

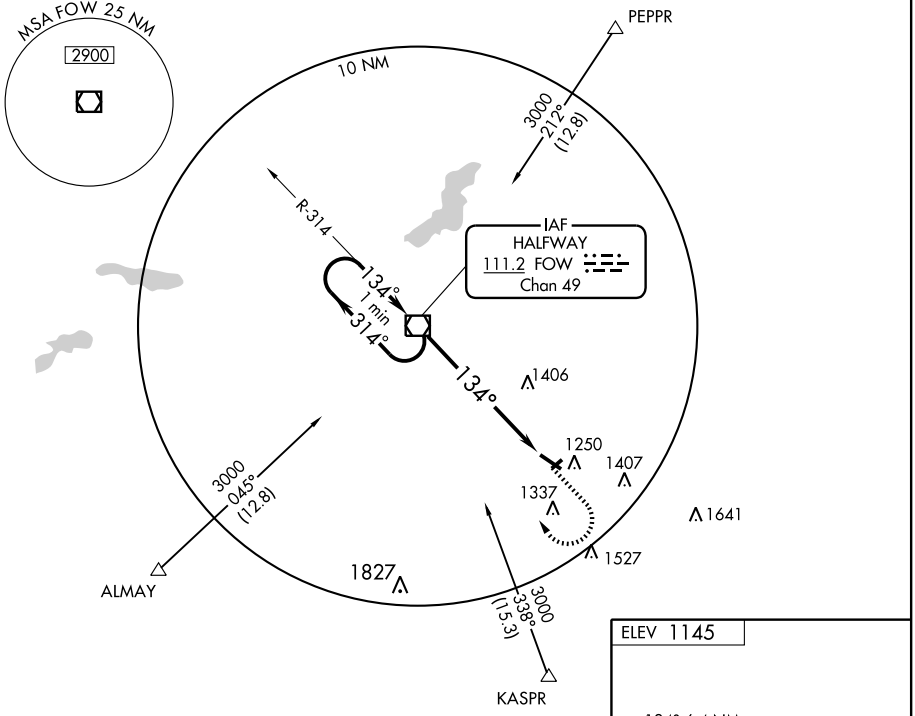
VOR RWY 12

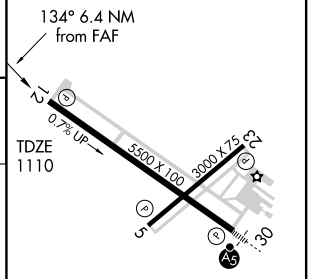
OWATONNA DEGNER RGNL (OWA)

NA

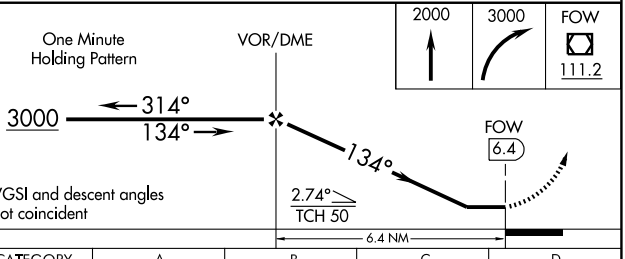
MISSED APPROACH Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-12	1560-1	450 (500-1)	1560-1¼ 450 (500-1¼)	1560-1½ 450 (500-1½)
CIRCLING	1620-1 475 (500-1)	1700-1 555 (600-1)	1700-1½ 555 (600-1½)	1720-2 575 (600-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-PKD	APP CRS	Rwy Idg	5498
110.9	311°	TDZE	1443
		Apt Elev	1443

ILS RWY 31

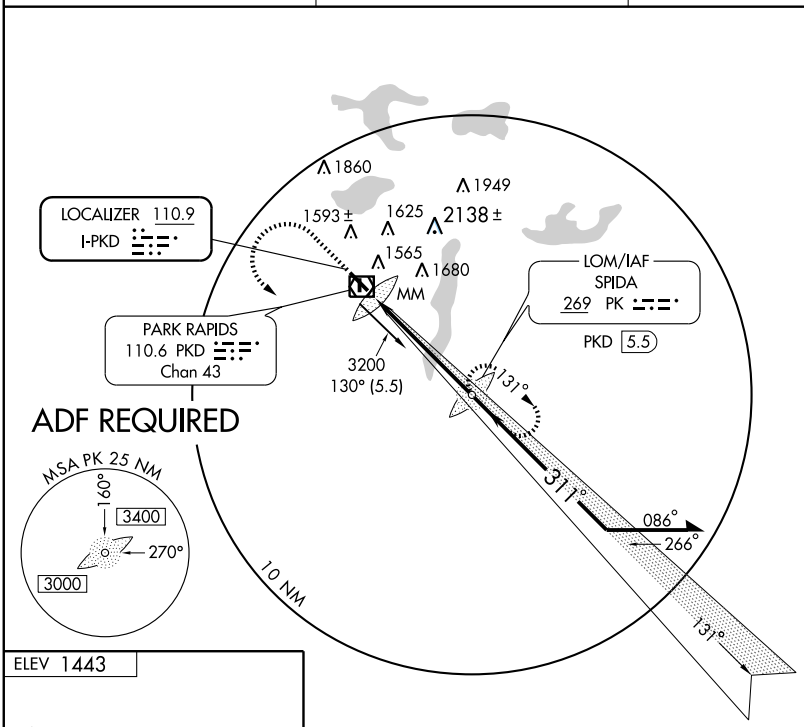
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

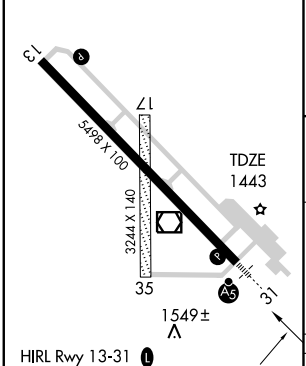
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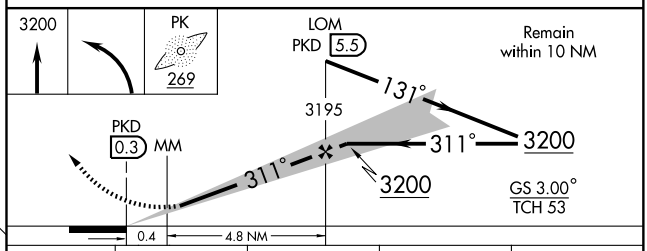
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct Spida LOM and hold.

ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 31	1643-½ 200 (200-½)			
S-LOC 31	1800-½ 357 (400-½)			1800-¾ 357 (400-¾)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOM PK	APP CRS	Rwy Idg	5498
269	311°	TDZE	1443
		Apt Elev	1443

NDB or GPS RWY 31

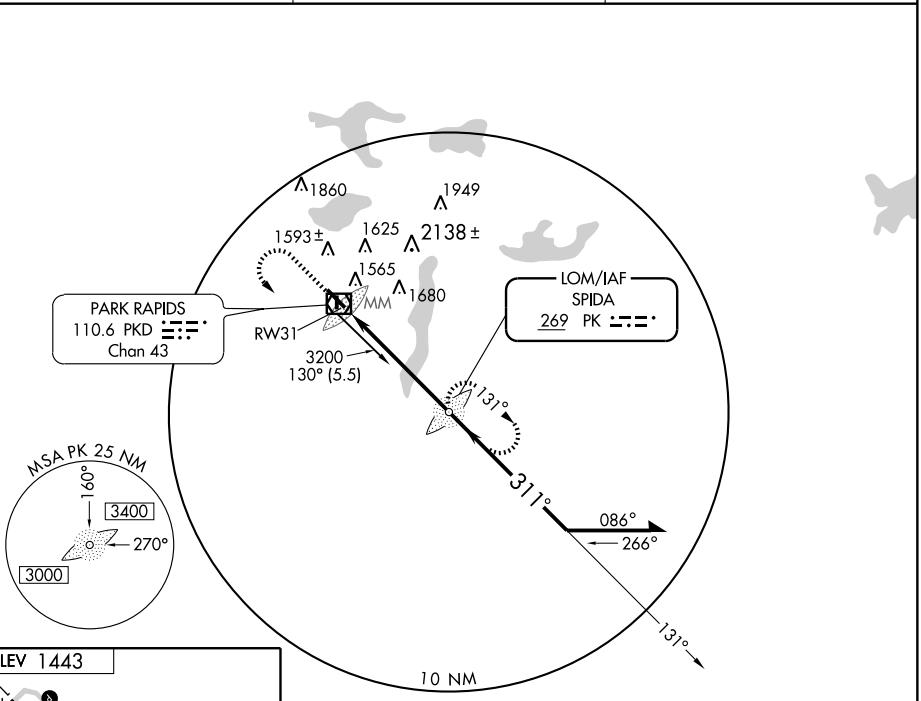
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

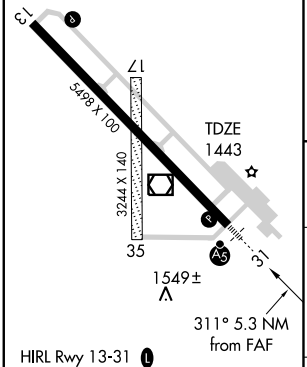
NA

MALSR

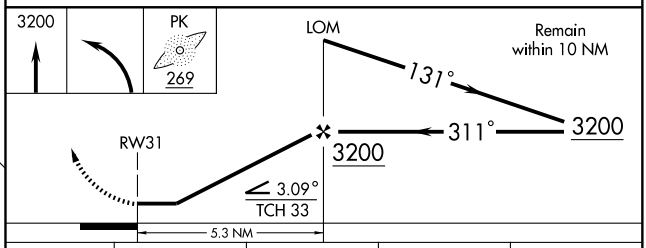
MISSED APPROACH: Climb to 3200, then left turn direct PK LOM and hold.

ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 13-31 L
REIL Rwy 13 L



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-31	1860-¾ 417 (500-¾)			1860-1 417 (500-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

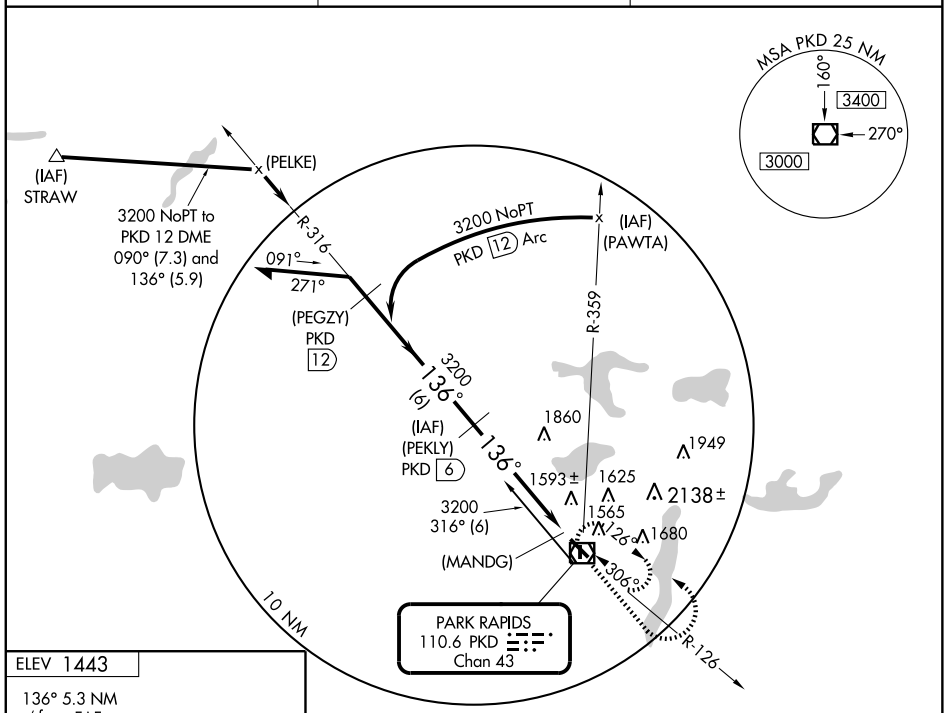
VOR/DME PKD 110.6 Chan 43	APP CRS 136°	Rwy Idg 5498 TDZE 1443 Apt Elev 1443

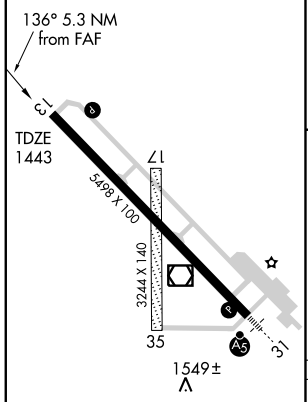
VOR/DME or GPS RWY 13

PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

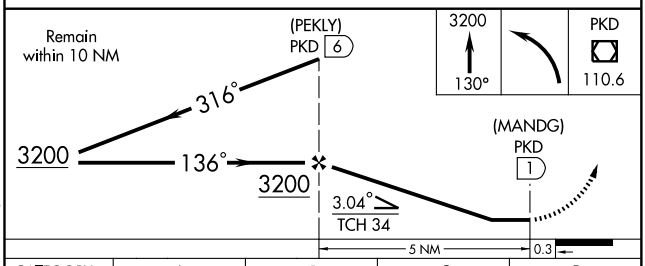
MISSED APPROACH: Climb to 3200 via heading 130° then left turn direct PKD VOR/DME and hold.

ASOS 110.6	PRINCETON RADIO 122.1R	UNICOM 123.0 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 13-31 L
REIL Rwy 13 L



CATEGORY	A	B	C	D
S-13	1860-1 417 (500-1)		1860-1¼ 417 (500-1¼)	
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

PARK RAPIDS, MINNESOTA

AL-5298 (FAA)

VOR/DME PKD	APP CRS	Rwy Idg	5498
110.6	306°	TDZE	1443
Chan 43		Apt Elev	1443

VOR RWY 31

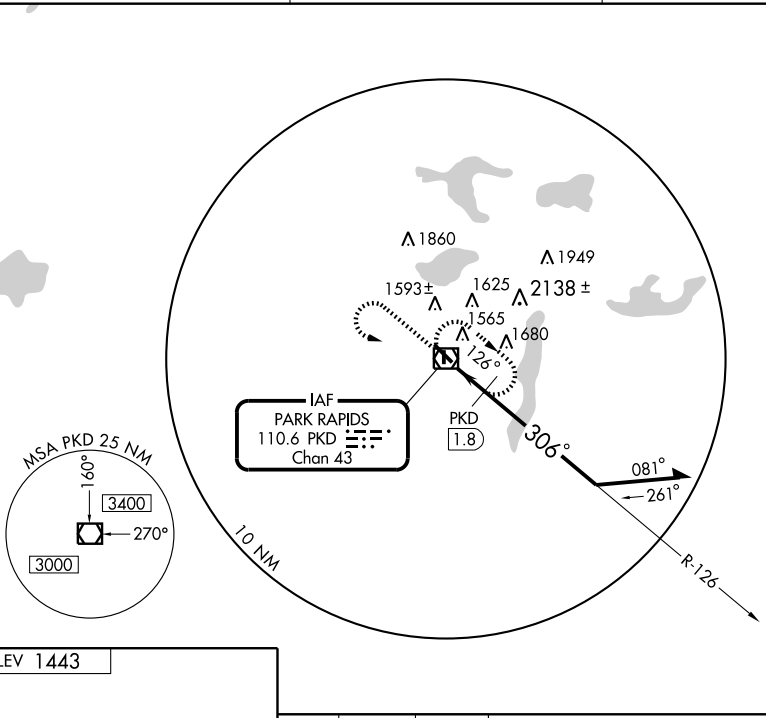
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

For inoperative MALSR, increase Cat. D S-31. DME minimums visibility ¼ mile.

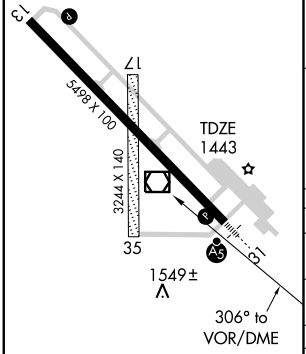
MALSR

MISSED APPROACH: Climb to 3200, then left turn direct PKD VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L



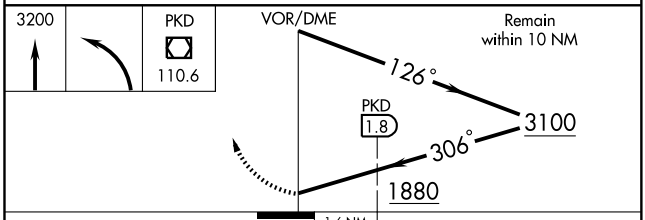
ELEV 1443



HIRL Rwy 13-31 L

MIRL Rwy 13-31 L

REIL Rwy 13 L



CATEGORY	A	B	C	D
S-31	1880-½ 437 (500-½)		1880-¾ 437 (500-¾)	1800-1 437 (500-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)
DME MINIMUMS				
S-31	1820-½ 377 (400-½)			1820-1 377 (400-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4100
305°	TDZE	1373
	Apt Elev	1376

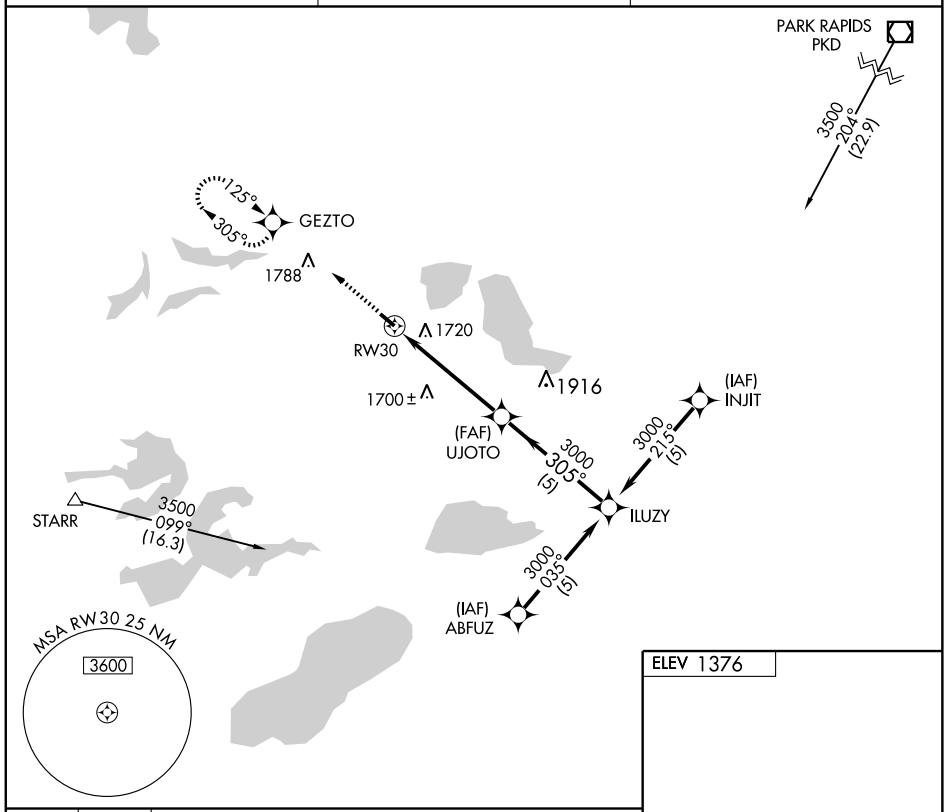
GPS RWY 30
PERHAM MUNI (16D)

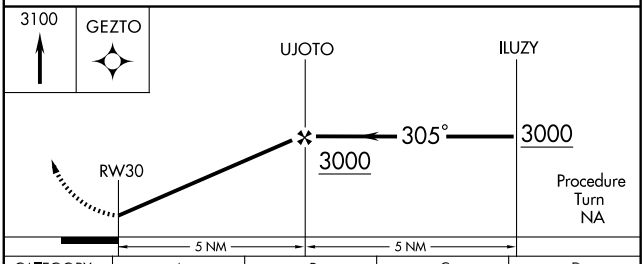
T
A NA

Use Detroit Lakes altimeter setting.

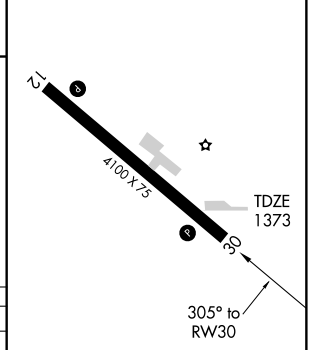
MISSED APPROACH: Climb to 3100 direct GEZTO WP and hold.

MINNEAPOLIS CENTER	GCO	CTAF
126.1 269.2	121.725	122.9 L





CATEGORY	A	B	C	D
S-30	2080-1	707 (800-1)	NA	
CIRCLING	2120-1 744 (800-1)	2120-1¼ 744 (800-1¼)	NA	



MIRL Rwy 12-30 L
REIL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB PWC	APP CRS	Rwy Idg	3000
330	340°	TDZE	1295
		Apt Elev	1295

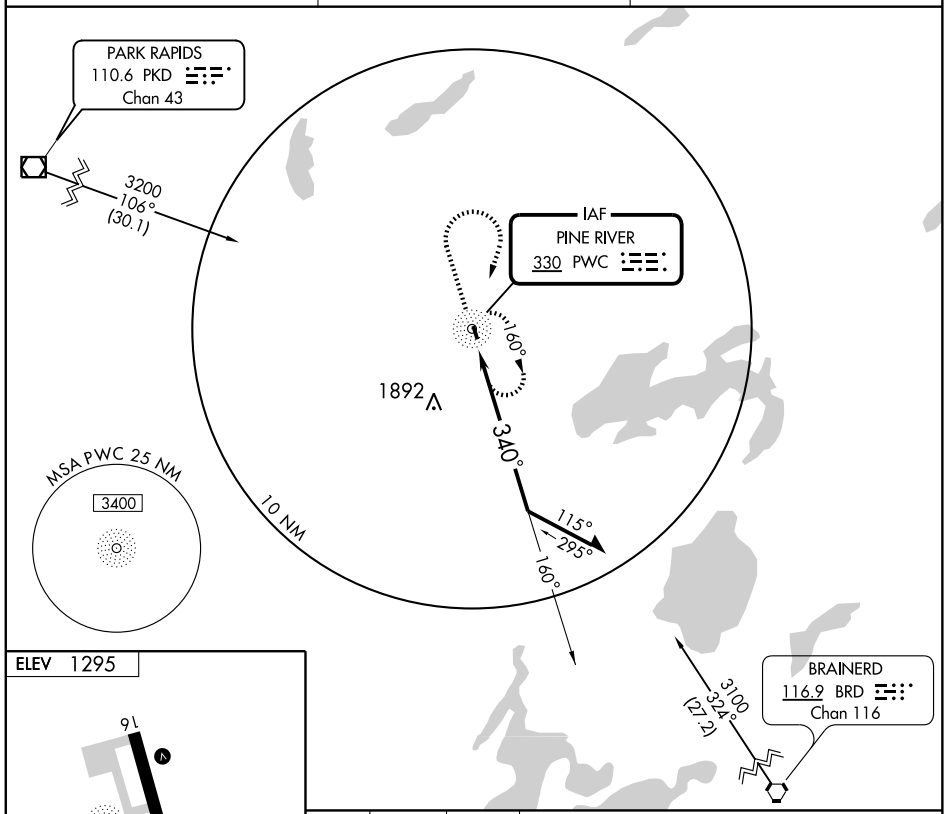
NDB RWY 34

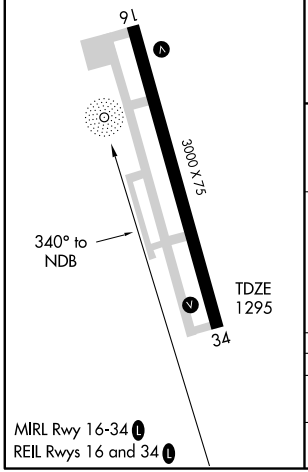
PINE RIVER RGNL (PWC)

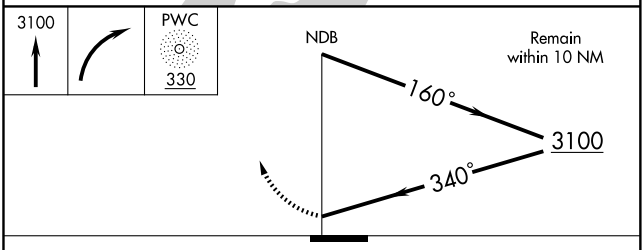
NA

MISSED APPROACH: Climb to 3100 then right turn direct PWC NDB and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
118.525	118.05 239.0	122.9 L







CATEGORY	A	B	C	D
S-34	2060-1 765 (800-1)	2060-1¼ 765 (800-1¼)	2060-2¼ 765 (800-2¼)	NA
CIRCLING	2060-1 765 (800-1)	2060-1¼ 765 (800-1¼)	2060-2¼ 765 (800-2¼)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
340°	Rwy Idg	3000
	TDZE	1295
	Apt Elev	1295

RNAV (GPS) RWY 34

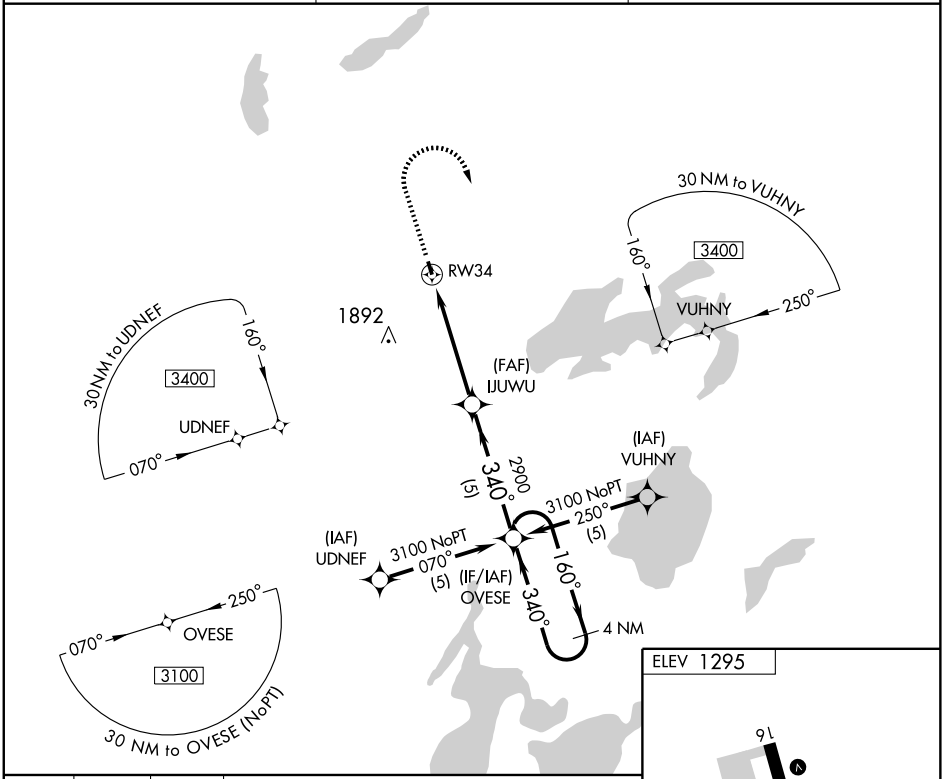
PINE RIVER RGNL (PWC)

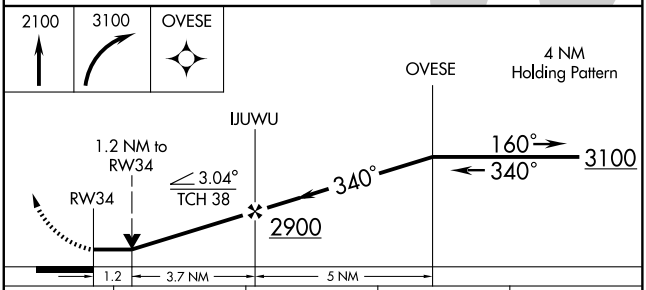
NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

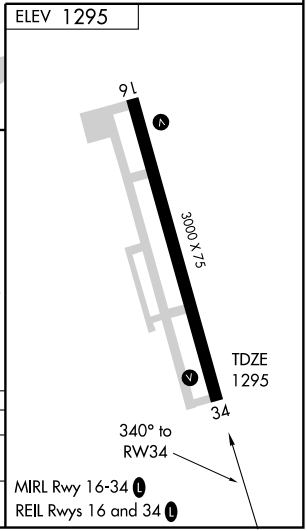
MISSED APPROACH: Climb to 2100 then climbing right turn to 3100 direct OVESE WP and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
118.525	118.05 239.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	405 (500-1)	1700-1¼ 405 (500-1¼)	NA
CIRCLING	1760-1	465 (500-1)	1760-1½ 465 (500-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

NDB PFT 342	APP CRS 315°	Rwy Idg 3298 TDZE 1078 Apt Elev 1078

NDB or GPS RWY 33

PINECREEK/ PINEY PINECREEK BORDER (48Y)

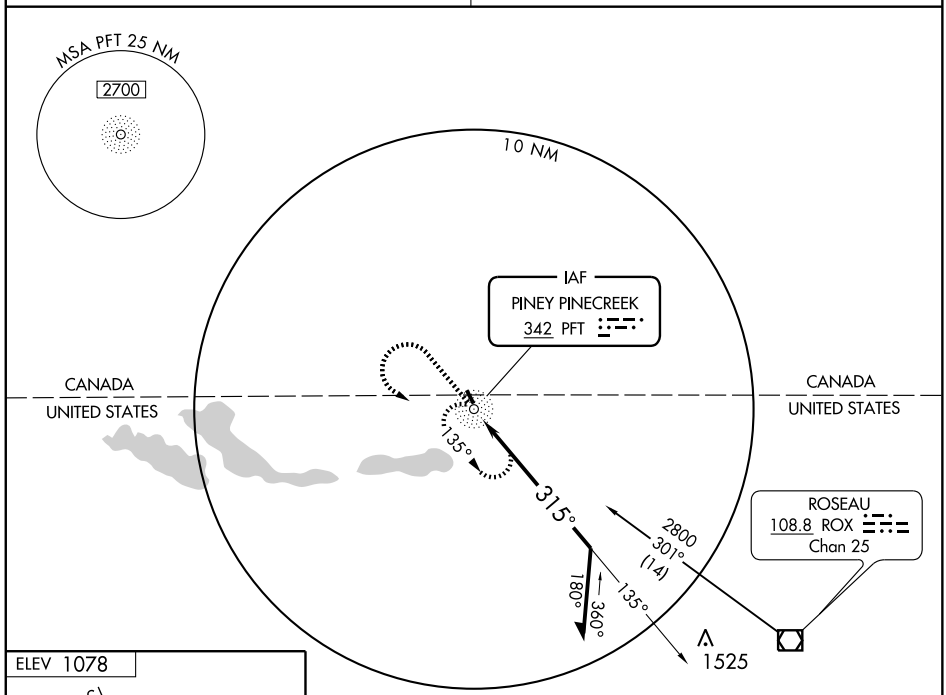
NA

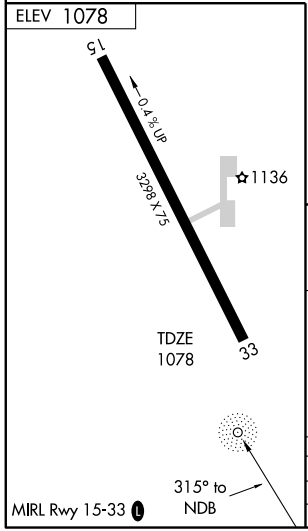
Use Roseau, MN altimeter setting.

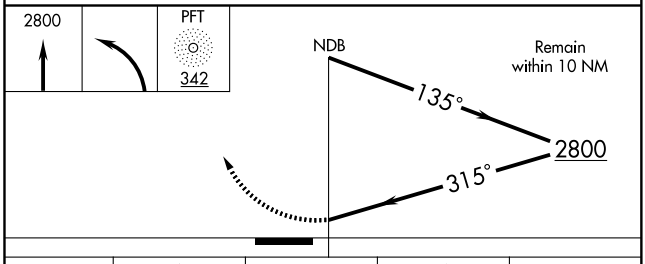
MISSED APPROACH: Climb to 2800 then left turn direct PFT NDB and hold.

MINNEAPOLIS CENTER
134.75 251.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1600-1	522 (600-1)	NA	
CIRCLING	1600-1	522 (600-1)	NA	

NDB/DME PQN	APP CRS	Rwy Idg	4302
284	005°	TDZE	1734
DME Chan 28 (109.1)		Apt Elev	1736

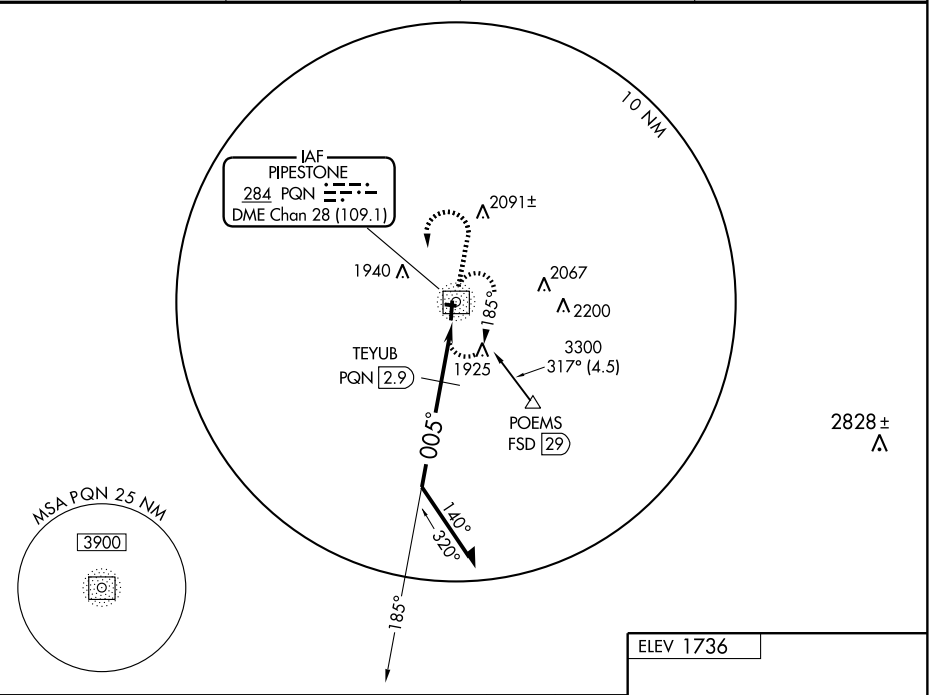
NDB RWY 36

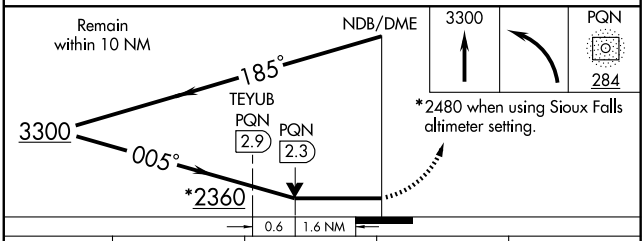
PIPESTONE MUNI (PQN)

When local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 120 feet, S-36 Cat. B visibility ¼ mile, Cat. C visibility ½ mile and TEYUB FIX MINIMUMS Cat. C visibility ¼ mile. VDP NA with Sioux Falls altimeter setting.

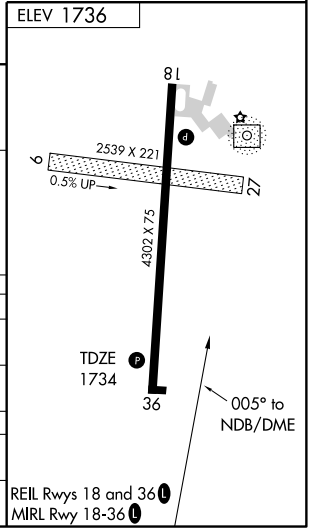
MISSED APPROACH: Climb to 3300 then left turn direct PQN NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	2360-1	626 (700-1)	2360-1¾ 626 (700-1¾)	NA
CIRCLING	2360-1	624 (700-1)	2360-1¾ 624 (700-1¾)	NA
TEYUB FIX MINIMUMS				
S-36	2280-1	546 (600-1)	2280-1½ 546 (600-1½)	NA
CIRCLING	2280-1	544 (600-1)	2280-1½ 544 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

PIPESTONE, MINNESOTA

AL-5688 (FAA)

APP CRS	Rwy Idg	4302
163°	TDZE	1736
	Apt Elev	1736

RNAV (GPS) RWY 18

PIPESTONE MUNI (PQN)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 120 feet and Cat C visibility ¼ mile. VDP NA with Sioux Falls altimeter setting.

MISSED APPROACH: Climb to 3300 direct OKOCI and via 181° track to HEVBA and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L

Procedure NA for arrivals on FSD VORTAC airway radials 319 CW 046.

(IAF) ASTOE

3800 NoPT 139° (20.9)

GHENT

3800 221° (23.9)

2772

MSA RW18 25 NM

3900

4 NM

163° 343°

(IF/IAF) SAKNE

(IAF) UCAVE

3800 NoPT 253° (5)

(IAF) TIBUC

3800 NoPT 073° (5)

3700 163° (6)

(FAF) RAYOV

2043

2091±

1940

2067

2200

RW18

OKOCI

1925

181°

3800 018° (33.9)

SIOUX FALLS FSD

MISSED APCH FIX

HEVBA

358° 178°

4 NM

ELEV 1736

163° to RW18

TDZE 1736

18

2539 X 221

6 0.5% UP 27

4302 X 75

36

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

4 NM Holding Pattern

SAKNE

3800 343° 163°

163°

3700

RAYOV

1.3 NM to RW18

RW18

3.02° TCH 40

VGSI and descent angles not coincident

3300	OKOCI	181° track	HEVBA

6 NM | 4.7 NM | 1.3

CATEGORY	A	B	C	D
LNAV MDA	2180-1 444 (500-1)		2180-1¼ 444 (500-1¼)	NA
CIRCLING	2180-1 444 (500-1)	2200-1 464 (500-1)	2280-1½ 544 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

PIPESTONE, MINNESOTA AL-5688 (FAA)

APP CRS	Rwy Idg	4302
358°	TDZE	1734
	Apt Elev	1736

RNAV (GPS) RWY 36

PIPESTONE MUNI (PQN)

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Sioux Falls altimeter setting and increase alll MDAs 120 feet and Cat. C visibilities ¼ mile. VDP NA with Sioux Falls altimeter setting.

MISSED APPROACH: Climb to 3800 direct PEYRI and via 341° track to SAKNE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L

MISSED APCH FIX

4 NM 163° 343° SAKNE

MSA RW 36 25 NM
3900

341°
2091±
1940 PEYRI 2067
2200
RW36
1925
1989±
2009± (FAF) CEPKA
2828±

3300 358° (6.2)

(IAF) SECTO
3300 NoPT 085° (7.6)
3300 NoPT 268° (5)
(IAF) RECOG
(IF/IAF) HEVBA
358° 178°
4 NM
3400 281° (28.3)
WORTHINGTON OTG

ELEV 1736
MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

18
2539 X 221
6
0.5% UP
27
4302 X 75
P
TDZE 1734
36
358° to RW36

Procedure NA for arrivals at SECTO via V148 southwest bound and arrivals at OTG VOR/DME via V250 northeast bound.

4 NM Holding Pattern
HEVBA
CEPKA
3800 PEYRI 341° track SAKNE
3300 178° 358°
358° 3300
1.5 NM to RW36
RW36
3.04°
TCH 30
6.2 NM
3.3 NM
1.5

CATEGORY	A	B	C	D
LNAV MDA	2240-1	506 (600-1)	2240-1½ 506 (600-1½)	NA
CIRCLING	2240-1	504 (600-1)	2280-1½ 544 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
286°	TDZE	1276
	Apt Elev	1276

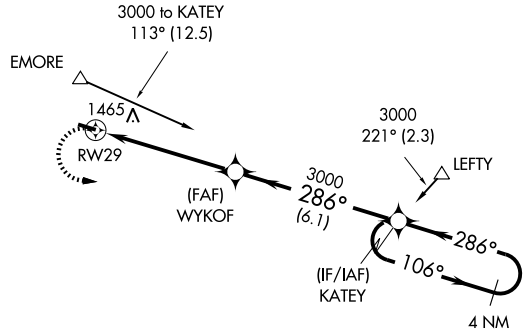
RNAV (GPS) RWY 29

PRESTON/ FILLMORE COUNTY (FKA)

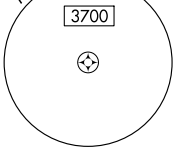
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDAs 60 feet and LNAV and Circling Cat. C visibilities ¼ mile.

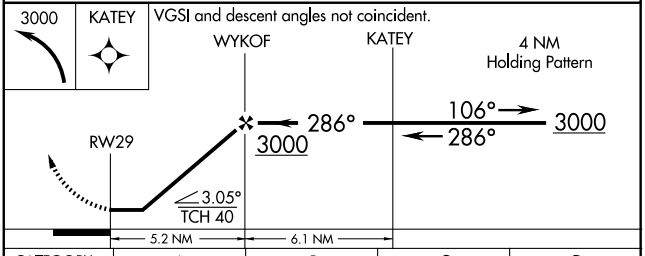
MISSED APPROACH: Climbing left turn to 3000 direct KATEY and hold

AWOS-3	ROCHESTER APP CON ★	CTAF
118.550	119.8 251.125	122.9 L



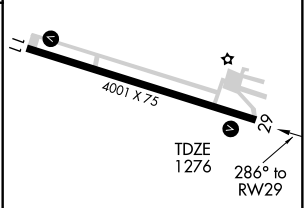
2642





CATEGORY	A	B	C	D
LNAV MDA	1760-1 484 (500-1)		1760-1¼ 484 (500-1¼)	NA
CIRCLING	1760-1 484 (500-1)	1820-1 544 (600-1)	1820-1½ 544 (600-1½)	NA

ELEV 1276



MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

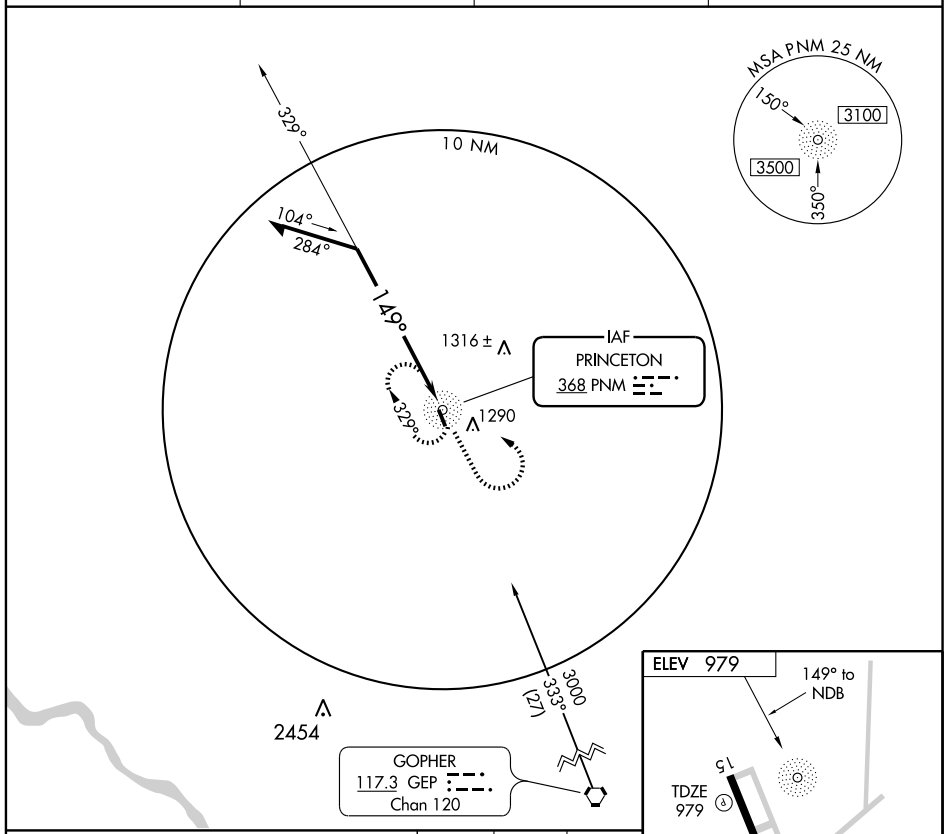
NDB PNM 368	APP CRS 149°	Rwy Idg 3900 TDZE 979 Apt Elev 979

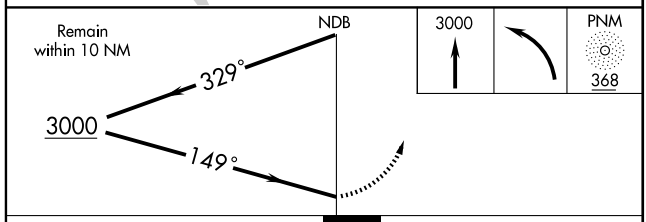
NDB RWY 15

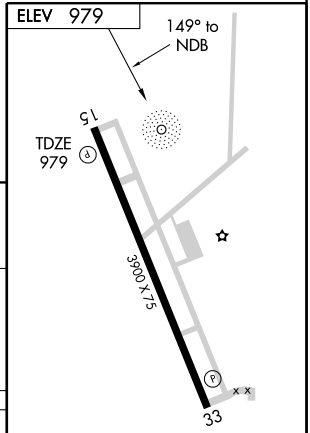
PRINCETON MUNI (PNM)

MISSED APPROACH: Climb to 3000 then left turn direct PNM NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-15	1560-1	581 (600-1)	1560-1½ 581 (600-1½)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA

REIL Rwys 15 and 33
MIRL Rwy 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3900
159°	TDZE	979
	Apt Elev	979

RNAV (GPS) RWY 15

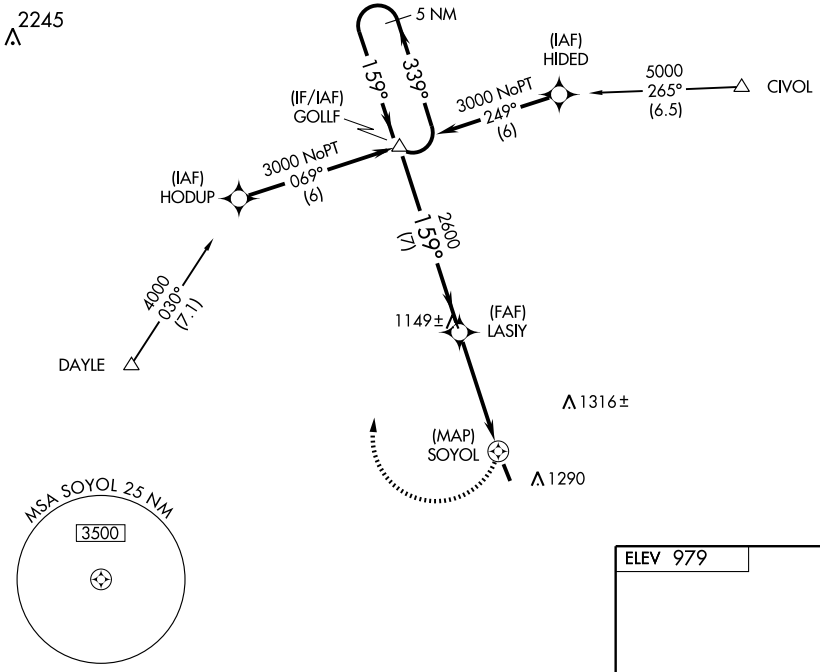
PRINCETON MUNI (PNM)

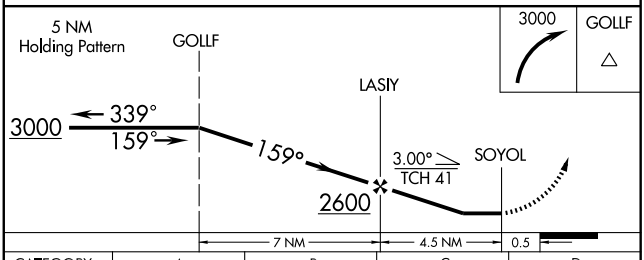
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.
Circling Rwy 33 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct GOLLF and hold.

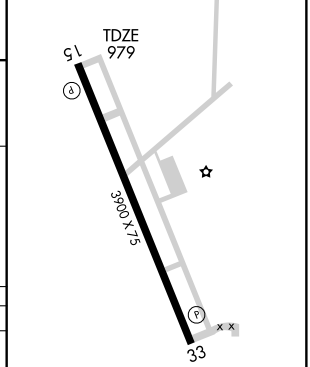
AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L

Procedure NA for arrivals on V413 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1380-1	401 (500-1)	1380-1¼ 401 (500-1¼)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA



REIL Rwys 15 and 33
MIRL Rwy 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
335°	Rwy Idg	3900
	TDZE	979
	Apt Elev	979

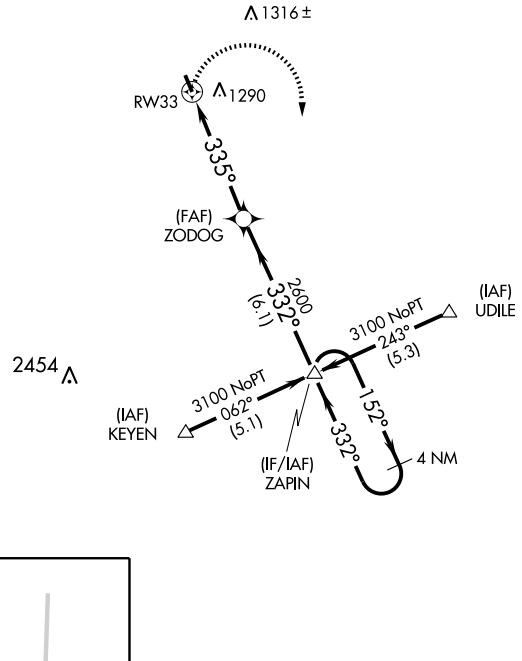
RNAV (GPS) RWY 33

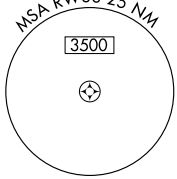
PRINCETON MUNI (PNM)

Procedure NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZAPIN and hold.

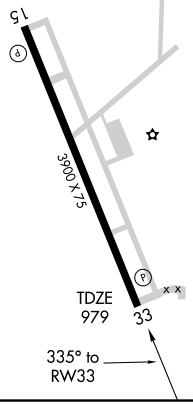
AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L

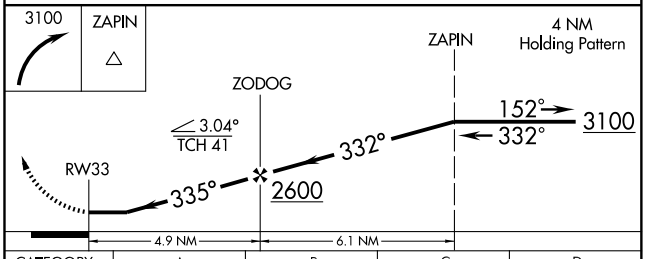




ELEV 979

REIL Rwys 15 and 33
MIRL Rwy 15-33 L

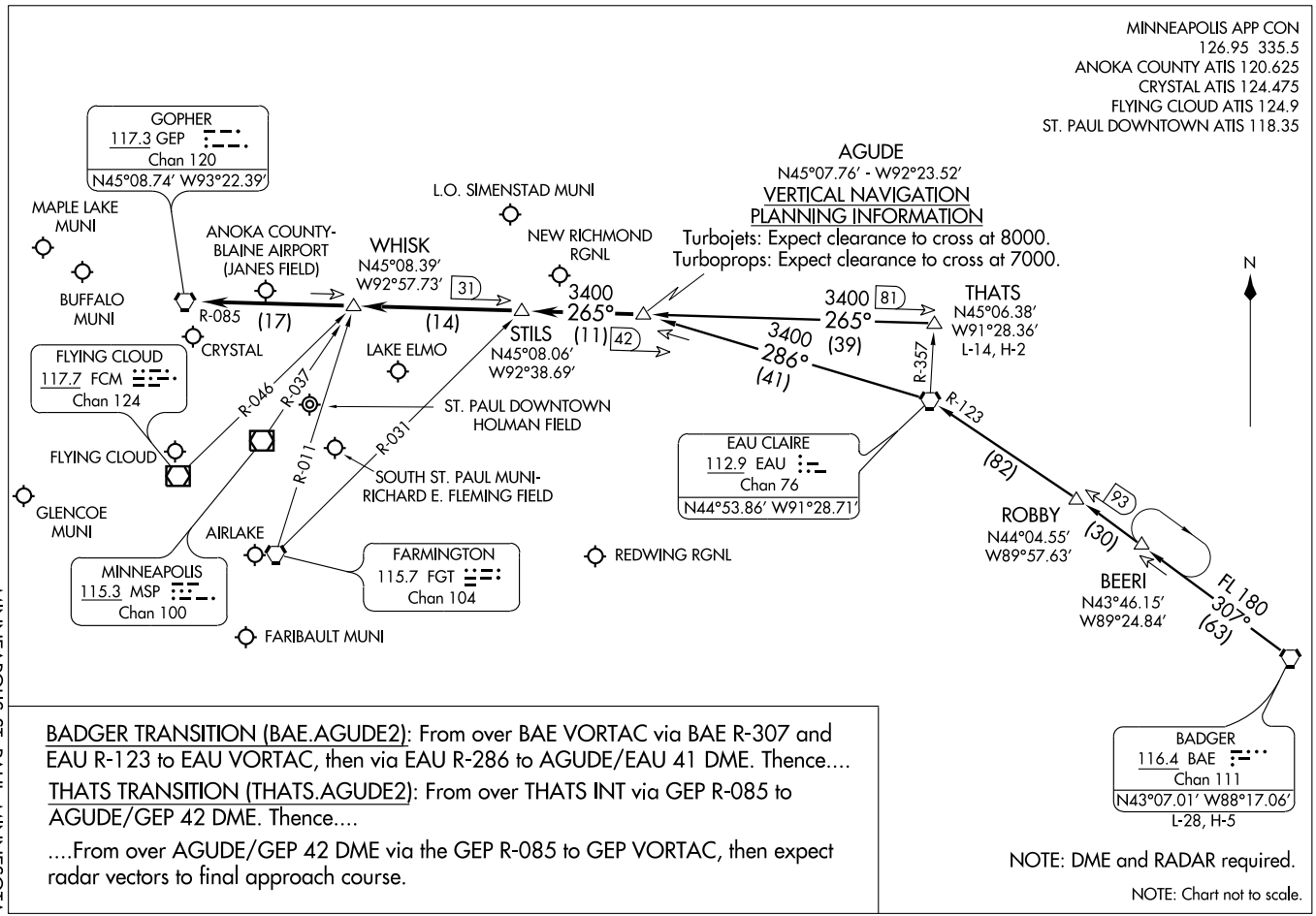




CATEGORY	A	B	C	D
LNAV MDA	1500-1	521 (600-1)	1500-1½ 521 (600-1½)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

RED WING, MINNESOTA

AL-6662 (FAA)

LOC I-RGK	APP CRS	Rwy Idg	5010
110.1	091°	TDZE	778
		Apt Elev	780

ILS RWY 9

RED WING RGNL (RGK)

NA

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct REGUE LOM and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L

ADF REQUIRED

3400
130°
145.2

GOPHER
117.3 GEP
Chan 120

1555

10 NM

1352

1288

LOCALIZER 110.1
I-RGK

3000
089°
(23)

271°

091°
1 min
271°

091°

949

1177±

1415

1470

FARMINGTON
115.7 FGT
Chan 104

LOM/IAF
REGUE
274 RG

1490
1397
1460
1455

1328±

MSA RG 25 NM
2800

NC-1. 08 APR 2010 to 06 MAY 2010

ELEV 780

3000

RG

274

One Minute
Holding Pattern

LOM

2964

3000

271°

091°

3000

GS 3.00°
TCH 50

6.6 NM

6°

TDZE
778

5010 X 100

27

091° 6.6 NM
from FAF

CATEGORY	A	B	C	D
S-ILS 9	978-½ 200 (200-½)			
S-LOC 9	1380-½ 602 (600-½)		1380-1¼ 602 (600-1¼)	1380-1½ 602 (600-1½)
CIRCLING	1480-1 700 (700-1)	1520-1 740 (800-1)	1540-2¼ 760 (800-2¼)	1540-2½ 760 (800-2½)

REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

RED WING, MINNESOTA

AL-6662 (FAA)

RNAV (GPS) RWY 9

RED WING RGNL (RGK)

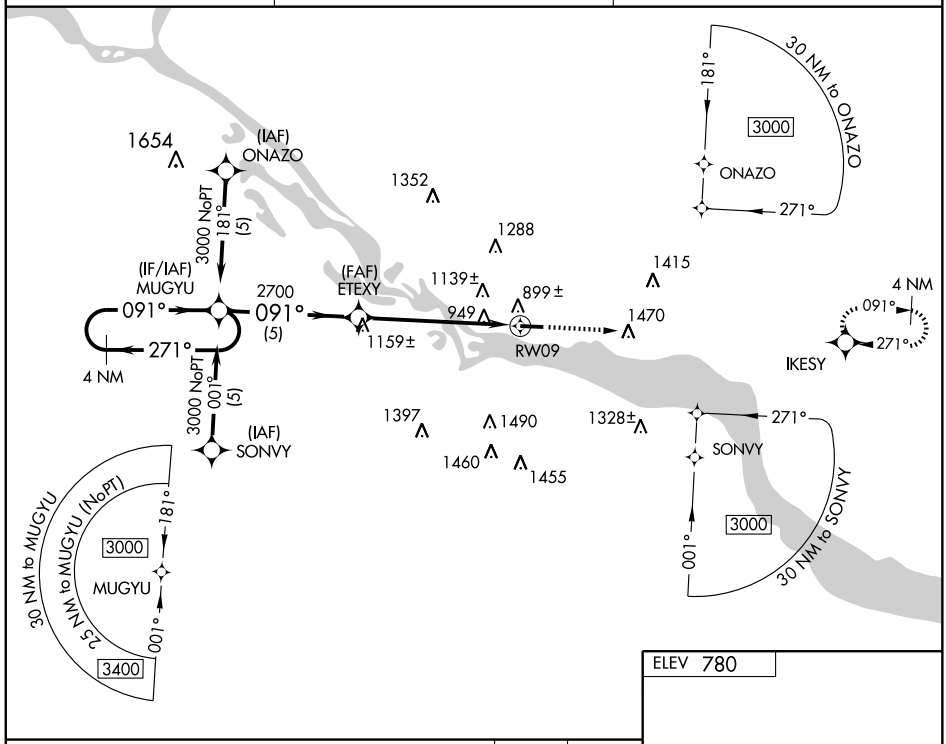
APP CRS	Rwy Idg	5010
091°	TDZE	778
	Apt Elev	780

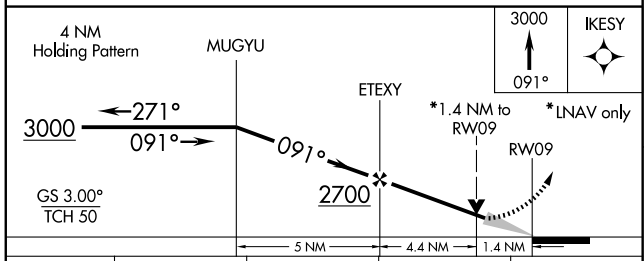
Baro VNAV NA below -16°C (4°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

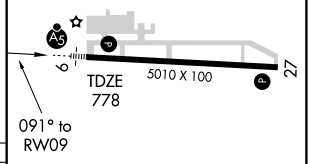
MALSR

MISSED APPROACH: Climb to 3000 via course 091° to IKESY WP and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-¾ 382 (400-¾)			NA
LNAV MDA	1260-½ 482 (500-½)		1260-¾ 482 (500-¾)	NA
CIRCLING	1480-1¼ 700 (700-1¼)	1520-1¼ 740 (800-1¼)	1540-2¼ 760 (800-2¼)	NA

REIL Rwy 27 L
HIRL Rwy 9-27 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5010
271°	TDZE	778
	Apt Elev	780

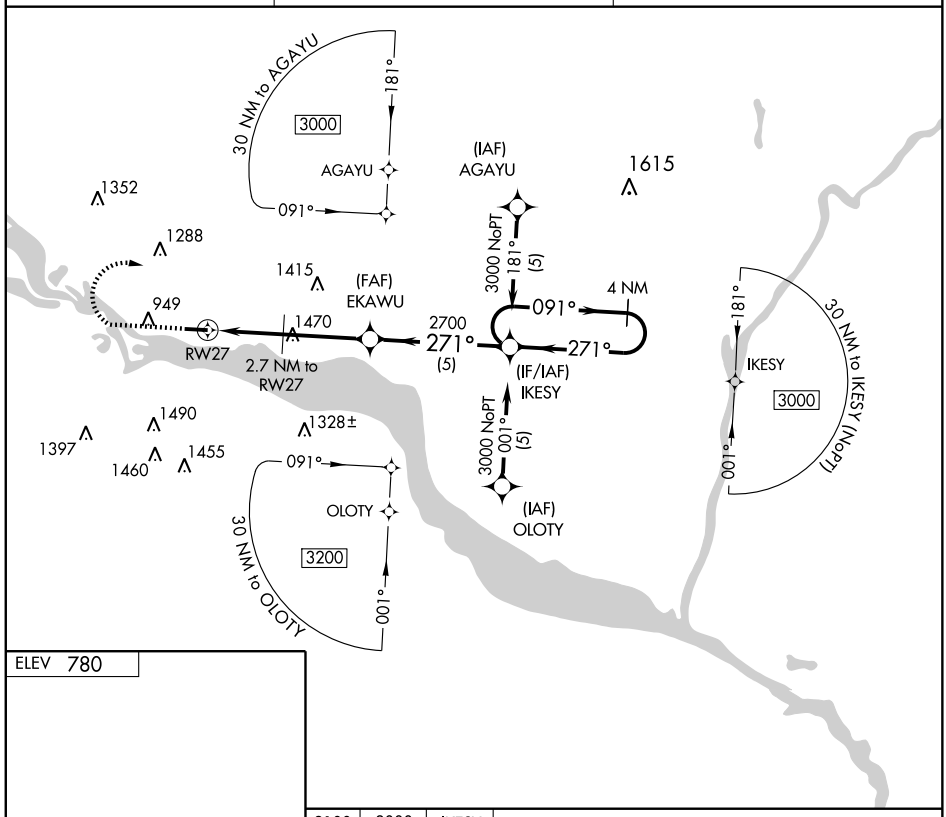
RNAV (GPS) RWY 27

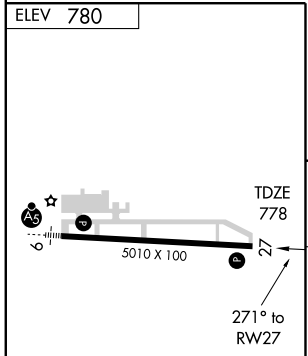
RED WING RGNL (RGK)

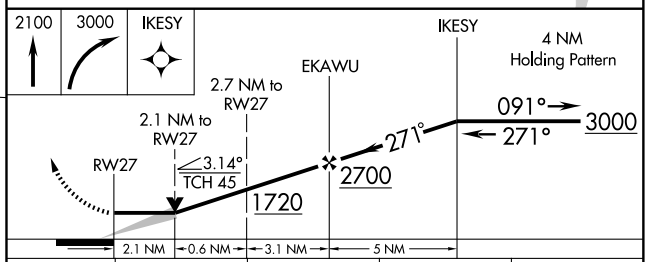
T NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3000 direct IKESY WP and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 742 (800-1)		1520-2¼ 742 (800-2¼)	NA
CIRCLING	1520-1 740 (800-1)		1540-2¼ 760 (800-2¼)	NA

REIL Rwy 27 L
HIRL Rwy 9-27 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4001
CH 86610	304°	TDZE	1024
W30A		Apt Elev	1024

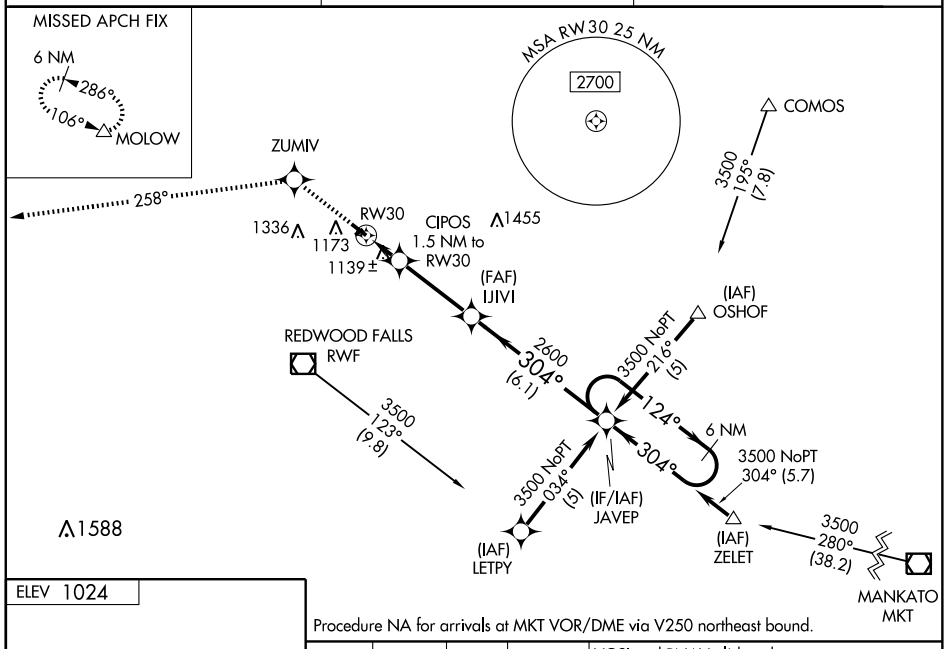
RNAV (GPS) RWY 30

REDWOOD FALLS MUNI (RWF)

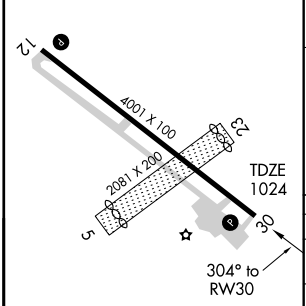
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV NA when using Olivia Rgnl altimeter setting. When local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat C visibility ¼ mile.

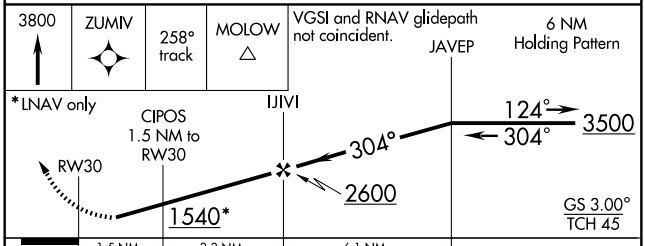
MISSED APPROACH: Climb to 3800 direct ZUMIV and via 258° track to MOLOW and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L



Procedure NA for arrivals at MKT VOR/DME via V250 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1304-1 280 (300-1)			
LNAV/VNAV DA	1440-1½ 416 (500-1½)			
LNAV MDA	1400-1 376 (400-1)			1400-1¼ 376 (400-1¼)
CIRCLING	1480-1 456 (500-1)	1580-1 556 (600-1)	1580-1½ 556 (600-1½)	1700-2¼ 676 (700-2¼)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME RWF	APP CRS	Rwy Idg	N/A
113.3	016°	TDZE	N/A
Chan 80		Apt Elev	1024

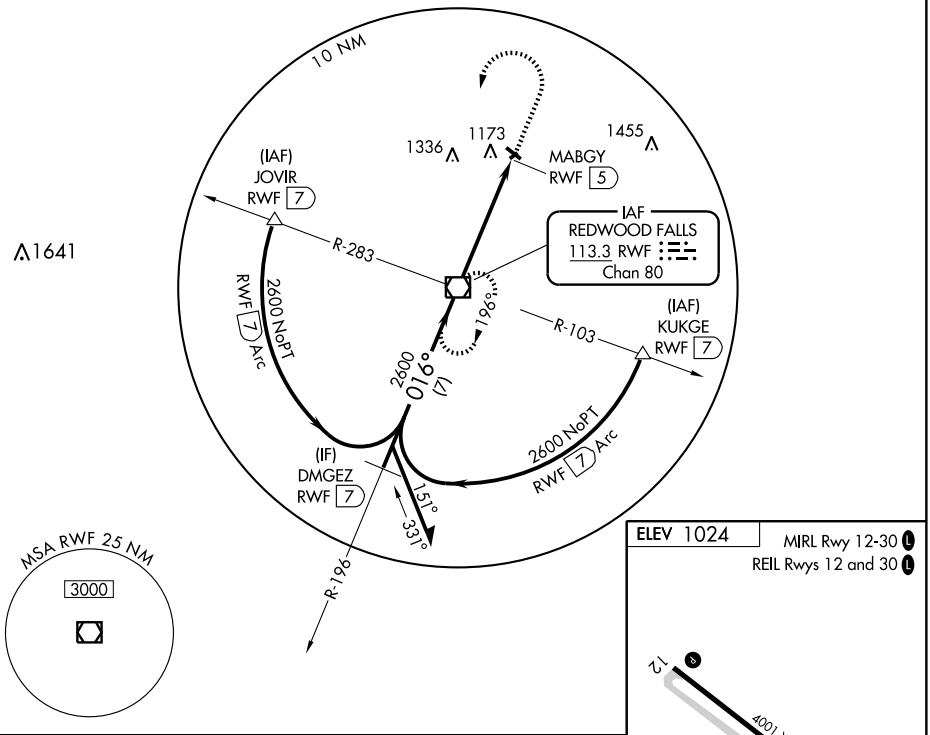
VOR-A

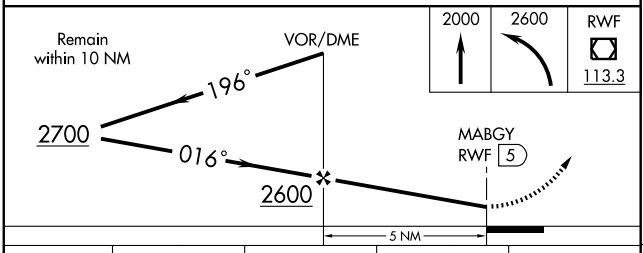
REDWOOD FALLS MUNI (RWF)

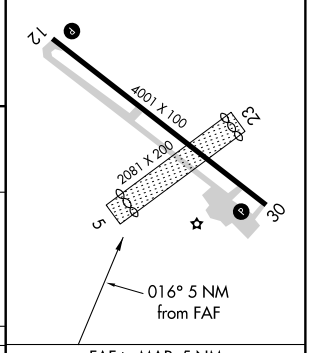
When local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct RWF VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1 516 (600-1)	1580-1 556 (600-1)	1580-1½ 556 (600-1½)	1700-2¼ 676 (700-2¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5041 (FAA)

ROCHESTER INTL (RST)
ROCHESTER, MINNESOTA

ATIS
120.5
ROCHESTER TOWER ★
118.3 257.8
GND CON
121.9

D

ELEV
1268

13
A-10
0.4% UP
131.3°

A-9

HANGARS

43°55'N

A-8

FBO

U.S. CUSTOMS

SERVICE RAMP

9033 X 150

A-7

ELEV
1282

TWR
1361

20
205.6°

A-6

FIRE STATION

TERMINAL

LAHSO

LAHSO

TERMINAL RAMP

VAR 0.9° E

JANUARY 2005
ANNAUL RATE OF CHANGE
0.1°W

A-3

CARGO
RAMP

B-1

0.4% UP

7300 X 150

0.4% DOWN
311.3°

31
ELEV
1304

A-1

B-2

RWY 2-20
S100, D175, ST175, DT300
RWY 13-31
S100, D175, ST175, DT300

B-3

43°54'N

FIELD
ELEV
1317

B-4

025.6°

2
ELEV
1315

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°30'W

92°29'W

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	311°	TDZE	1304
		Apt Elev	1317

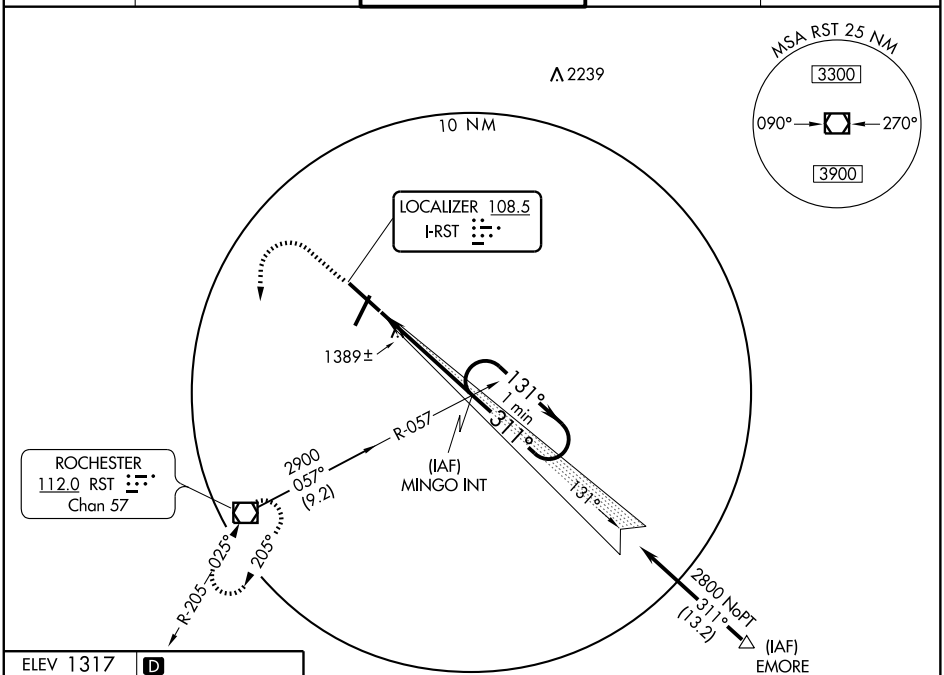
COPTER ILS or LOC RWY 31

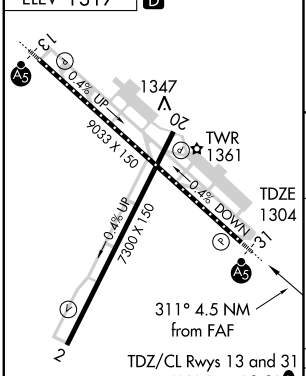
ROCHESTER INTL (RST)

ASR — For inoperative MALSR, increase visibility to RVR 2400.

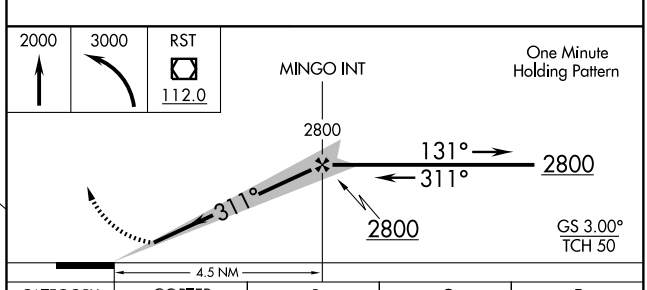
MALSR — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





FAF to MAP 4.5 NM					
Knots	45	60	75	90	105
Min:Sec	6:00	4:30	3:36	3:00	2:34



CATEGORY	COPTER	B	C	D
S-ILS 31	1504/16 200 (200-¼)	NA		
S-LOC 31	1660/16 356 (400-¼)	NA		
CIRCLING		NA		

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-MNK	APP CRS	Rwy Idg	9033
109.1	131°	TDZE	1280
		Apt Elev	1317

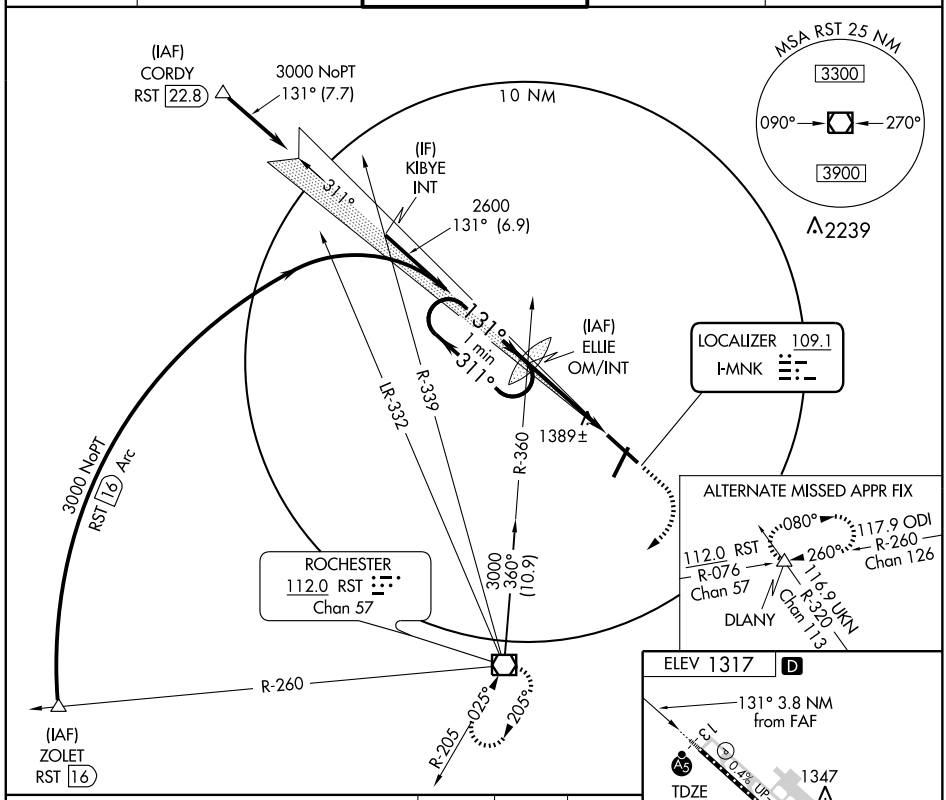
ILS or LOC RWY 13
ROCHESTER INTL (RST)

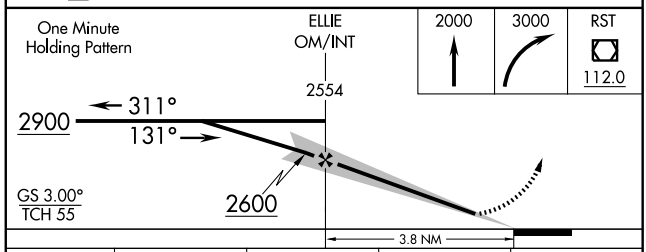
ASR

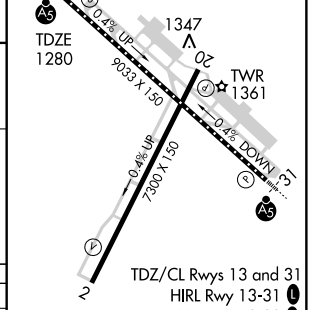
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 13	1480/18 200 (200-½)			
S-LOC 13	1640/24 360 (400-½)			1640/40 360 (400-¾)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	311°	TDZE	1304
		Apt Elev	1317

ILS or LOC RWY 31
ROCHESTER INTL (RST)

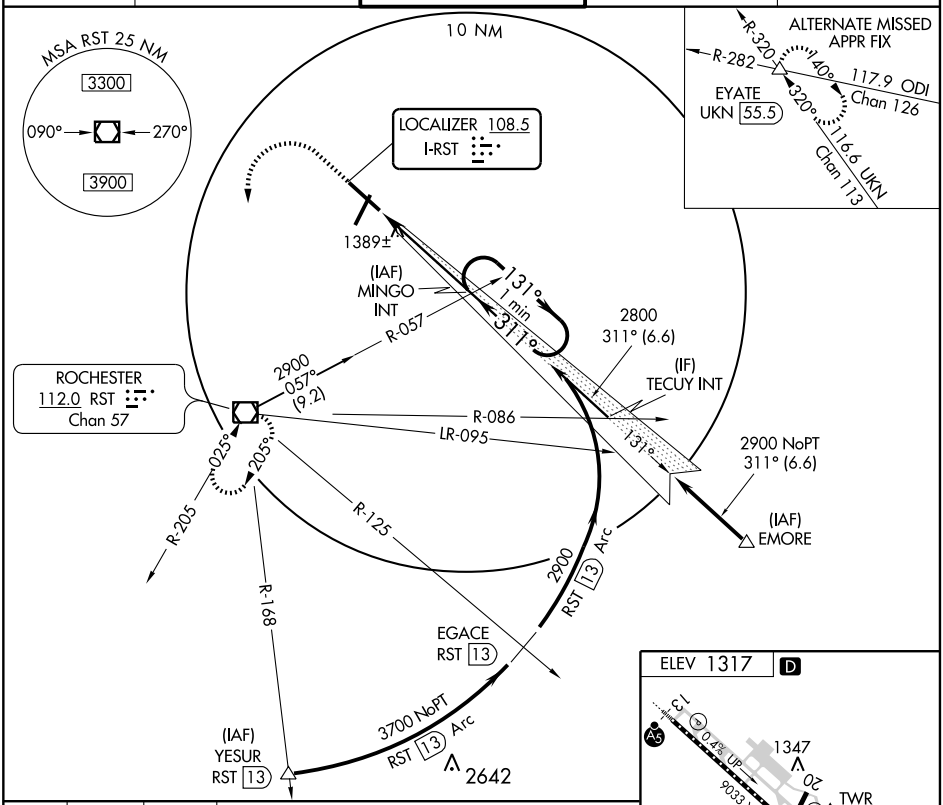
ASR

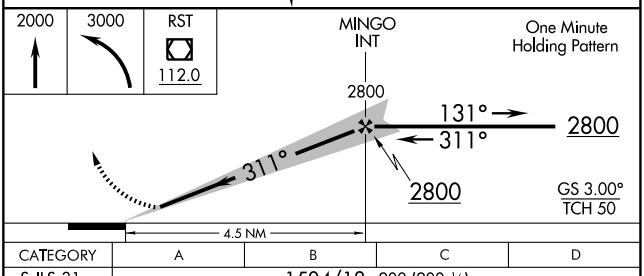
Autopilot coupled approach not authorized below 1542 MSL.

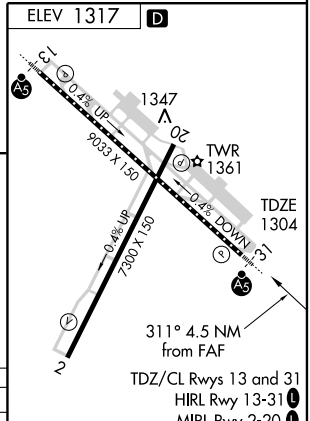
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

CATEGORY	A	B	C	D
S-ILS 31	1504/18 200 (200-½)			
S-LOC 31	1660/24 356 (400-½)			1660/40 356 (400-¾)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-1. 08 APR 2010 to 06 MAY 2010

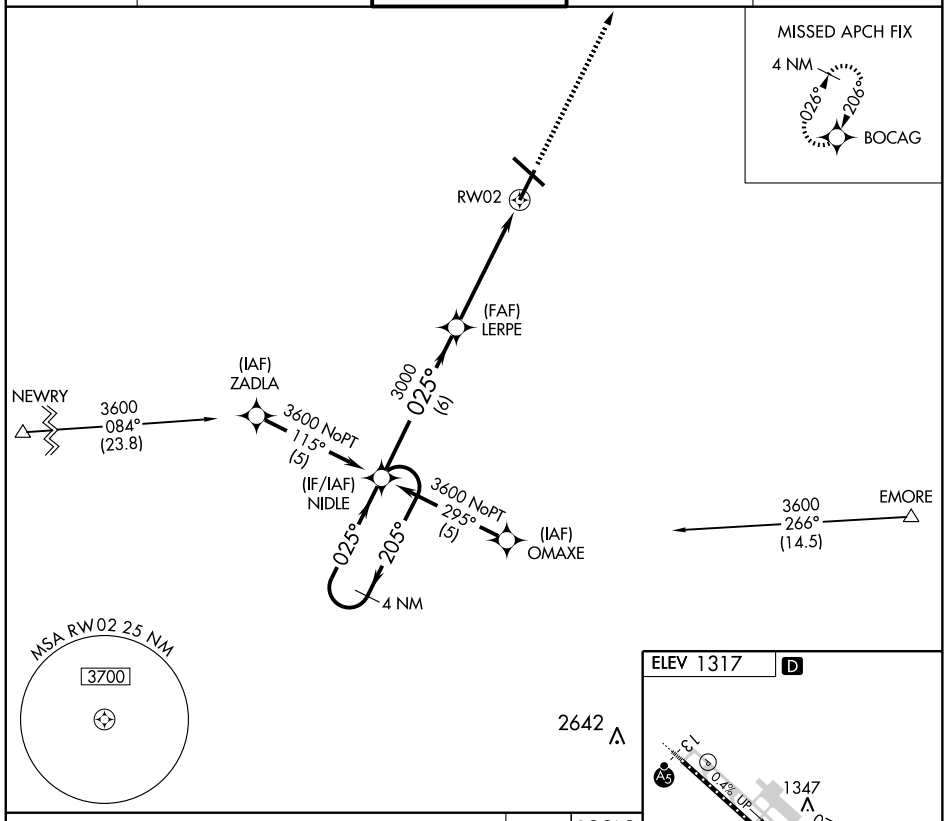
APP CRS	Rwy Idg	7300
025°	TDZE	1317
	Apt Elev	1317

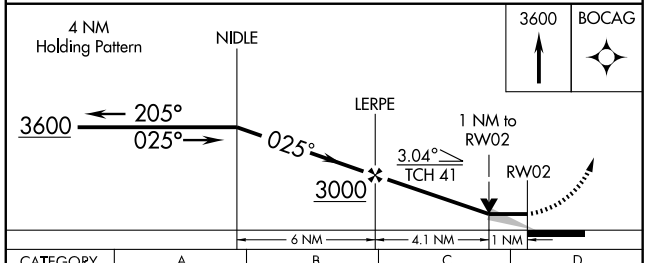
RNAV (GPS) RWY 2
ROCHESTER INTL (RST)

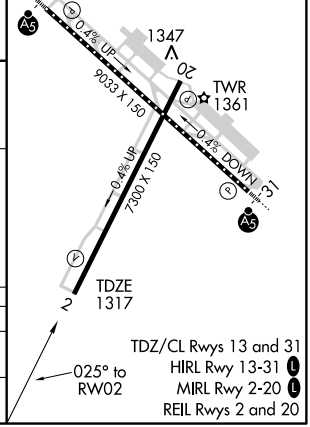
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct BOCAG WP and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1660-1 343 (400-1)			1660-1¼ 343 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9033
CH 90202	131°	TDZE	1280
W13A		Apt Elev	1317

RNAV (GPS) RWY 13
ROCHESTER INTL (RST)

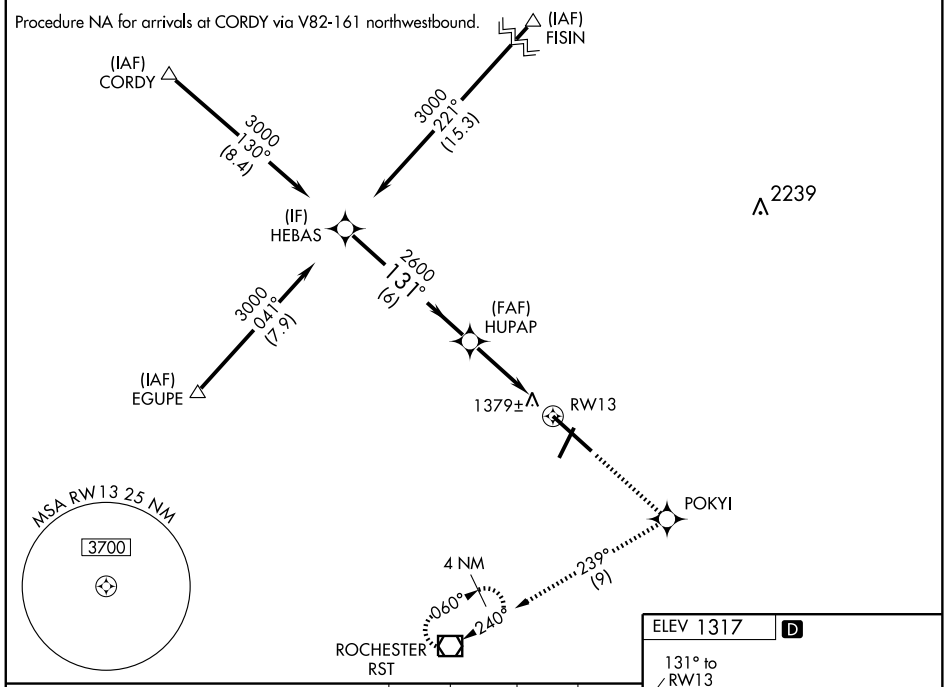
ASR — DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV system, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).
For inoperative MALSR increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

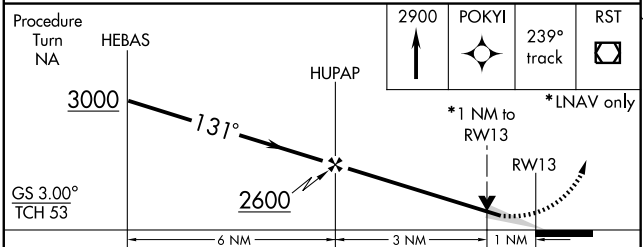
MALSR

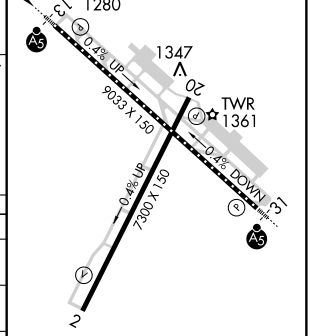
MISSED APPROACH: Climb to 2900 direct POKYI and via 239° track to RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at CORDY via V82-161 northwestbound.







CATEGORY	A	B	C	D
LPV DA	1530/24 250 (300-½)			
LNAV/VNAV DA	1679/50 399 (400-1)			
LNAV MDA	1640/24 360 (400-½)			1640/50 360 (400-1)
CIRCLING	1720-1½ 403 (500-1½)	1780-1½ 463 (500-1½)		1880-2 563 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7300
206°	TDZE	1304
	Apt Elev	1317

RNAV (GPS) RWY 20
ROCHESTER INTL (RST)

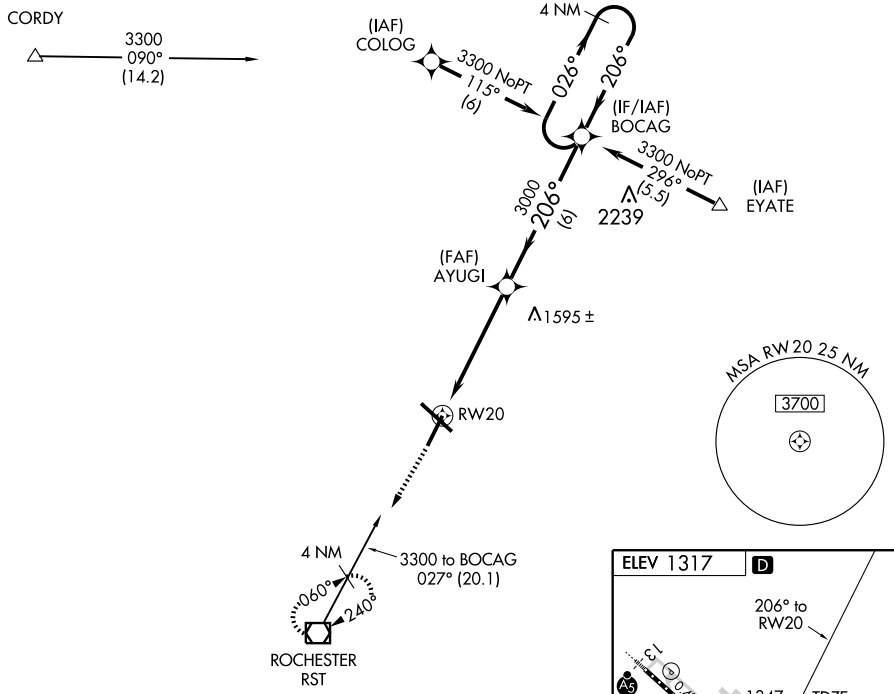
NA
ASR

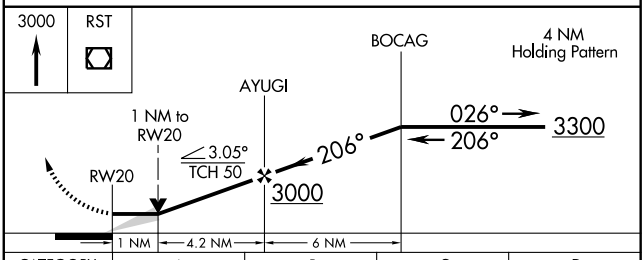
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RST VOR/DME and hold.

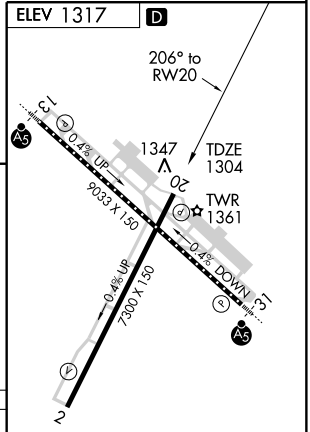
ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at EYATE via V218 southeastbound.





CATEGORY	A	B	C	D
LNAV MDA	1660-1 356 (400-1)			1660-1¼ 356 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9033
311°	TDZE	1304
	Apt Elev	1317

RNAV (GPS) RWY 31

ROCHESTER INTL (RST)

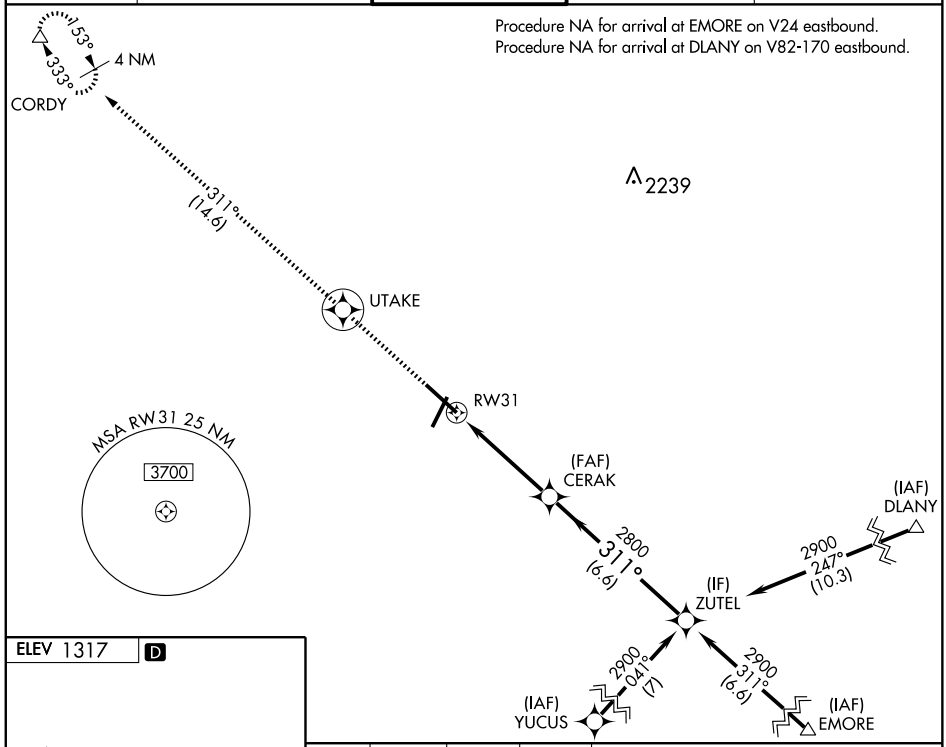
T A NA ASR — Baro-VNAV NA below -17°C (2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and increase LNAV Cat. D visibility to RVR 6000.

MALSR (A5)

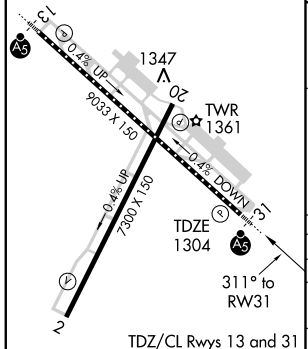
MISSED APPROACH: Climb to 3000 direct UTAKE WP and via 311° track to CORDY WP and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

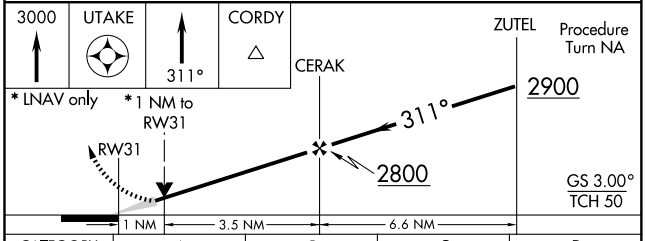
Procedure NA for arrival at EMORE on V24 eastbound.
Procedure NA for arrival at DLANY on V82-170 eastbound.



ELEV 1317 D



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV MDA	1620/24 316 (400-½)			1620/40 316 (400-¾)
LNAV MDA	1680/24 376 (400-½)			1680/50 376 (400-1)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME RST	APP CRS	Rwy Idg	7300
112.0	204°	TDZE	1304
Chan 57		Apt Elev	1317

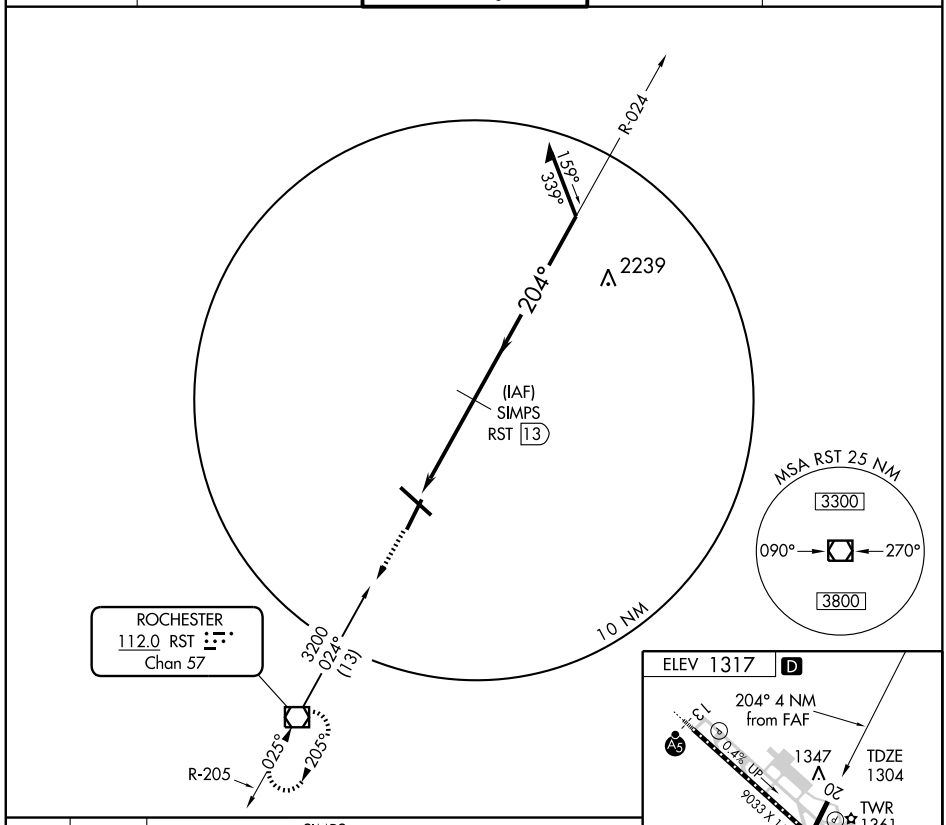
VOR/DME RWY 20

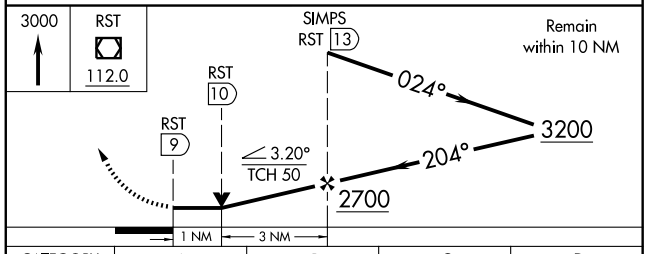
ROCHESTER INTL (RST)

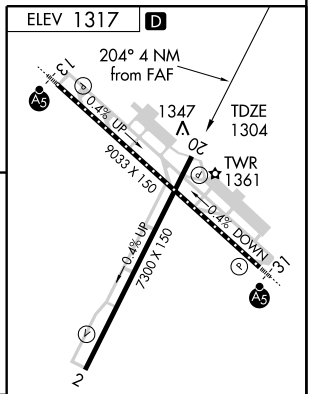
ASR

MISSED APPROACH: Climb to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-20	1660-1 356 (400-1)			1660-1¼ 356 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1. 08 APR 2010 to 06 MAY 2010

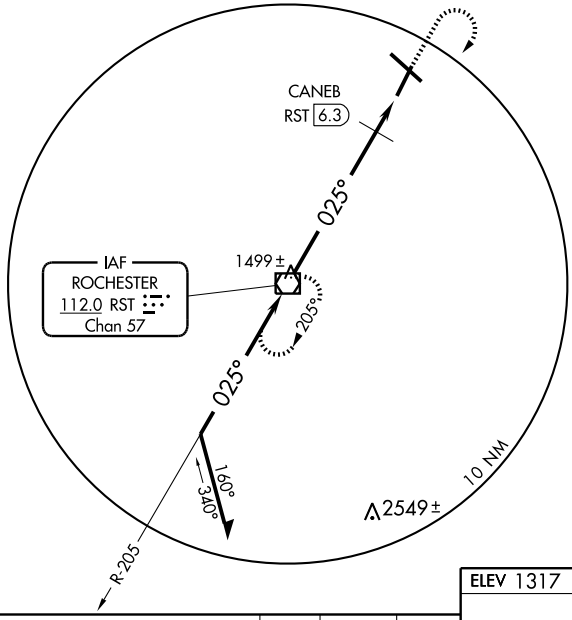
VOR/DME RST	APP CRS	Rwy Idg	7300
112.0	025°	TDZE	1317
Chan 57		Apt Elev	1317

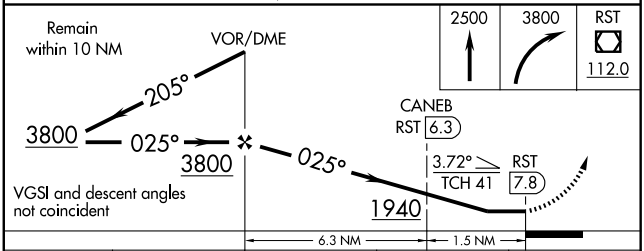
VOR RWY 2
ROCHESTER INTL (RST)

T ASR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3800 direct RST VOR/DME and hold.

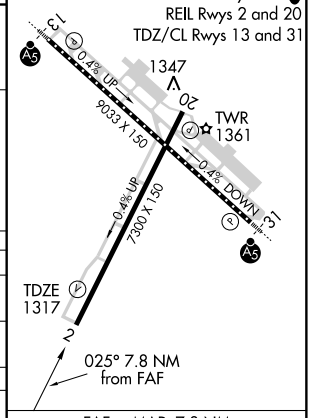
ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-2	1940-1 623 (700-1)		1940-1¾ 623 (700-1¾)	1940-2 623 (700-2)
CIRCLING	1940-1 623 (700-1)		1940-1¾ 623 (700-1¾)	1940-2 623 (700-2)
DME MINIMUMS				
S-2	1680-1 363 (400-1)			NA
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

ELEV 1317 D
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20
TDZ/CL Rwys 13 and 31



FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 56304 W16A	APP CRS 162°	Rwy Idg 4401 TDZE 1055 Apt Elev 1060

RNAV (GPS) RWY 16

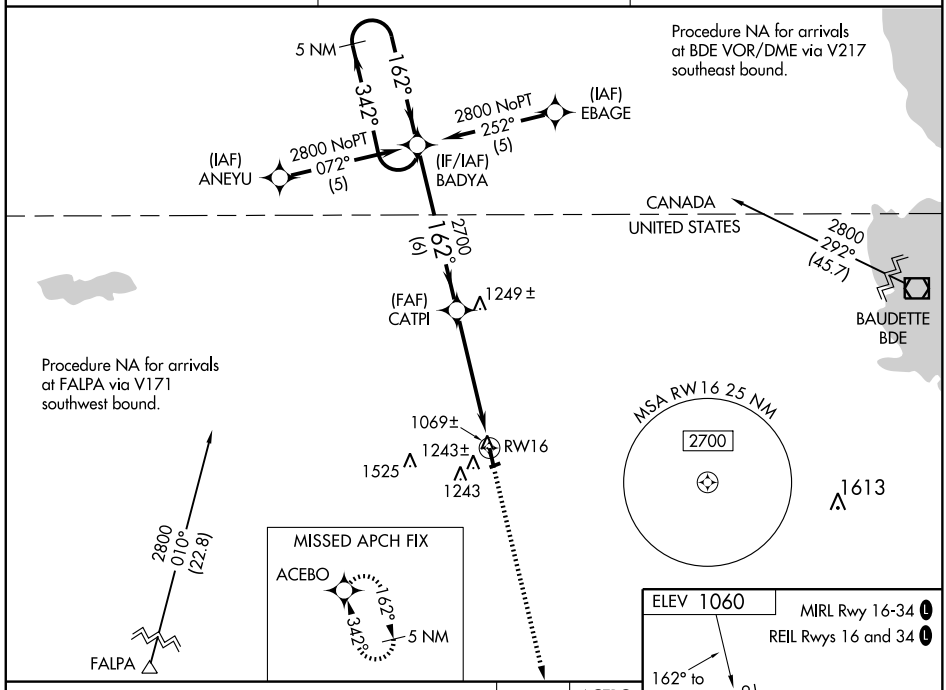
ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

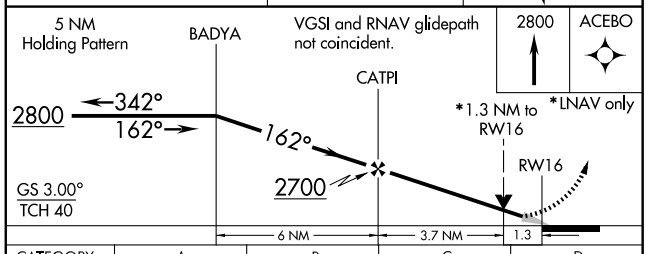
TAW

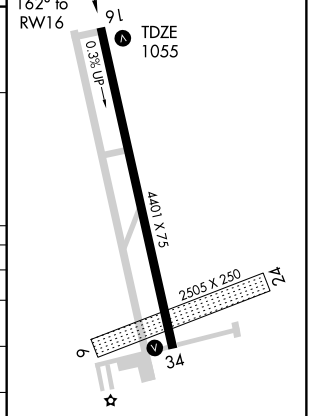
If local altimeter setting not received, use Warroad altimeter setting and increase all DAs 36 feet/MDAs 40 feet.
VDP NA when using Warroad altimeter setting.
Baro-VNAV NA when using Warroad altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2800 direct ACEBO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1305-1 250 (300-1)			
LNAV/VNAV DA	1403-1¼ 348 (400-1¼)			
LNAV MDA	1500-1 445 (500-1)		1500-1¼ 445 (500-1¼)	1500-1½ 445 (500-1½)
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 99404 W34A	APP CRS 342°	Rwy Idg 4401 TDZE 1060 Apt Elev 1060

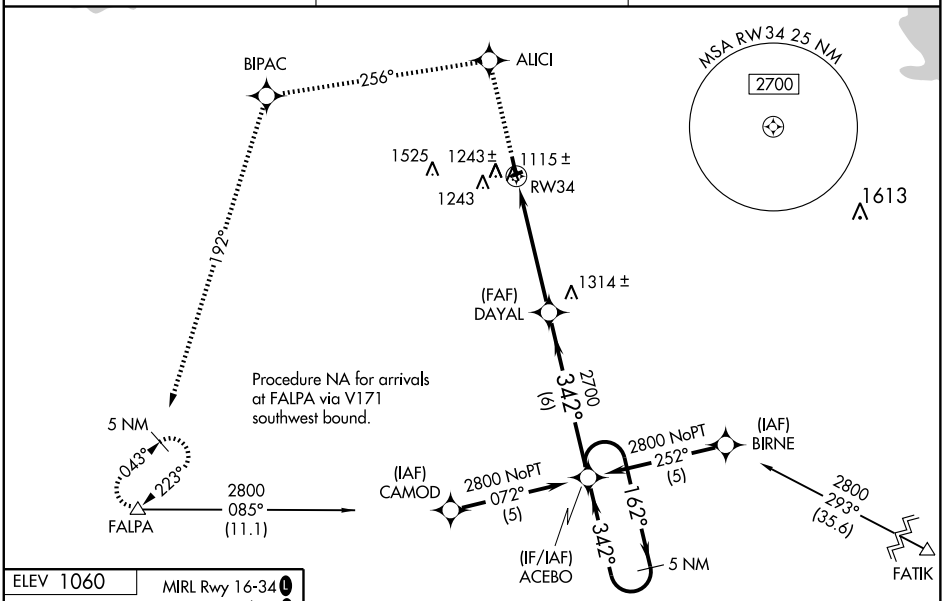
RNAV (GPS) RWY 34

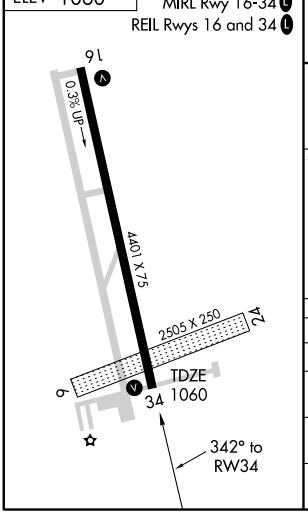
ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

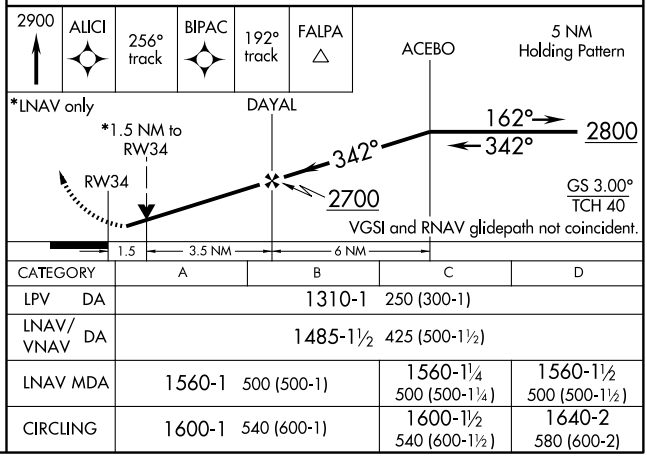
If local altimeter setting not received, use Warroad altimeter setting and increase all DAs 36 feet/MDAs 40 feet.
VDP NA when using Warroad altimeter setting.
Baro-VNAV NA when using Warroad altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Visibility reduction by helicopters NA. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2900 direct ALICI and via 256° track to BIPAC and 192° track to FALPA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1310-1 250 (300-1)			
LNAV/VNAV DA	1485-1½ 425 (500-1½)			
LNAV MDA	1560-1 500 (500-1)		1560-1¼ 500 (500-1¼)	1560-1½ 500 (500-1½)
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME ROX	APP CRS	Rwy Idg	4401
108.8	156°	TDZE	1055
Chan 25		Apt Elev	1060

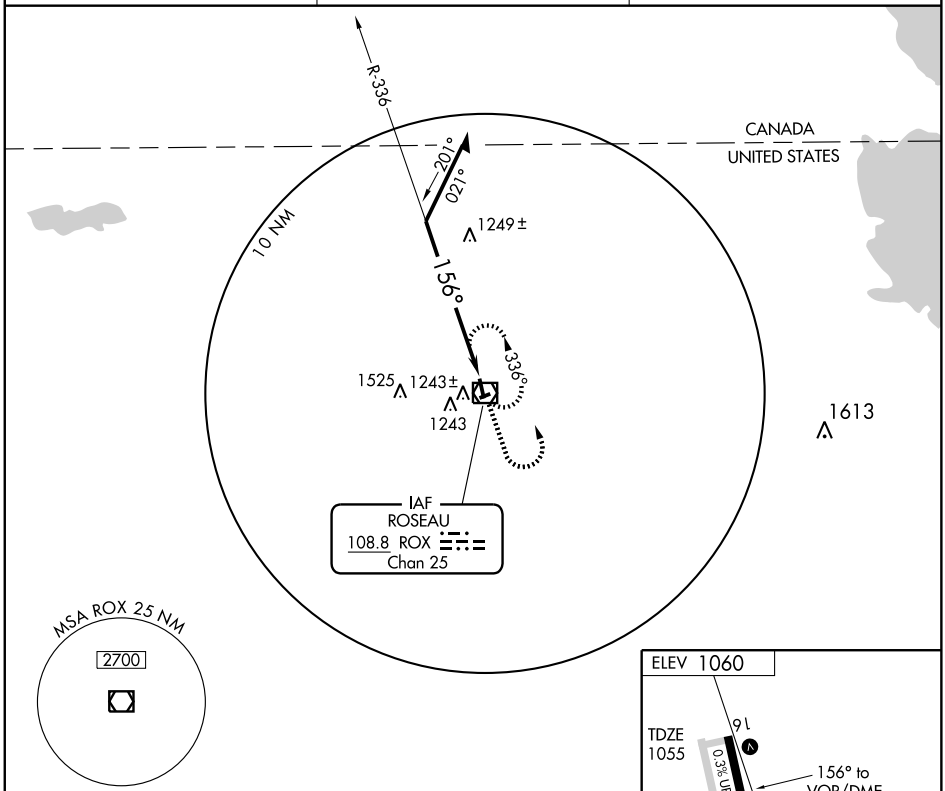
VOR RWY 16

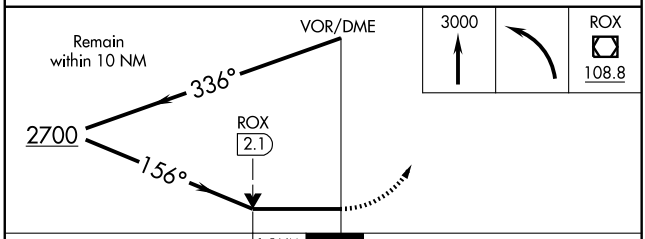
ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

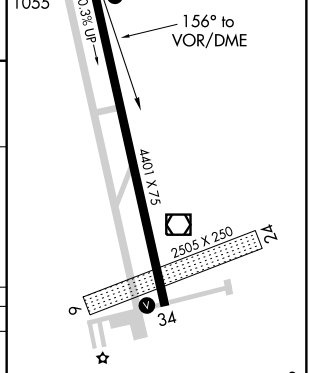
V NA — If local altimeter setting not received, use Warroad altimeter setting and increase all MDAs 40 feet. VDP NA when using Warroad altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L







MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

CATEGORY	A	B	C	D
S-16	1560-1 505 (500-1)		1560-1½ 505 (500-1½)	
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME ROX	APP CRS	Rwy Idg	4401
108.8	349°	TDZE	1060
Chan 25		Apt Elev	1060

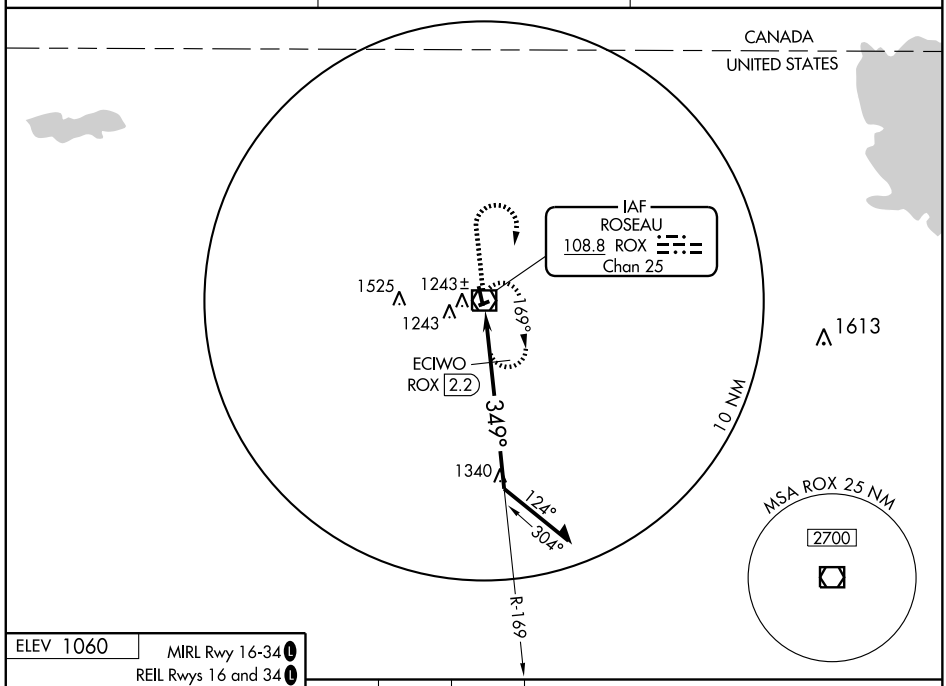
VOR RWY 34

ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

If local altimeter setting not received, use Warroad altimeter setting and increase all MDAs 40 feet. VDP NA when using Warroad altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct ROX VOR/DME and hold.

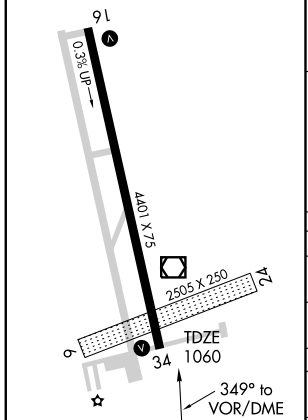
AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L

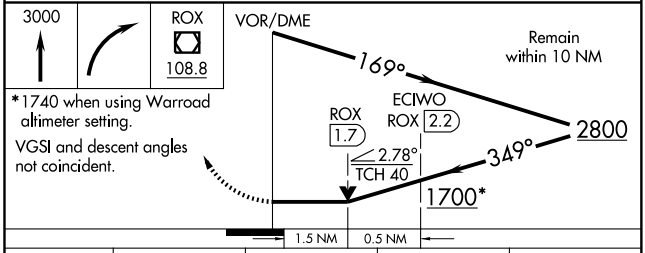


ELEV 1060

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L





*1740 when using Warroad altimeter setting.

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-34	1700-1 640 (700-1)		1700-1¾ 640 (700-1¾)	1700-2 640 (700-2)
CIRCLING	1700-1 640 (700-1)		1700-1¾ 640 (700-1¾)	1700-2 640 (700-2)
ECIWO FIX MINIMUMS				
S-34	1560-1 500 (500-1)		1560-1¼ 500 (500-1¼)	1560-1½ 500 (500-1½)
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

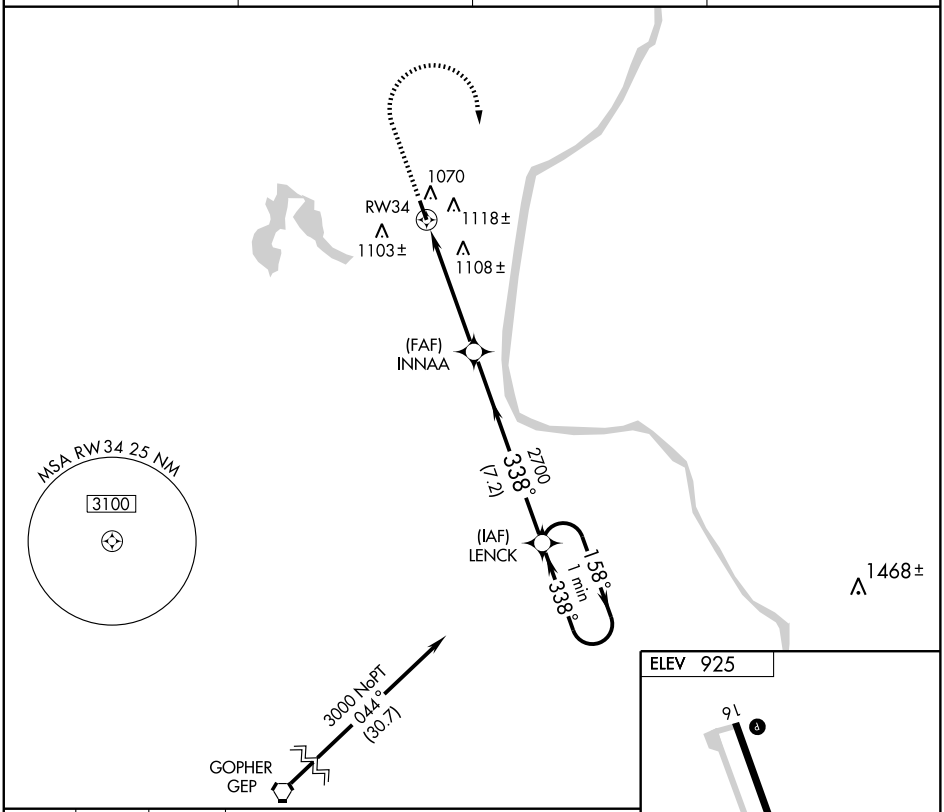
APP CRS	Rwy Idg	4400
338°	TDZE	920
	Apt Elev	925

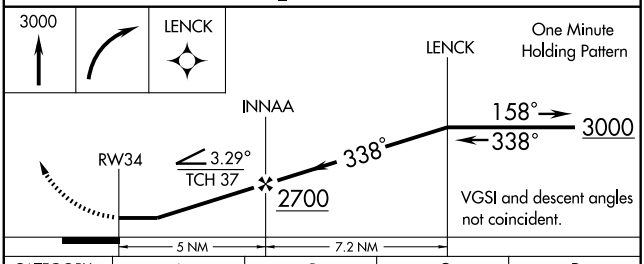
GPS RWY 34
RUSH CITY RGNL (ROS)

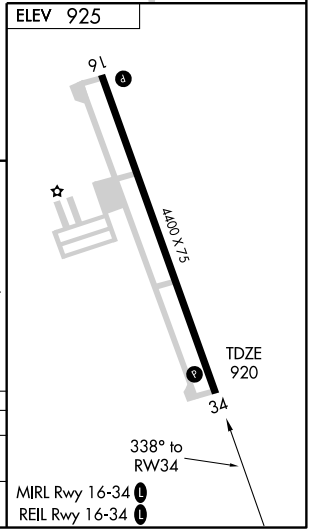
NA

MISSED APPROACH: Climb to 3000, then right turn direct LENCK WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
282	121.05 397.9	121.725	122.9 L







CATEGORY	A	B	C	D
S-34	1320-1 400 (400-1)			1320-1¼ 400 (400-1¼)
CIRCLING	1420-1 495 (500-1)		1420-1½ 495 (500-1½)	1480-2 555 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

NDB ROS	APP CRS	Rwy Idg	4400
282	329°	TDZE	920
		Apt Elev	925

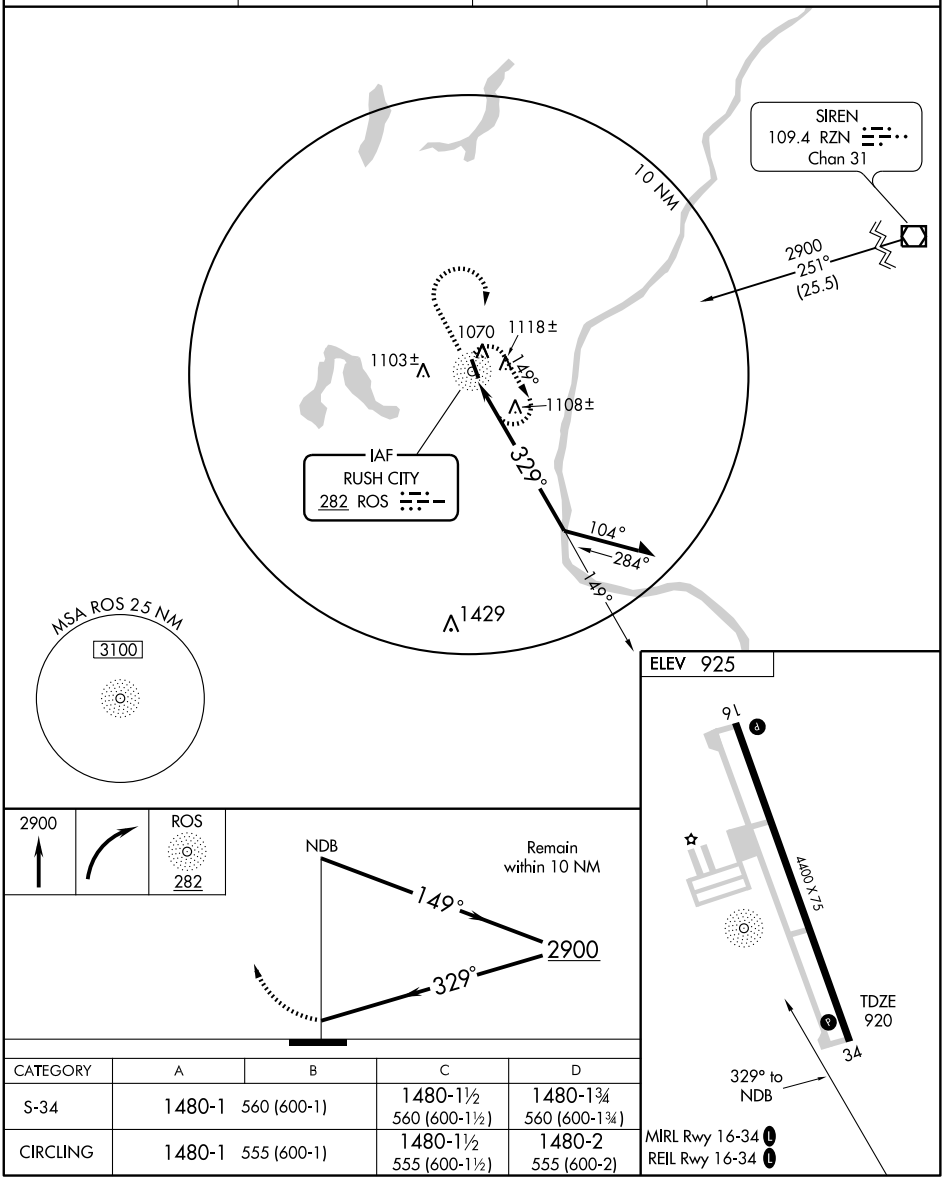
NDB RWY 34

RUSH CITY RGNL (ROS)

NA

MISSED APPROACH: Climb to 2900, then right turn direct ROS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
282	121.05 397.9	121.725	122.9 L



CATEGORY	A	B	C	D
S-34	1480-1	560 (600-1)	1480-1½ 560 (600-1½)	1480-1¾ 560 (600-1¾)
CIRCLING	1480-1	555 (600-1)	1480-1½ 555 (600-1½)	1480-2 555 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3200
341°	TDZE	1209
	Apt Elev	1211

RNAV (GPS) RWY 34

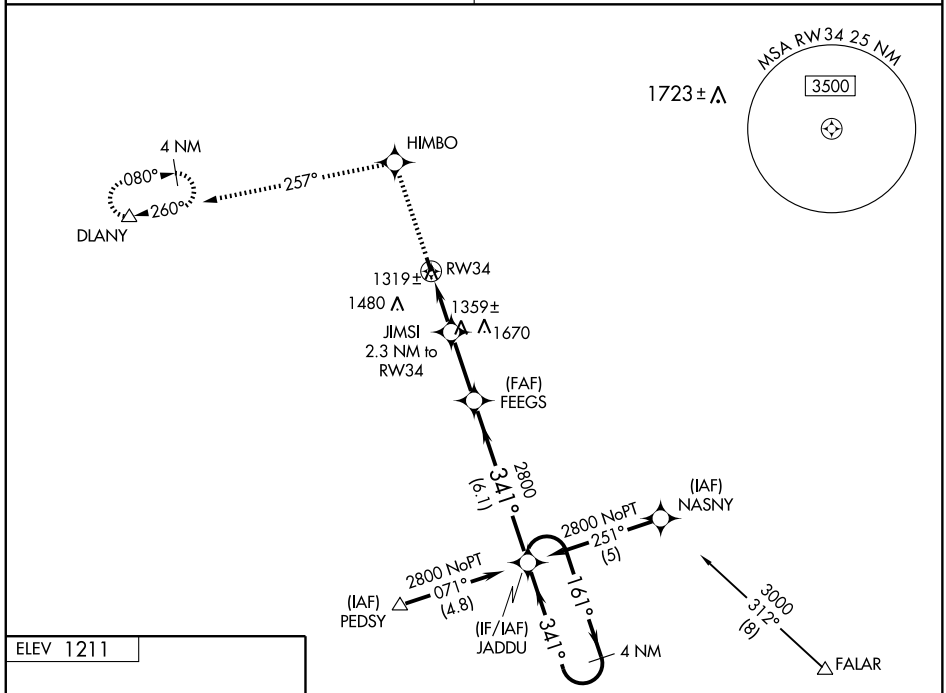
RUSHFORD MUNI (55Y)

DME/DME RNP-0.3 NA
NA
Visibility reduction by helicopters NA.
Use Preston altimeter setting, when not received use Winona altimeter setting and increase all MDA 80 feet.

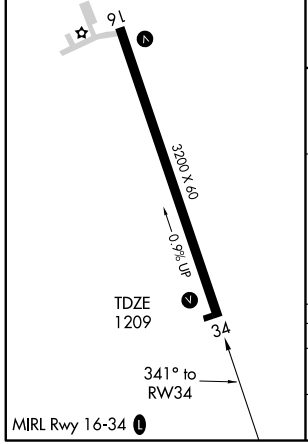
MISSED APPROACH: Climb to 3000 direct HIMBO and via 257° track to DLANY and hold.

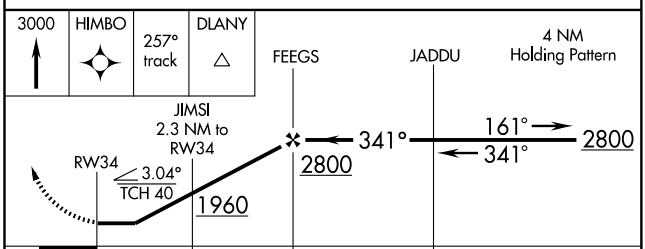
ROCHESTER APP CON ★
119.8 251.125

CTAF
122.9 L



Procedure NA for arrivals at FALAR via V24 eastbound and V246 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1620-1 411 (500-1)		1620-1¼ 411 (500-1¼)	NA
CIRCLING	1720-1 509 (600-1)		1720-1½ 509 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ODI 117.9 Chan 126	APP CRS 249°	Rwy Idg N/A TDZE N/A Apt Elev 1211

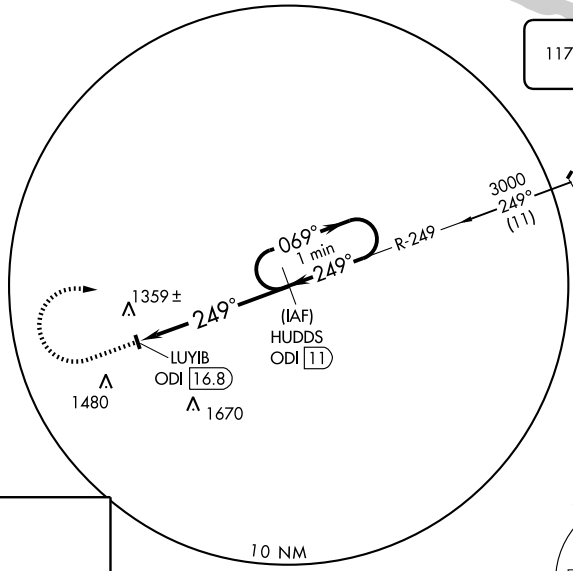
VOR/DME-A
RUSHFORD MUNI (55Y)

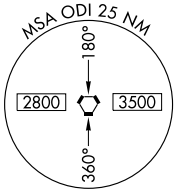
T
A NA — Use Preston altimeter setting, when not received use Winona altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ODI VORTAC R-249 to HUDDS/ODI 11 DME and hold.

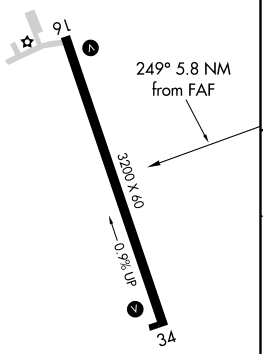
ROCHESTER APP CON *	CTAF
119.8 251.125	122.9 L

2413



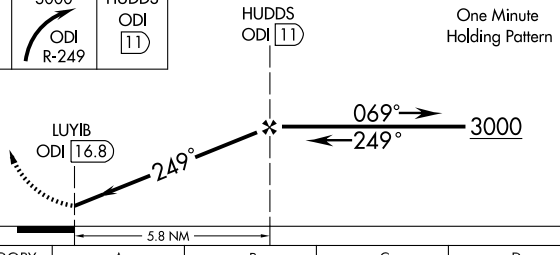


ELEV 1211



MIRL Rwys 16-34 L

2000	3000 ODI R-249	HUDDS ODI 11



CATEGORY	A	B	C	D
CIRCLING	1720-1	509 (600-1)	1720-1½ 509 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
327°	TDZE	1234
	Apt Elev	1244

GPS RWY 32

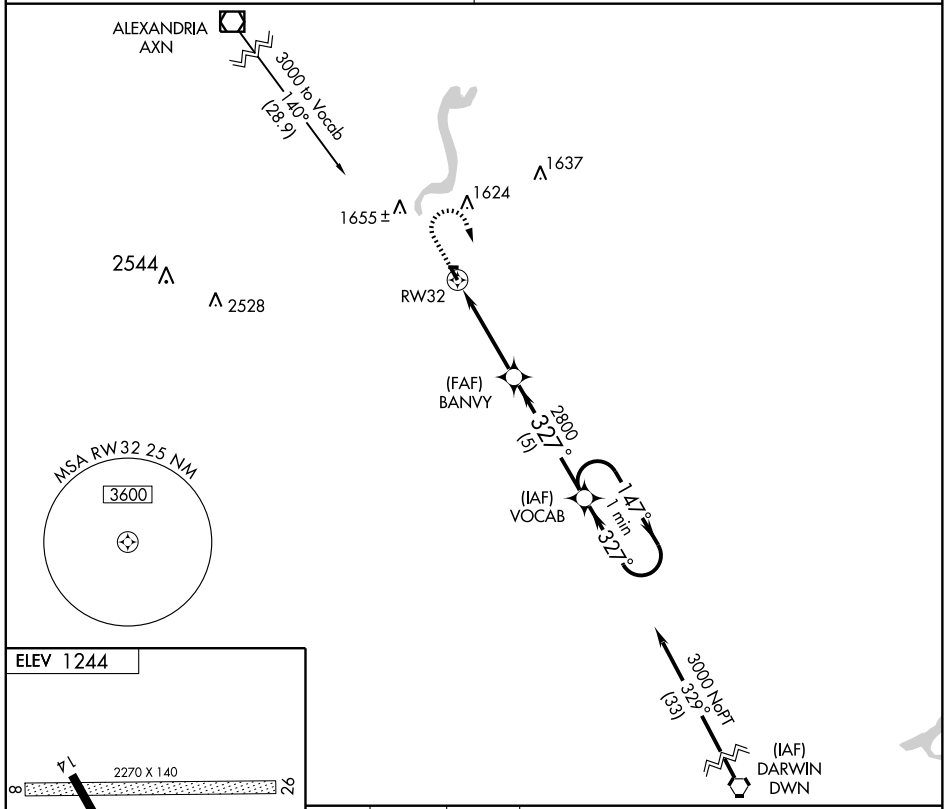
SAUK CENTRE MUNI (D39)

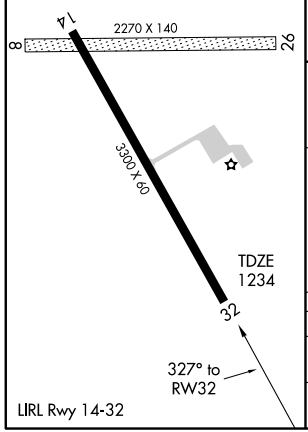
NA

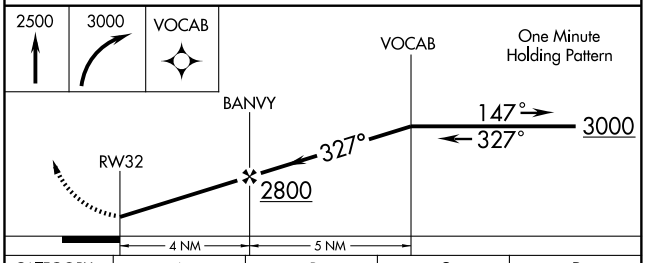
Use Alexandria Chandler Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct VOCAB WP and hold.

MINNEAPOLIS CENTER	CTAF
126.1 269.2	122.9







CATEGORY	A	B	C	D
S-32	1780-1 546 (600-1)		1780-1½ 546 (600-1½)	NA
CIRCLING	1800-1 556 (600-1)		1820-1½ 576 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

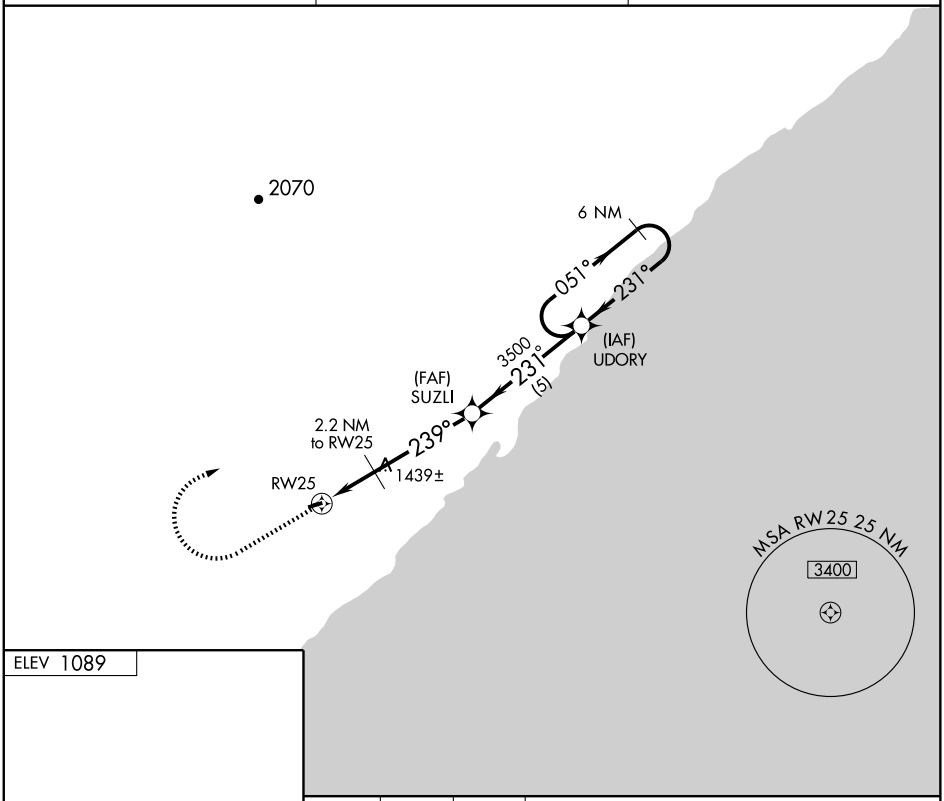
APP CRS	Rwy Idg	3200
239°	TDZE	1089
	Apt Elev	1089

GPS RWY 25
SILVER BAY MUNI (BFW)

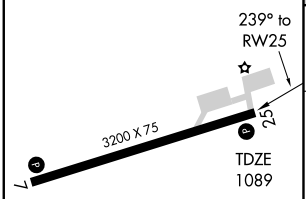
NA

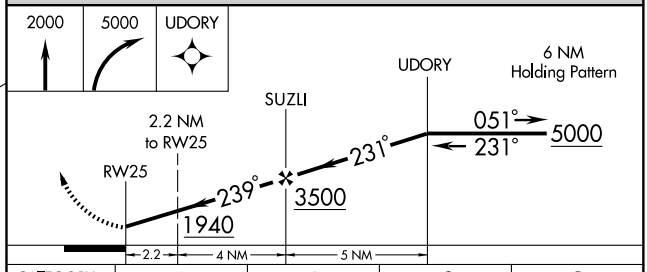
MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct UDORY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
350	134.55 290.5	122.9 L



ELEV 1089





CATEGORY	A	B	C	D
S-25	1540-1	451 (500-1)	NA	
CIRCLING	1700-1 611 (700-1)	1720-1 631 (700-1)	NA	

REIL Rwy 7 and 25 L
MIRL Rwy 7-25 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB BFW 350	APP CRS 264°	Rwy Idg 3200 TDZE 1089 Apt Elev 1089

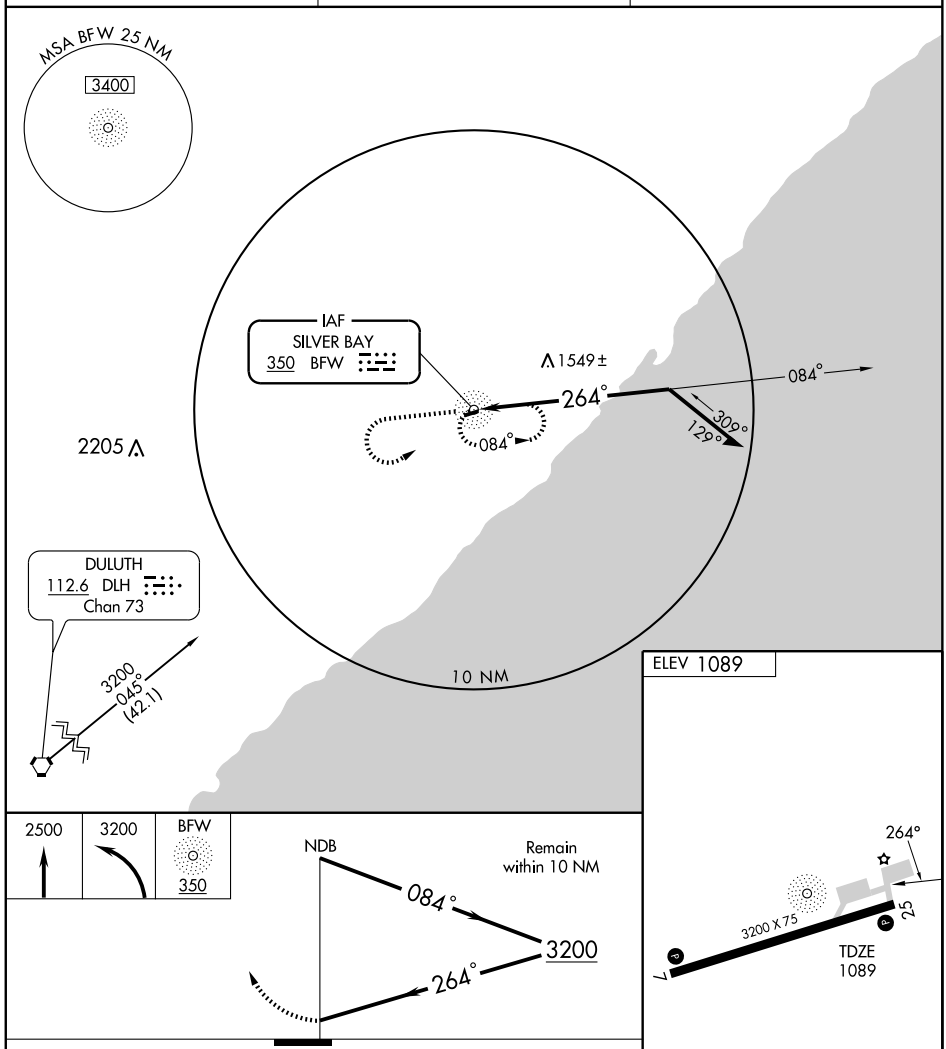
NDB RWY 25

SILVER BAY MUNI (BFW)

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct BFW NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
350	134.55 290.5	122.9 L



CATEGORY	A	B	C	D
S-25	1900-1 811 (900-1)	1900-1¼ 811 (900-1¼)	NA	
CIRCLING	1900-1 811 (900-1)	1900-1¼ 811 (900-1¼)	NA	

REIL Rwy 7 and 25 L
MIRL Rwy 7-25 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3005
356°	TDZE	1623
	Apt Elev	1623

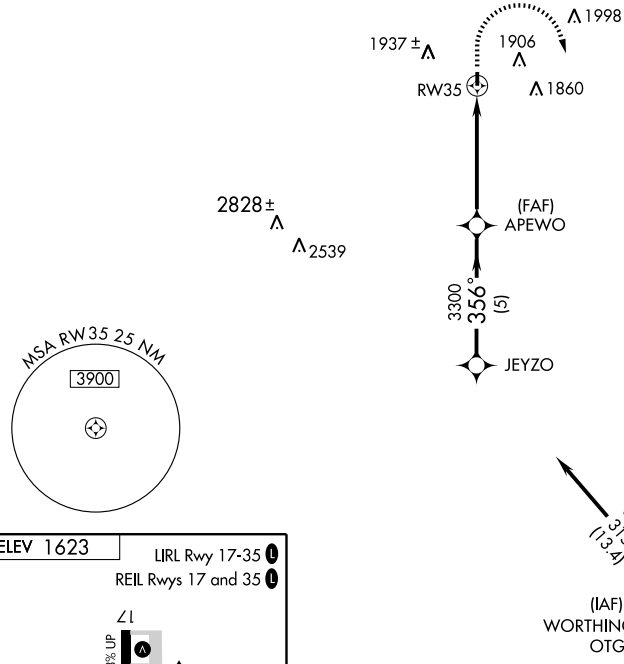
GPS RWY 35
SLAYTON MUNI (DVP)

NA

Use Worthington altimeter setting.

MISSED APPROACH: Climb to 3300, then right turn direct OTG VOR/DME and hold.

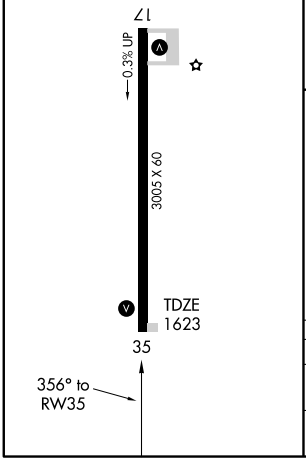
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.55	132.05 317.4	122.9 L

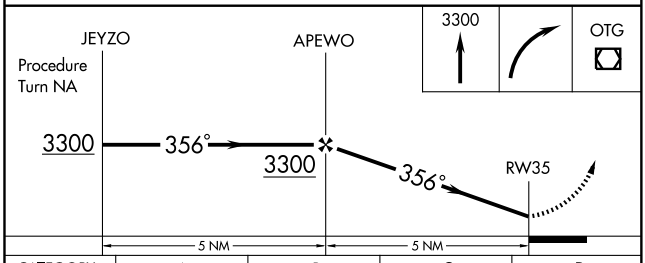


ELEV 1623

LIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

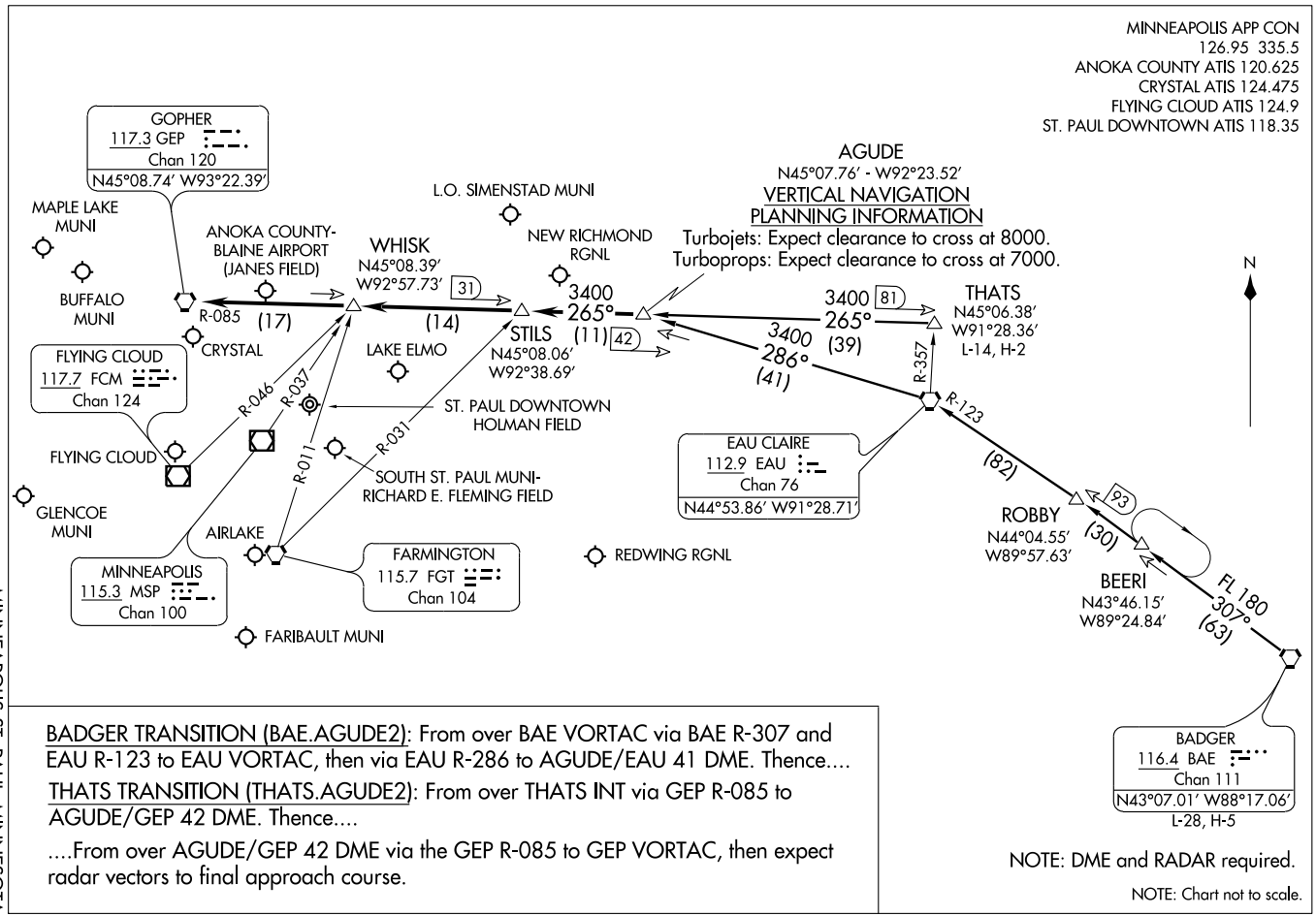




CATEGORY	A	B	C	D
S-35	2080-1 457 (500-1)		NA	
CIRCLING	2180-1 557 (600-1)	2220-1 597 (600-1)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

LOC/DME I-SGS	APP CRS	Rwy Idg 4002
108.35	339°	TDZE 819
Chan 20 (Y)		Apt Elev 820

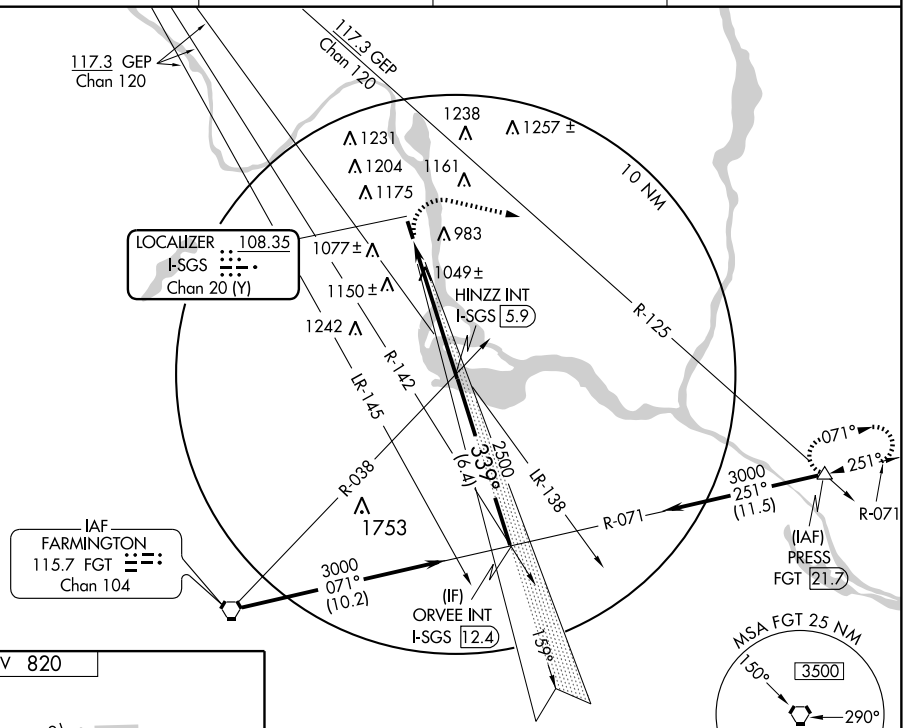
LOC RWY 34

SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

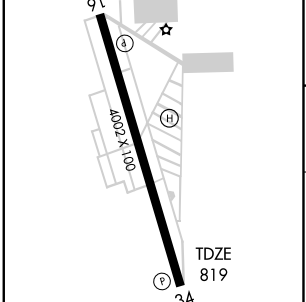
⚠ NA When local altimeter setting not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 40 feet; and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 100° and GEP VORTAC R-125 to PRESS Int/ FGT 21.7 DME and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L

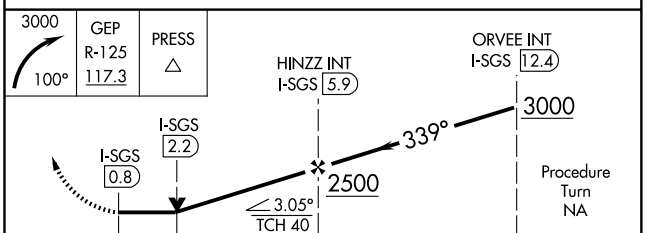


Procedure NA for arrival on FGT VORTAC via airway radials 011 CW 118.
Procedure NA for arrival at PRESS via V2-97 southeast bound.



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-34	1300-1 481 (500-1)		1300-1¼ 481 (500-1¼)	1300-1½ 481 (500-1½)
CIRCLING	1300-1 480 (500-1)	1420-1 600 (600-1)	1540-2 720 (800-2)	1540-2¼ 720 (800-2¼)

NC-1, 08 APR 2010 to 06 MAY 2010

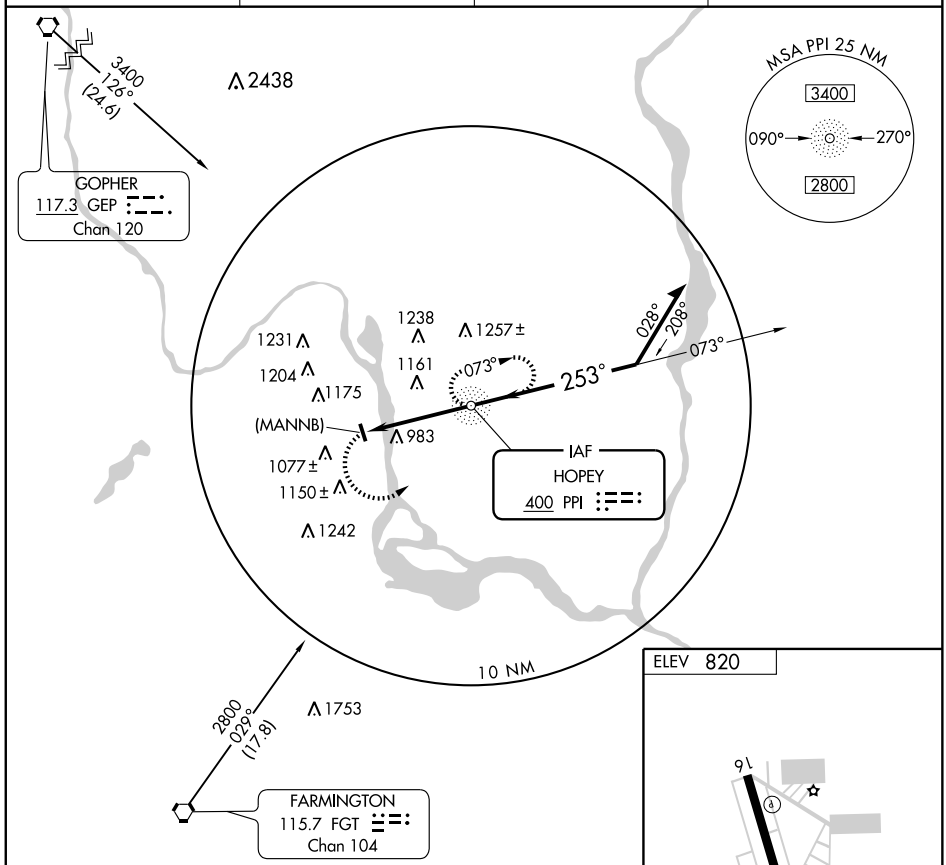
NDB PPI	APP CRS	Rwy Idg	N/A
400	253°	TDZE	N/A
		Apt Elev	820

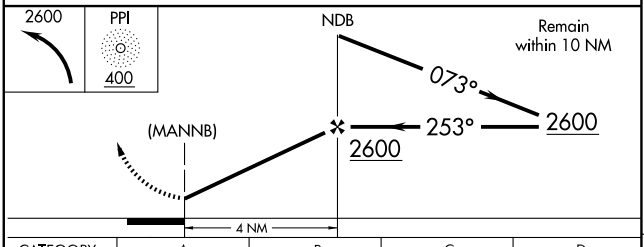
NDB or GPS-B

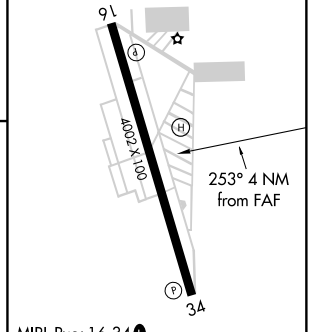
SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

MISSED APPROACH: Climbing left turn to 2600 direct PPI NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 660 (700-1)		1480-1¾ 660 (700-1¾)	1480-2 660 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4002
339°	TDZE	819
	Apt Elev	820

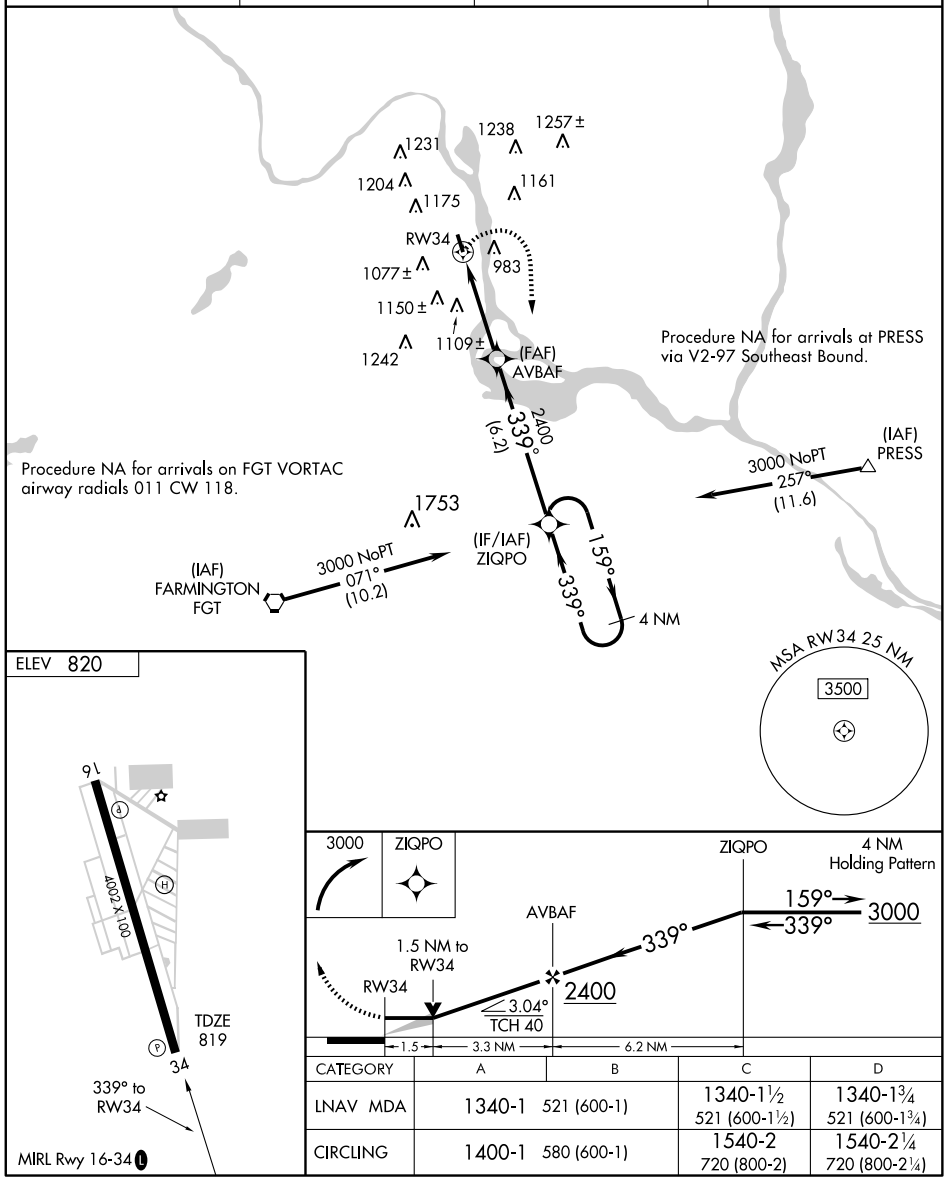
RNAV (GPS) RWY 34

SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Minneapolis-St Paul Intl altimeter setting and increase all MDA 40 feet and increase Circling Cats. C and D visibility ¼ mile. VDP NA with Minneapolis-St Paul Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ZIQPO and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	1340-1¾ 521 (600-1¾)
CIRCLING	1400-1	580 (600-1)	1540-2 720 (800-2)	1540-2¼ 720 (800-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME RWF	APP CRS	Rwy Idg	3400
113.3	152°	TDZE	1072
Chan 80		Apt Elev	1072

VOR/DME or GPS RWY 13

SPRINGFIELD MUNI (D42)

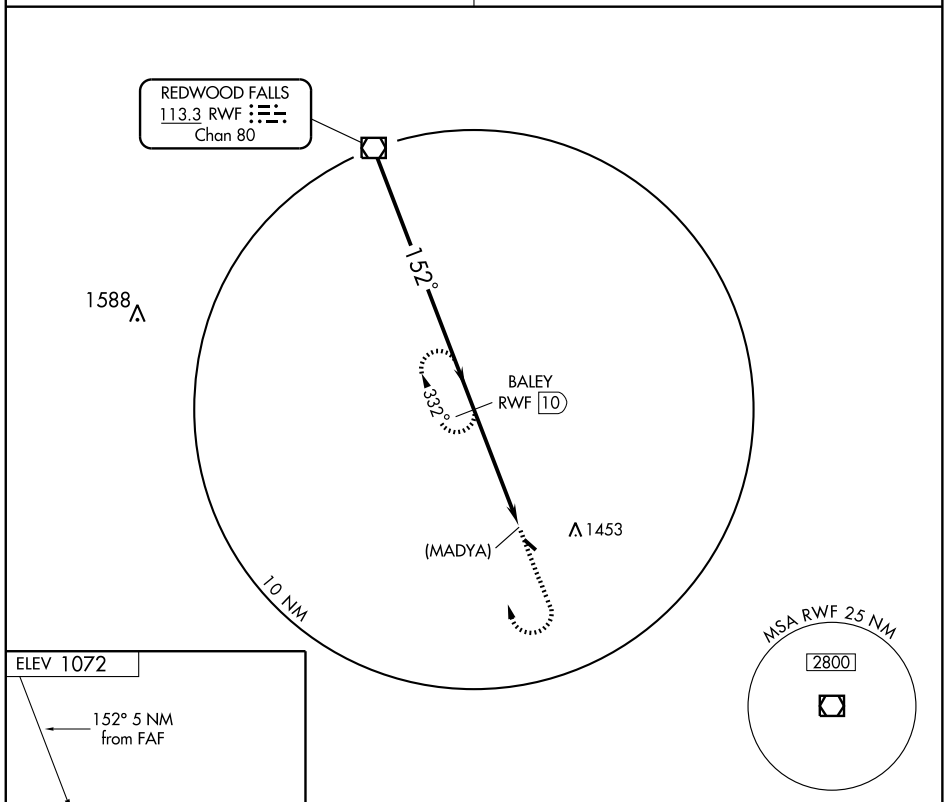
NA

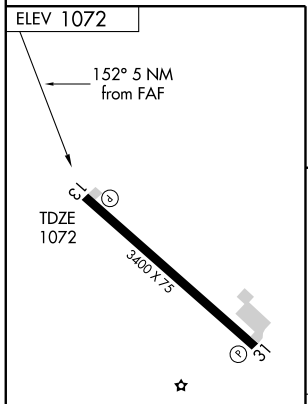
Use Redwood Falls, MN altimeter setting.

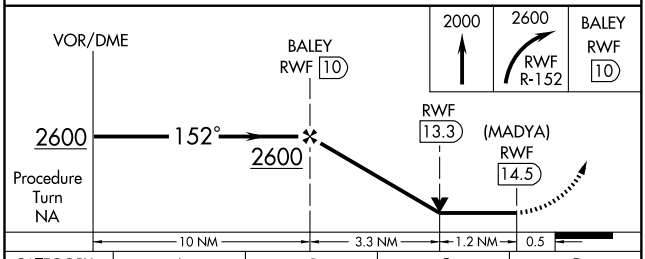
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via RWF R-152 to BALEY 10 DME and hold.

MINNEAPOLIS CENTER
127.1 290.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1620-1	548 (600-1)	1620-1½ 548 (600-1½)	NA
CIRCLING	1620-1 548 (600-1)	1820-1¼ 748 (800-1¼)	1820-2¼ 748 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1. 08 APR 2010 to 06 MAY 2010

10042

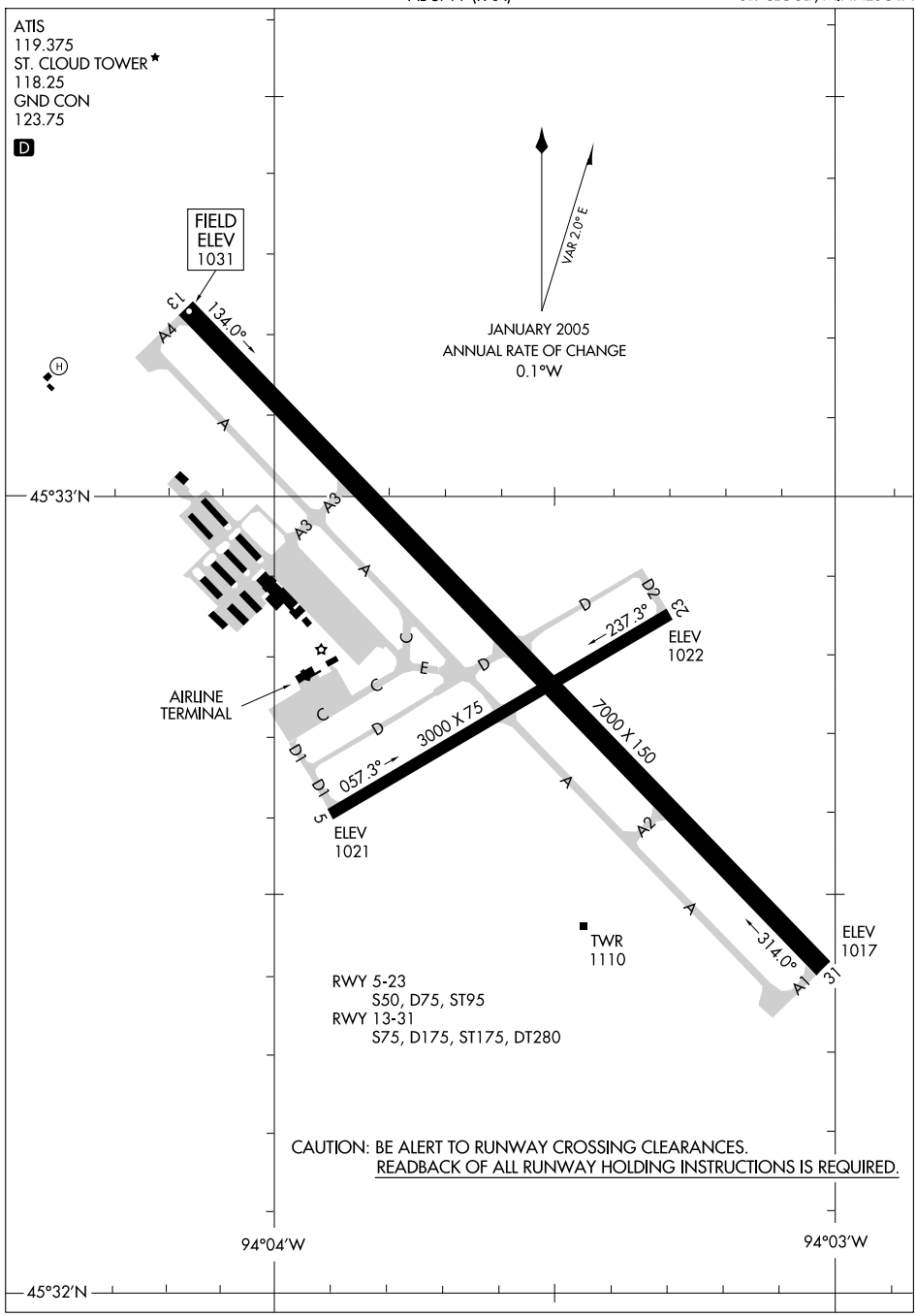
AIRPORT DIAGRAM

AL-5799 (FAA)

ST. CLOUD RGNL (STC)
ST. CLOUD, MINNESOTA

ATIS
119.375
ST. CLOUD TOWER ★
118.25
GND CON
123.75

D



RWY 5-23
S50, D75, ST95
RWY 13-31
S75, D175, ST175, DT280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-BPM	APP CRS	Rwy Idg	7000
111.9	133°	TDZE	1031
		Apt Elev	1031

ILS or LOC/DME RWY 13

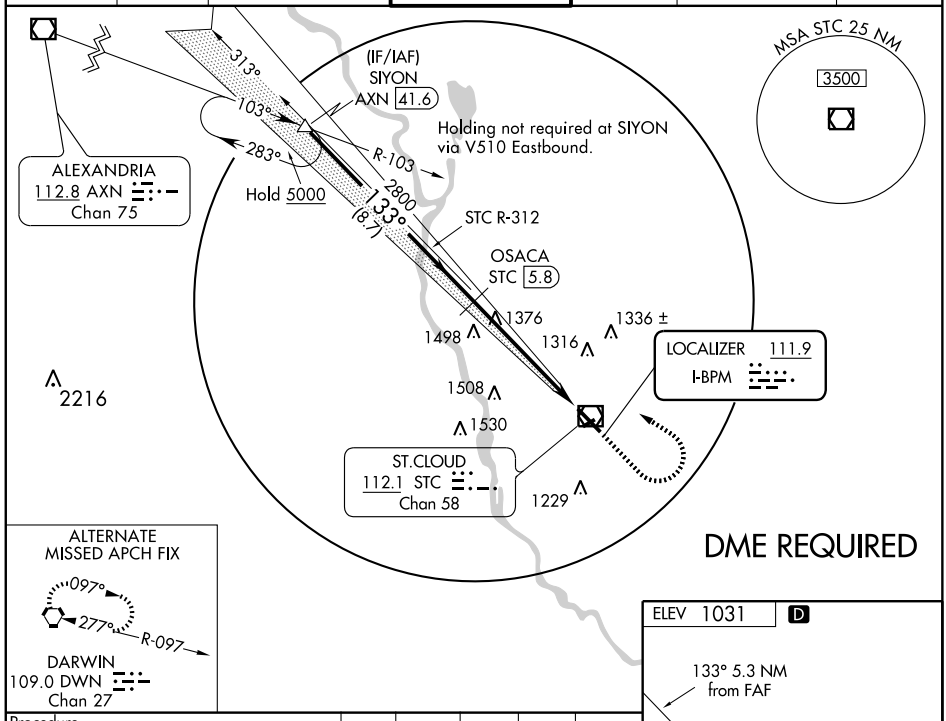
ST. CLOUD RGNL (STC)

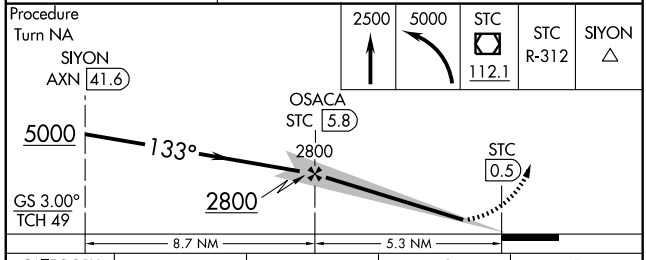
Circling to Rwy 5-23 NA at night. DME from STC VOR/DME. Simultaneous reception of I-BPM and STC DME required. DME required. When local altimeter setting not received, use Little Falls altimeter setting and increase DA to 1307 and all MDAs 80 feet. Increase S-LOC 13 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter setting, increase S-ILS 13 all Cats visibility ½ mile.

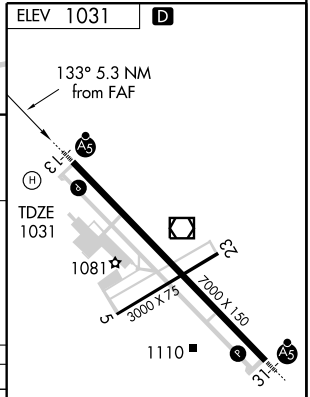
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct STC VOR/DME and via STC VOR/DME R-312 to SIYON/AXN VOR/DME 41.6 DME and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5







CATEGORY	A	B	C	D
S-ILS 13	1231-½ 200 (200-½)			
S-LOC 13	1680-½ 649 (700-½)		1680-1¼ 649 (700-1¼)	1680-1½ 649 (700-1½)
CIRCLING	1680-1 649 (700-1)		1680-1¾ 649 (700-1¾)	1680-2 649 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-STC	APP CRS	Rwy Idg	7000
111.9	313°	TDZE	1019
		Apt Elev	1031

ILS or LOC RWY 31

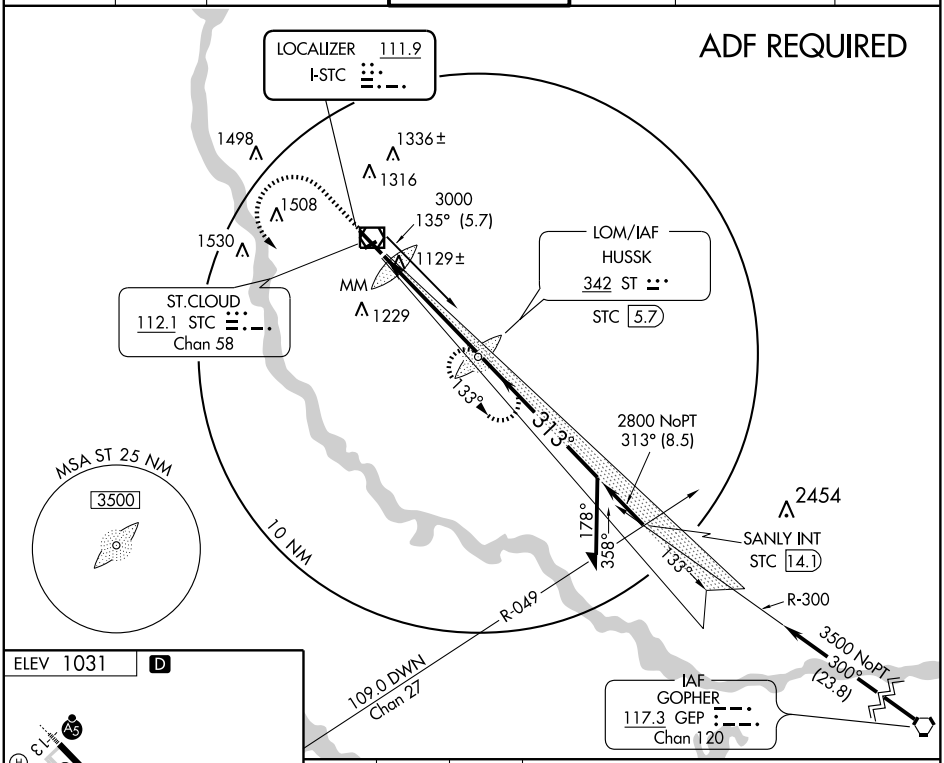
ST. CLOUD RGNL (STC)

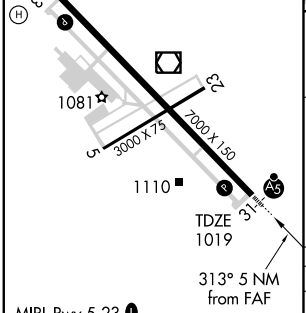
T NA When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet.

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct HUSSK LOM and hold.

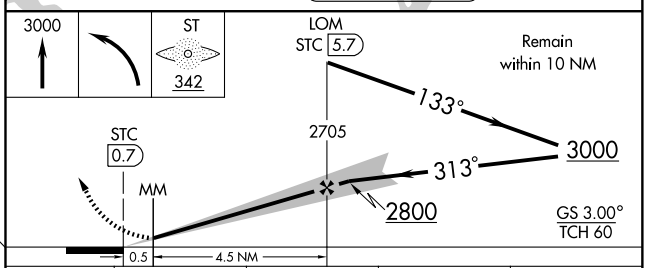
ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5





MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 31	1219-½ 200 (200-½)			
S-LOC 31	1380-½ 361 (400-½)			1380-¾ 361 (400-¾)
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 590 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3000
056°	TDZE	1022
	Apt Elev	1031

RNAV (GPS) RWY 5

ST. CLOUD RGNL (STC)

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopterrs NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JALTI WP and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5

Procedure NA for arrivals at OKOMY WP via V2 Northwestbound.

OKOMY

3300 130° (15.6)

2216

(IAF) KABEY

3000 NoPT 146° (5)

(IF/IAF) HUBOX

056° 236° 4 NM

3000 NoPT 327° (5)

(IAF) JAPNU

Procedure NA for arrivals at DWN VORTAC on airway radials 321 CW 078.

3000 026° (19.8)

DARWIN DWN

1498 1336± 1316 1508 1530 1179± 1229

2700 056° (6)

(FAF) ILUDE

RW05

4 NM 056° 236° JALTI

MSA RW05 25 NM 3500

4 NM Holding Pattern

HUBOX

ILUDE

3000 236° 056° 056° 2700

RW05

3.09° TCH 40

6 NM 5 NM

3000 JALTI

ELEV 1031 D

13 23 31 1081 7000 X 150 3000 X 75 TDZE 1022 1110

056° to RW05

MIRL Rwy 5-23 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
LNAV MDA	1400-1 378 (400-1)			NA
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7000
CH 82013	133°	TDZE	1031
W13A		Apt Elev	1031

RNAV (GPS) RWY 13

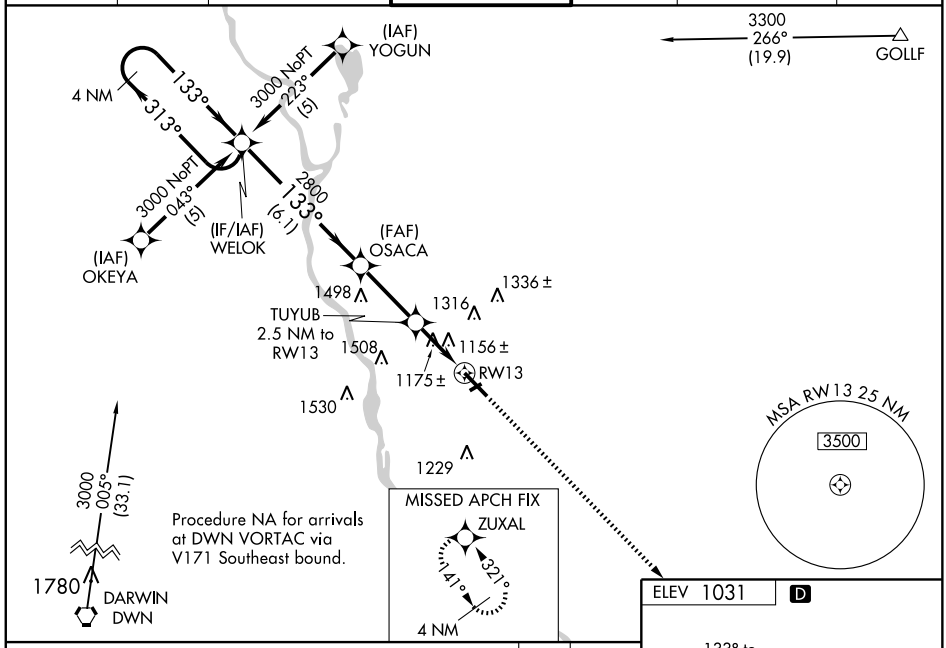
ST. CLOUD RGNL (STC)

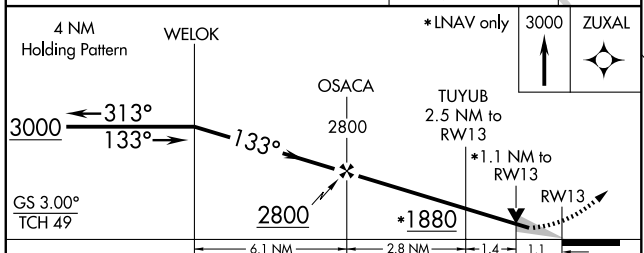
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Little Falls altimeter setting. When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/ VNAV visibility ¼ mile all Cats. Circling to Rwy 5-23 NA at night. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter setting, increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUXAL and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5





CATEGORY	A	B	C	D
LPV DA	1231-½ 200 (200-½)			
LNAV/ VNAV DA	1455-1 424 (500-1)			
LNAV MDA	1440-½ 409 (500-½)		1440-¾ 409 (500-¾)	1440-1 409 (500-1)
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 589 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

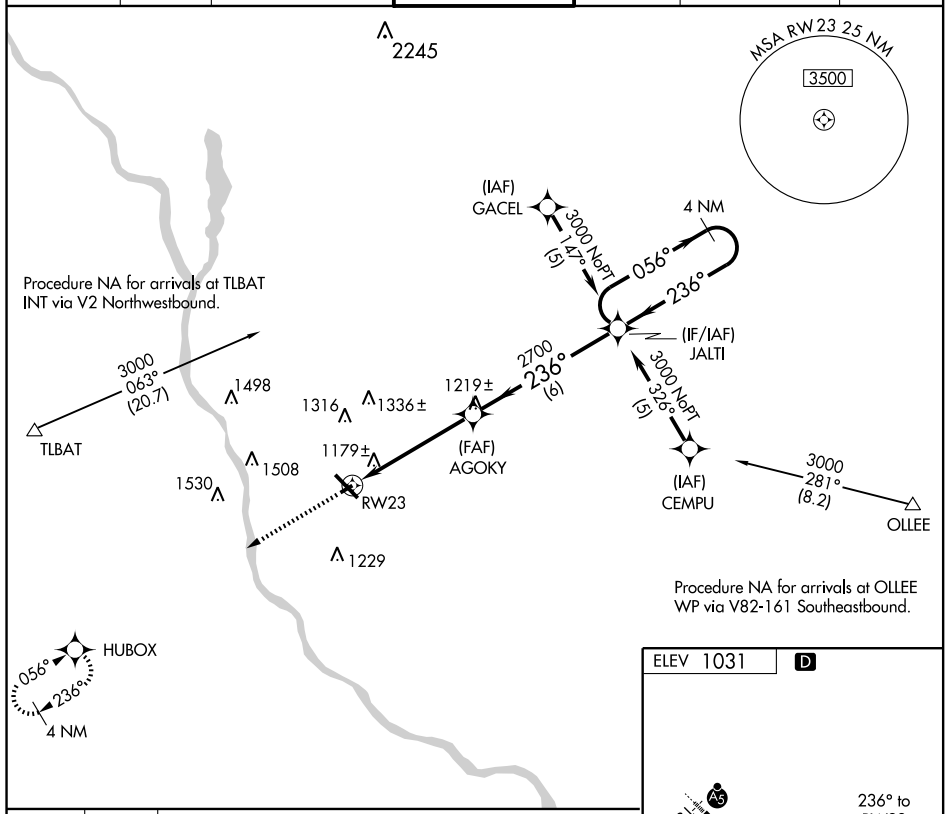
APP CRS	Rwy Idg	3000
236°	TDZE	1022
	Apt Elev	1031

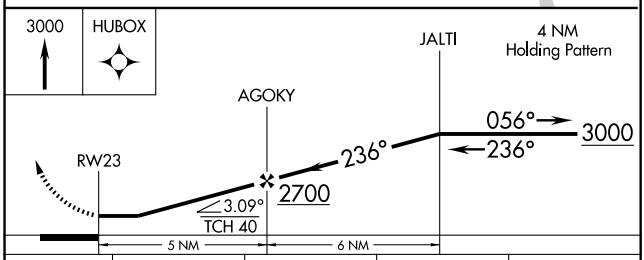
RNAV (GPS) RWY 23
ST. CLOUD RGNL (STC)

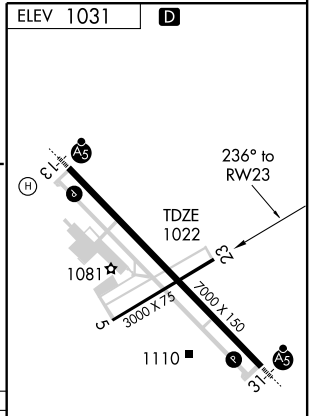
When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUBOX WP and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5







CATEGORY	A	B	C	D
LNAV MDA	1440-1	418 (500-1)	1440-1¼ 418 (500-1¼)	NA
CIRCLING	1500-1	469 (500-1)	1500-1½ 469 (500-1½)	NA

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7000
CH 61213	313°	TDZE	1020
W31A		Apt Elev	1031

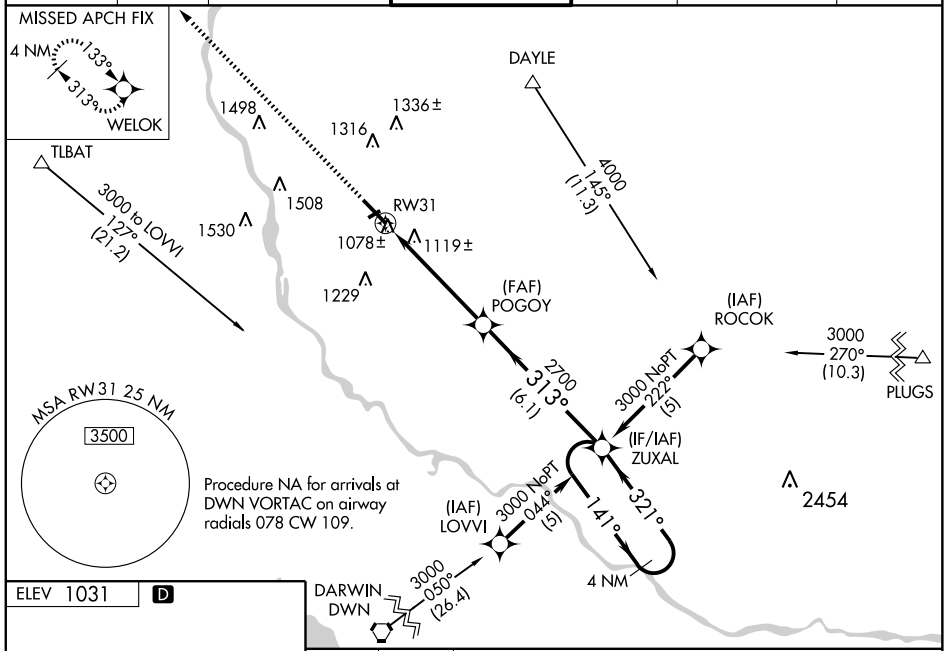
RNAV (GPS) RWY 31
ST. CLOUD RGNL (STC)

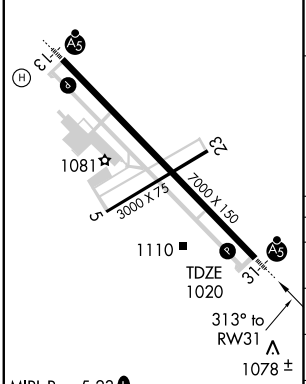
DME/DME RNP-0.3 NA. Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/ VNAV visibility ¼ mile all Cats. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter setting, increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Little Falls altimeter setting.

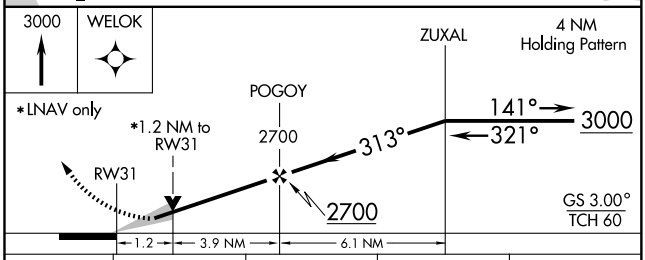
MALSR

MISSED APPROACH: Climb to 3000 direct WELOK and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5







CATEGORY		A	B	C	D
LPV	DA	1220-½ 200 (200-½)			
LNAV/ VNAV	DA	1379-¾ 359 (400-¾)			
LNAV	MDA	1440-½ 420 (500-½)		1440-¾ 420 (500-¾)	1440-1 420 (500-1)
CIRCLING		1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 589 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME STC	APP CRS	Rwy Idg	7000
112.1	126°	TDZE	1031
Chan 58		Apt Elev	1031

VOR/DME RWY 13

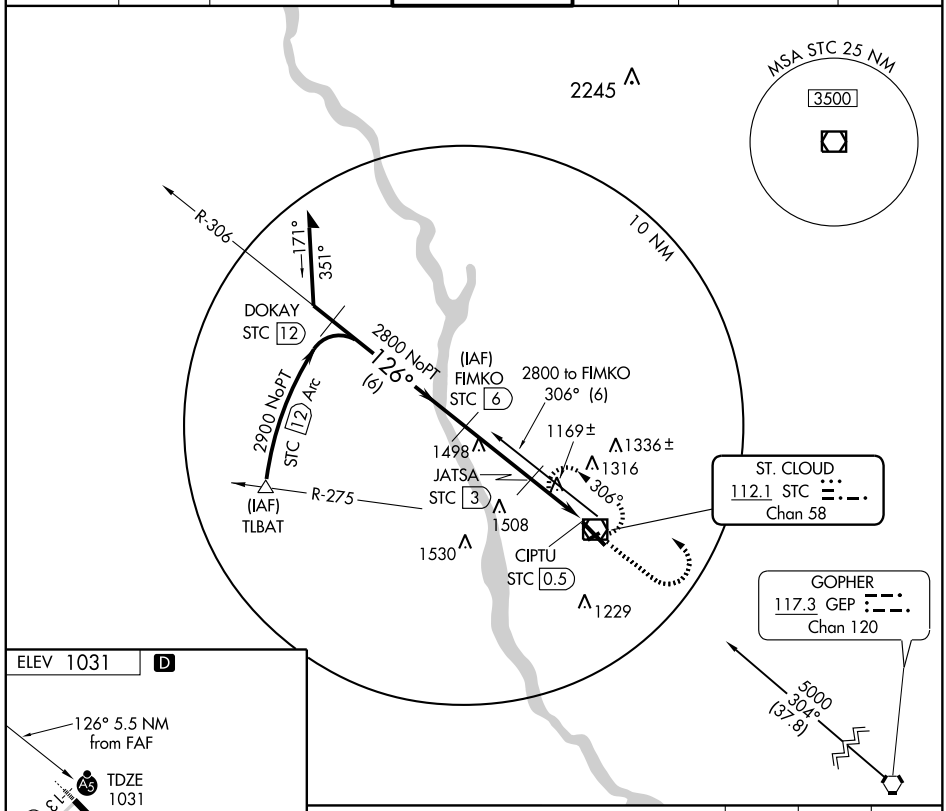
ST. CLOUD RGNL (STC)

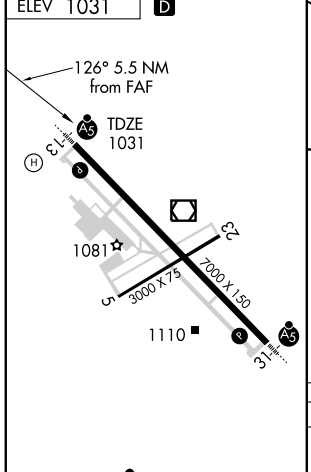
For inoperative MALSR, increase Cat D visibility to 1¼. When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet.

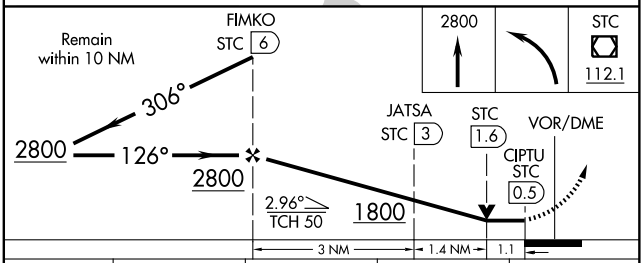
MALSR

MISSED APPROACH: Climb to 2800, then left turn direct STC VOR/DME and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5







CATEGORY	A	B	C	D
S-13	1440-½ 409 (500-½)		1440-¾ 409 (500-¾)	1440-1 409 (500-1)
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 590 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME STC	APP CRS	Rwy Idg	7000
112.1	320°	TDZE	1019
Chan 58		Apt Elev	1031

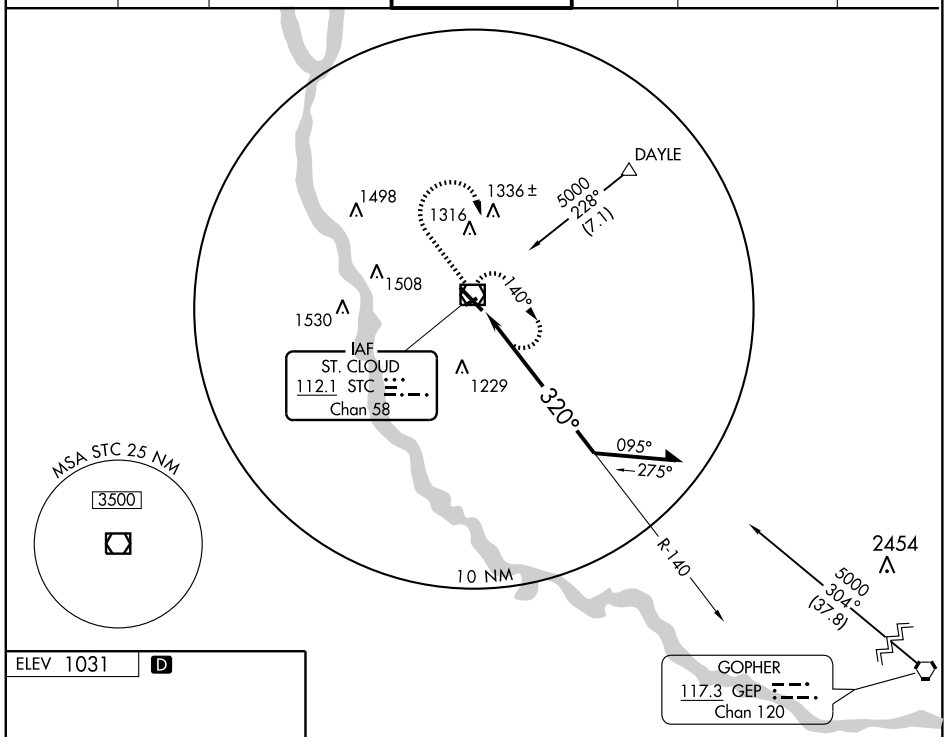
VOR RWY 31
ST. CLOUD RGNL (STC)

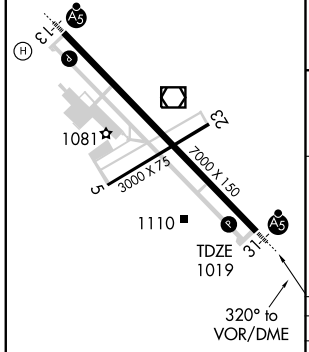
For inoperative MALSR, increase Cat D visibility to 1¼. When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet.

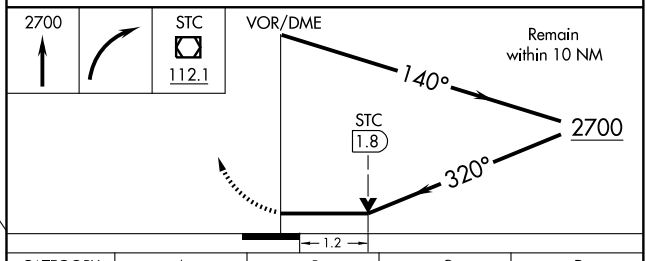
MALSR

MISSED APPROACH: Climb to 2700, then right turn direct STC VOR/DME and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.5







CATEGORY	A	B	C	D
S-31	1440-½	421 (500-½)	1440-¾ 421 (500-¾)	1440-1 421 (500-1)
CIRCLING	1500-1	469 (500-1)	1500-1½ 469 (500-1½)	1620-2 590 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

NDB JYG 260	APP CRS 340°	Rwy Idg 4000 TDZE 1067 Apt Elev 1067

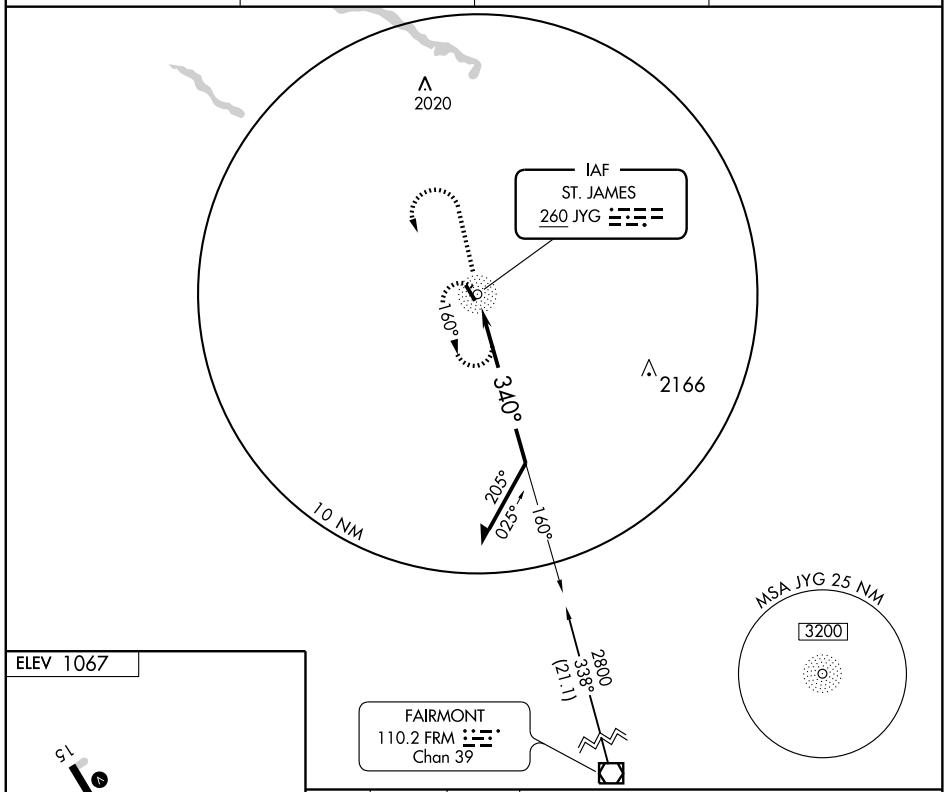
NDB RWY 33

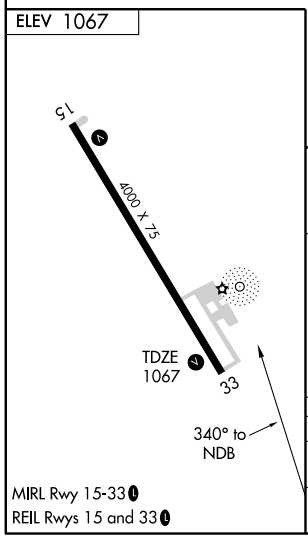
ST. JAMES MUNI (JYG)

NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 2800 direct JYG NDB and hold.

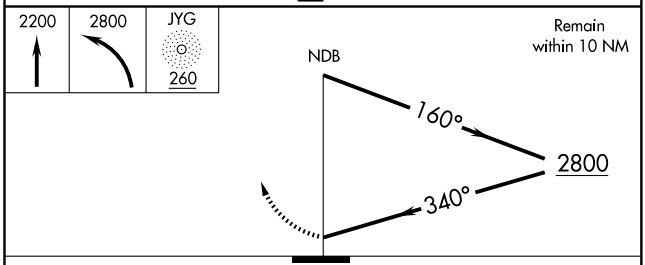
AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L





MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
S-33	1620-1	553 (600-1)	NA	
CIRCLING	1620-1	553 (600-1)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

ST. JAMES, MINNESOTA

AL-9192 (FAA)

RNAV (GPS) RWY 15

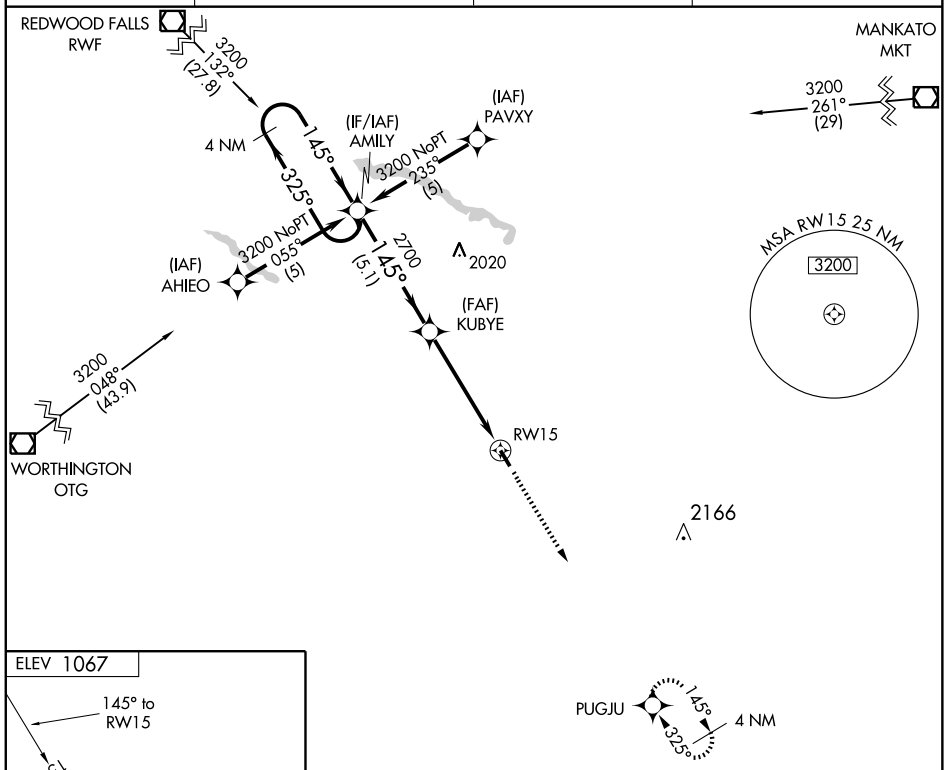
ST. JAMES MUNI (JYG)

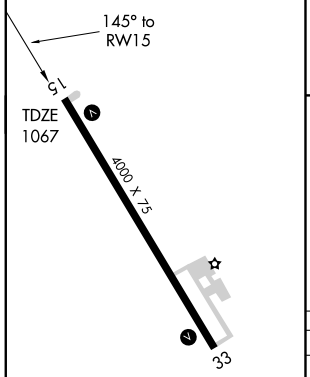
APP CRS	Rwy Idg	4000
145°	TDZE	1067
	Apt Elev	1067

Baro-VNAV not authorized below -17°C (1°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

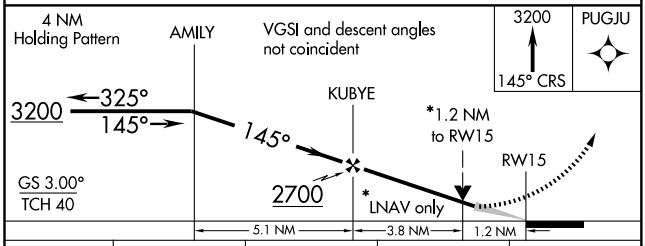
MISSED APPROACH: Climb to 3200 via 145° course to PUGJU WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1460-1½ 393 (400-1½)		NA	
LNAV MDA	1480-1 413 (500-1)		NA	
CIRCLING	1500-1½ 433 (500-1½)	1520-1½ 453 (500-1½)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

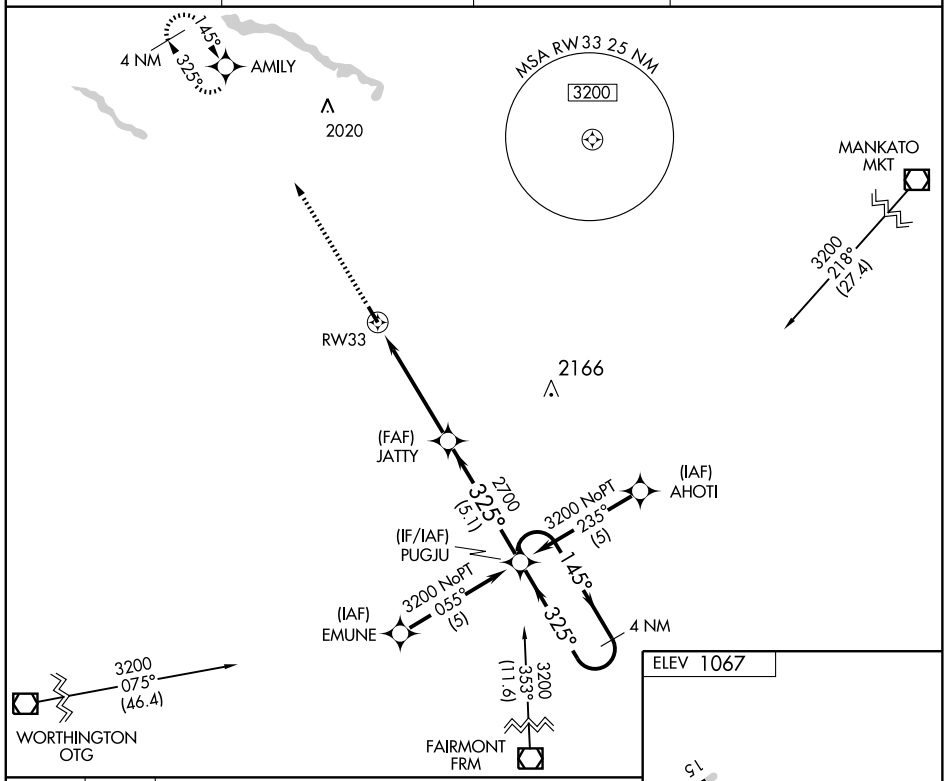
APP CRS	Rwy ldg	4000
325°	TDZE	1066
	Apt Elev	1067

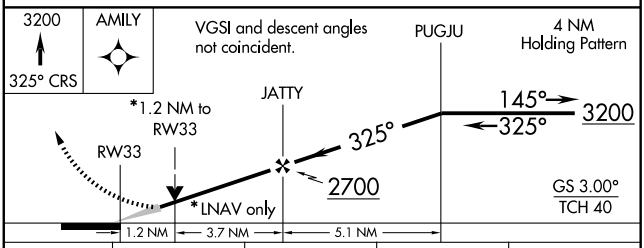
RNAV (GPS) RWY 33
ST. JAMES MUNI (JYG)

Baro-VNAV not authorized below -17°C (1°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

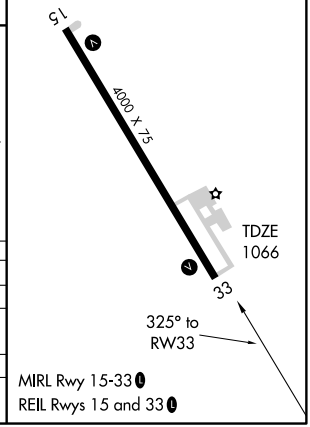
MISSED APPROACH: Climb to 3200 via 325° course to AMILY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L

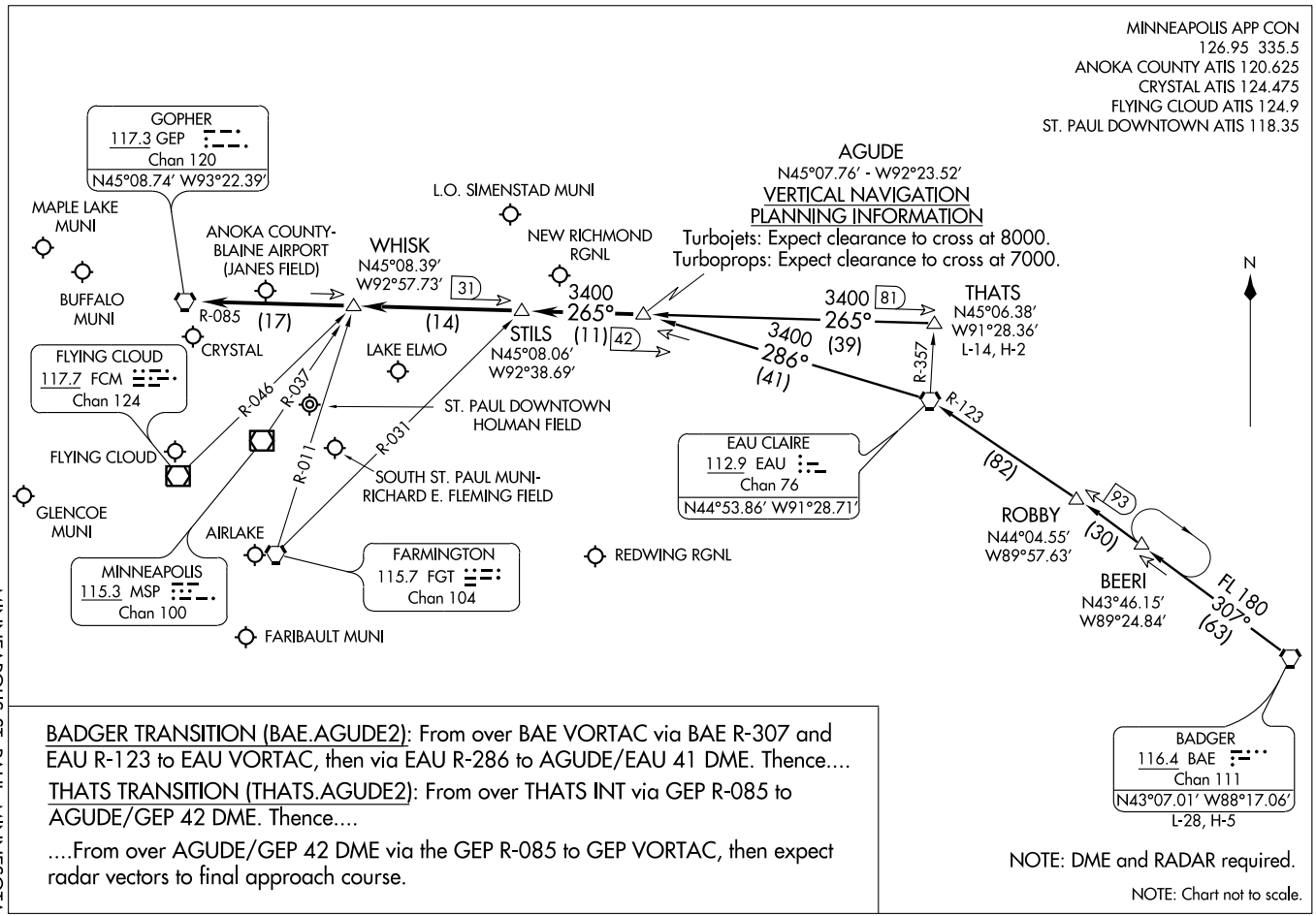




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1¼ 374 (400-1¼)		NA	
LNAV MDA	1460-1 394 (400-1)		NA	
CIRCLING	1500-1¼ 433 (500-1¼)	1520-1¼ 453 (500-1¼)	NA	



AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

NDB PPI	APP CRS	Rwy Idg	2497
400	023°	TDZE	932
		Apt Elev	932

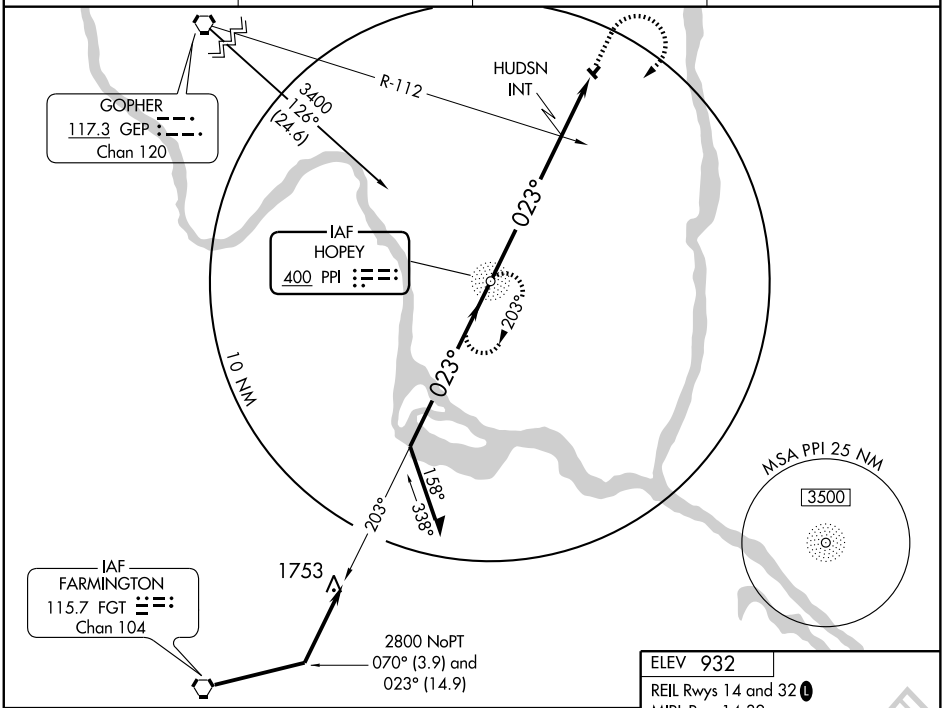
NDB RWY 4

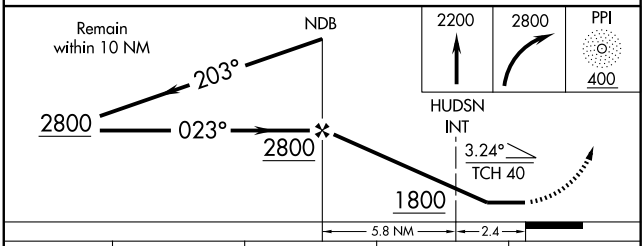
ST. PAUL/LAKE ELMO (21D)

T ANA When local altimeter setting not received, use St. Paul Downtown Holman Field altimeter setting. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 then climbing right turn to 2800 direct PPI NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2	118.625	122.8 (CTAF) L



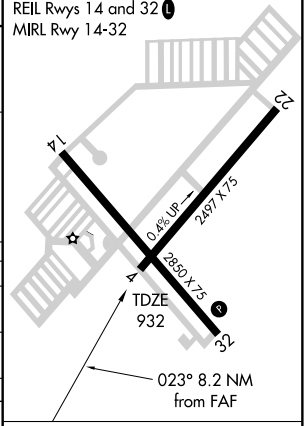


CATEGORY	A	B	C	D
S-4	1800-1 868 (900-1)	1800-1¼ 868 (900-1¼)	1800-2½ 868 (900-2½)	NA
CIRCLING	1800-1 868 (900-1)	1800-1¼ 868 (900-1¼)	1800-2½ 868 (900-2½)	NA
HUDSN FIX MINIMUMS				
S-4	1520-1 588 (600-1)		1520-1½ 588 (600-1½)	NA
CIRCLING	1520-1 588 (600-1)	1540-1 608 (700-1)	1540-1¾ 608 (700-1¾)	NA

ELEV 932

REIL Rwys 14 and 32 L

MIRL Rwy 14-32



FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2850
314°	TDZE	926
	Apt Elev	932

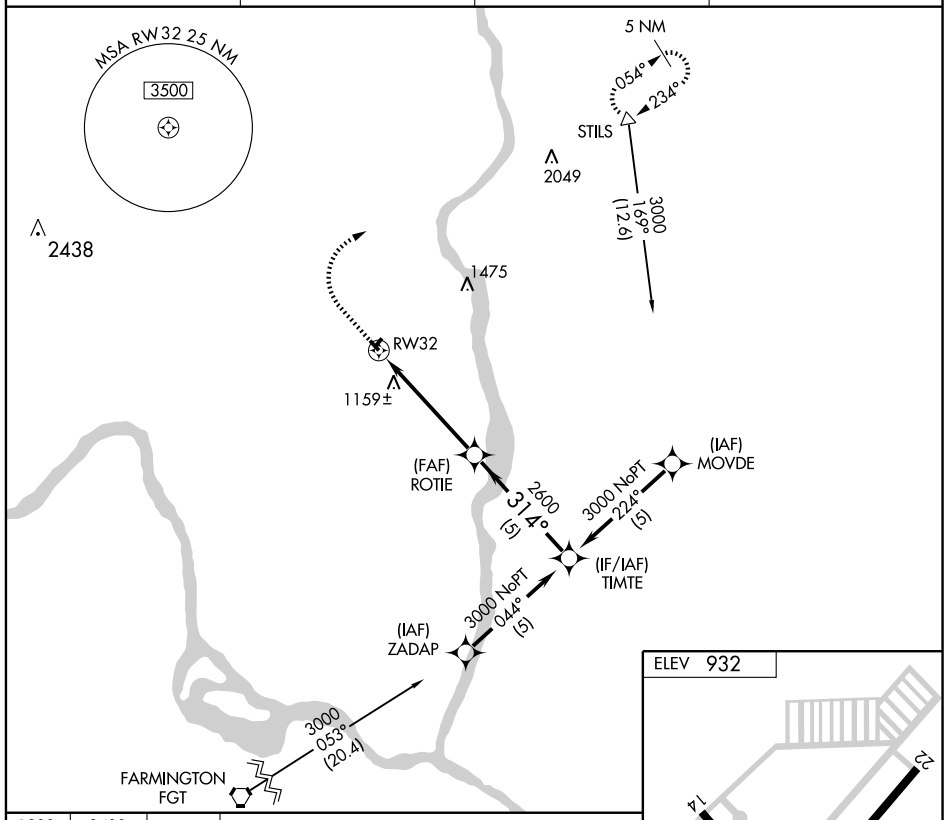
RNAV (GPS) RWY 32

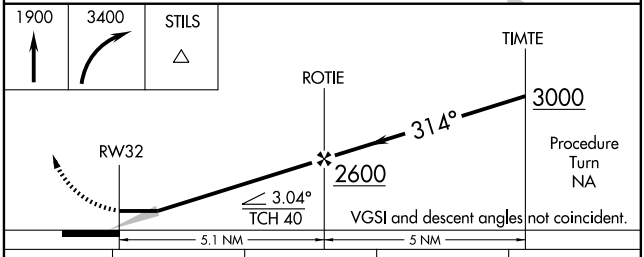
ST. PAUL/LAKE ELMO (21D)

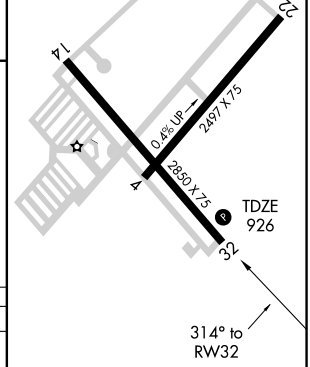
T NA DME/DME RNP- 0.3 NA. When local altimeter setting not received, use St. Paul Downtown Holman Field altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3400 direct STILS WP and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2	118.625	122.8 (CTAF) L





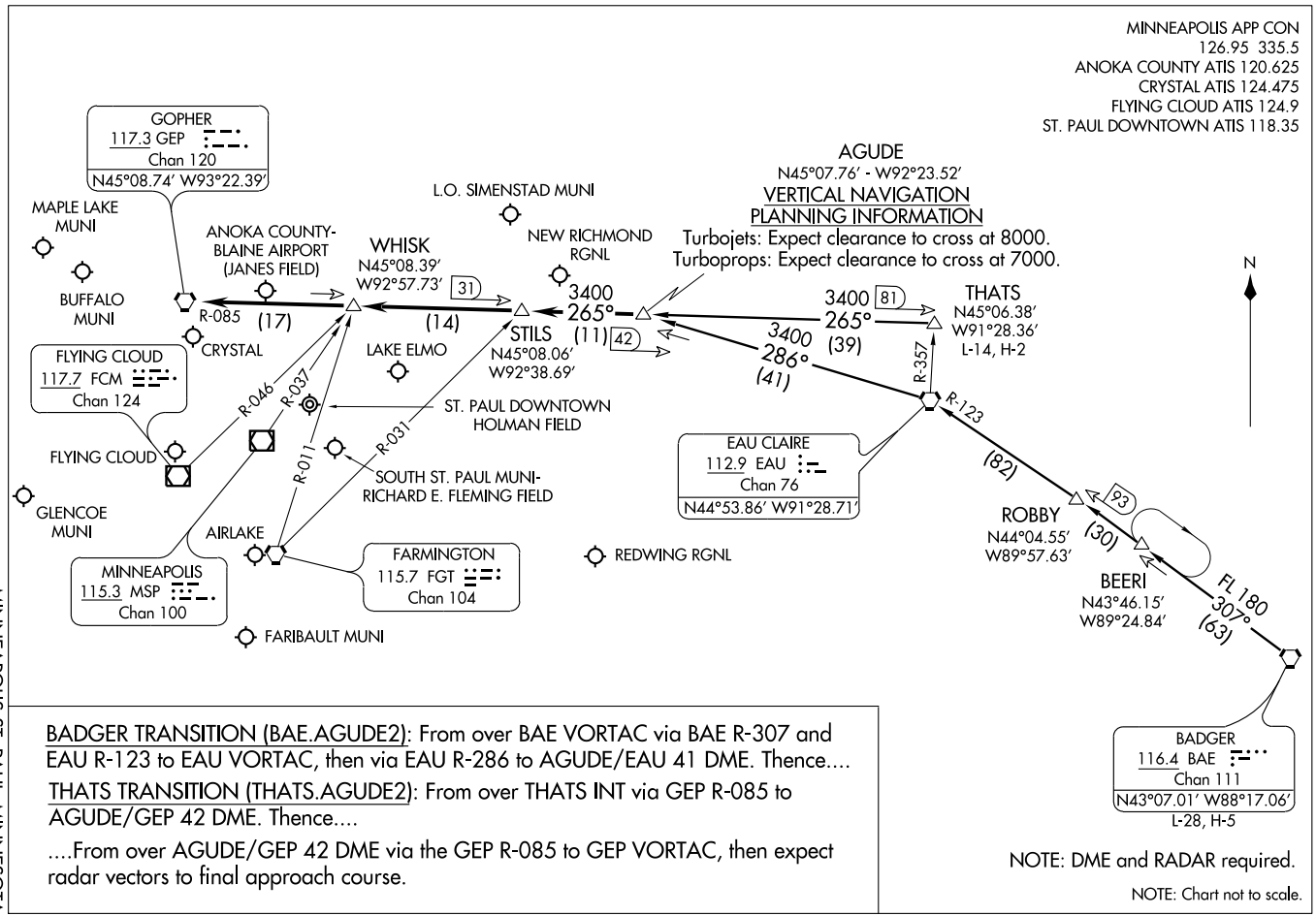


REIL Rwys 14 and 32 L
MIRL Rwy 14-32

CATEGORY	A	B	C	D
LNAV MDA	1480-1 554 (600-1)		1480-1½ 554 (600-1½)	NA
CIRCLING	1500-1 568 (600-1)	1540-1 608 (700-1)	1540-1¾ 608 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

AGUDE TWO ARRIVAL



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

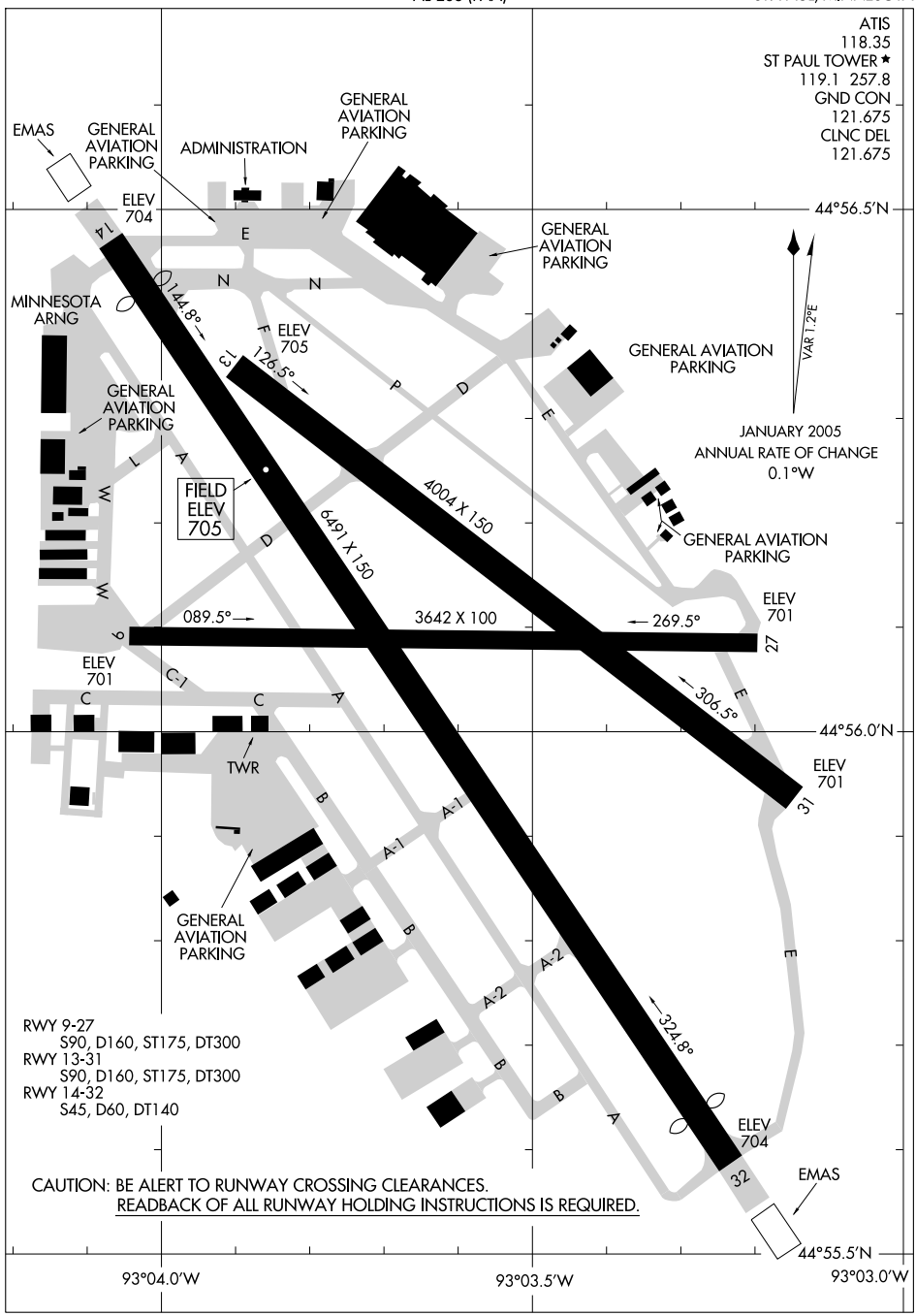
10042

AIRPORT DIAGRAM

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AL-263 (FAA)

ST. PAUL, MINNESOTA

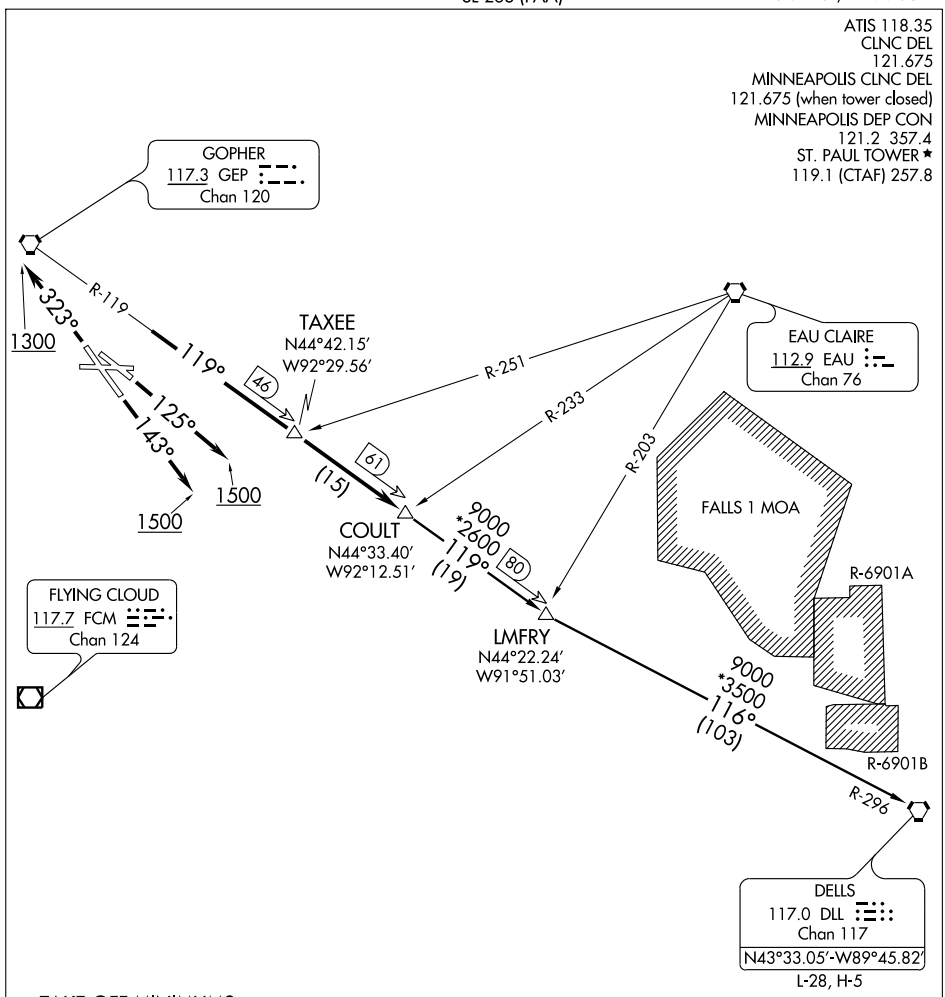


NC-1, 08 APR 2010 to 06 MAY 2010

(COULT3.COULT) 10098

COULT THREE DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA



TAKE-OFF MINIMUMS:

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

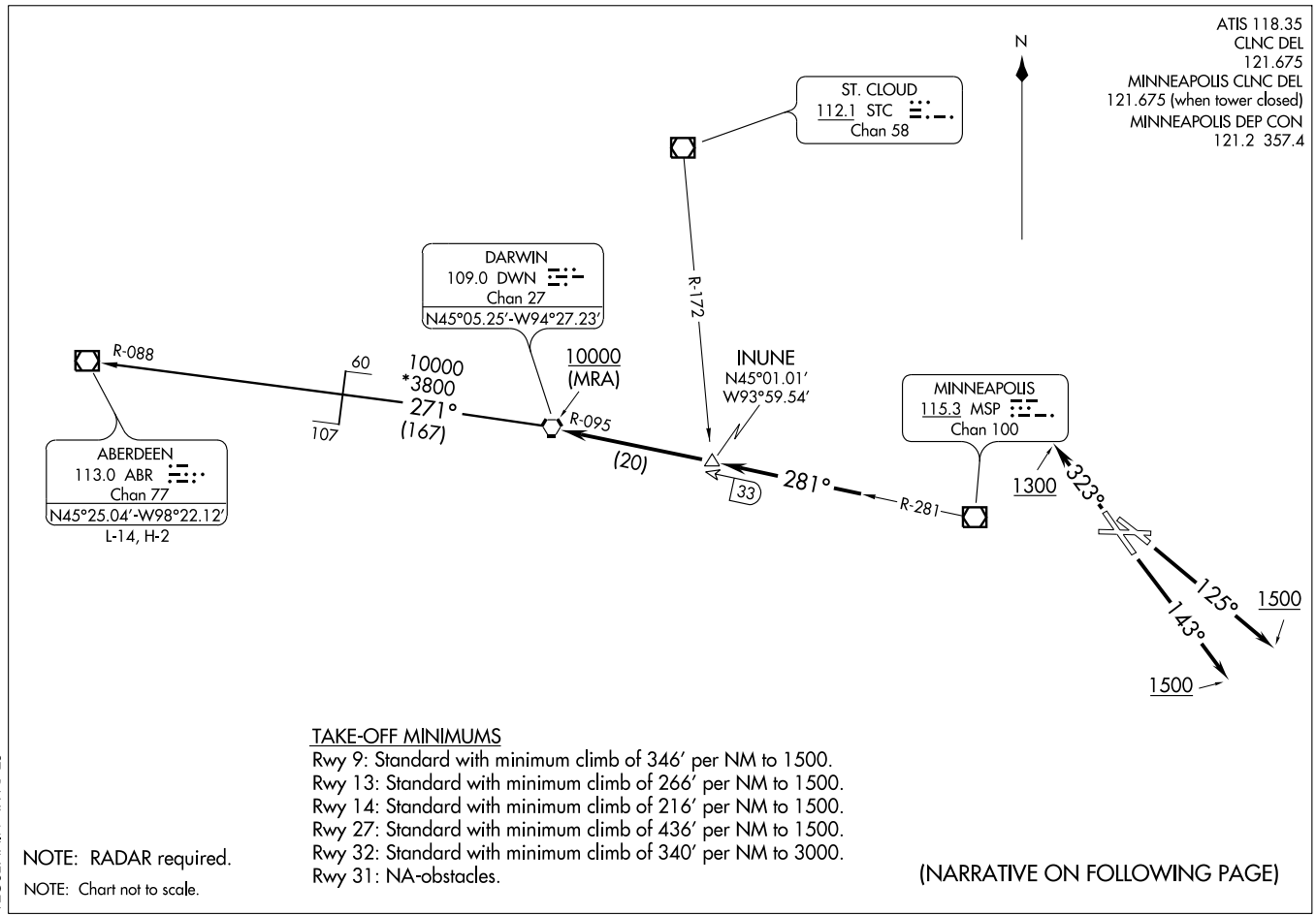
RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.
Rwy 31: NA-obstacles.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DARWIN THREE DEPARTURE (DWN3.DWN) 10042

ST.PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA

SL-263 (FAA)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN3.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL

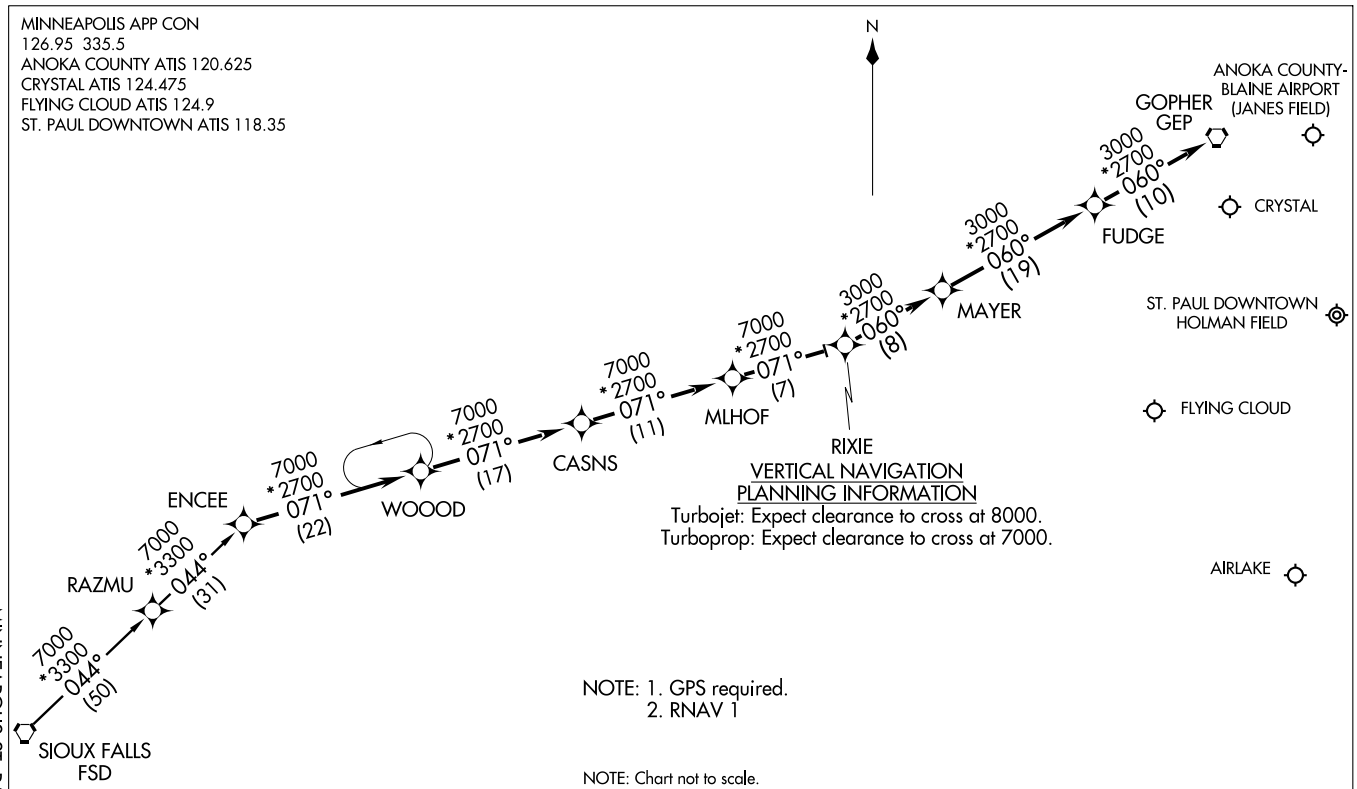
RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS 118.35



RIXIE
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.

NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.

SIOUX FALLS TRANSITION (FSD.ENCEE1)

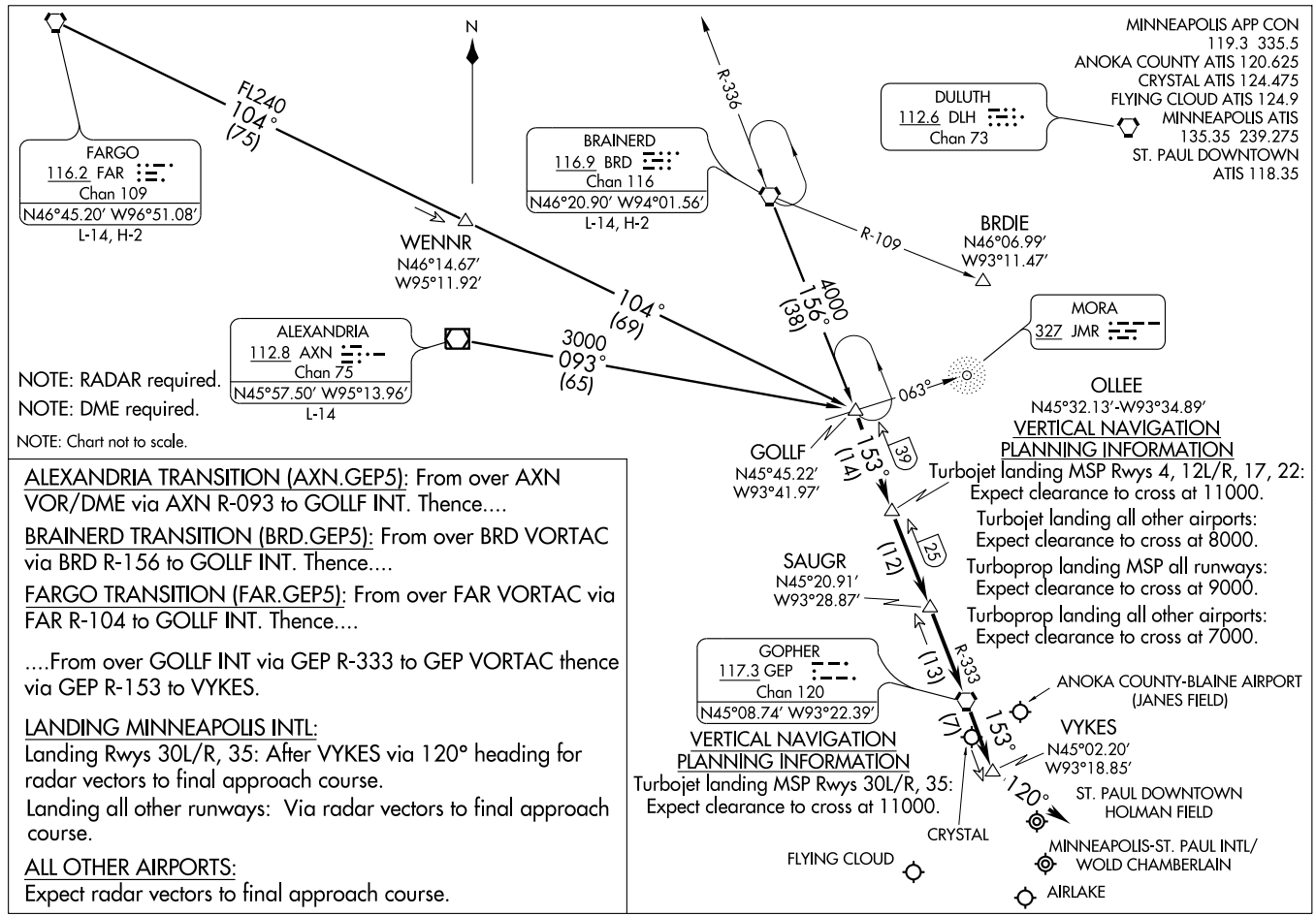
From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

LOC/DME I-VKG	APP CRS	Rwy Idg	6148
111.5	143°	TDZE	705
Chan 52		Apt Elev	705

ILS or LOC RWY 14

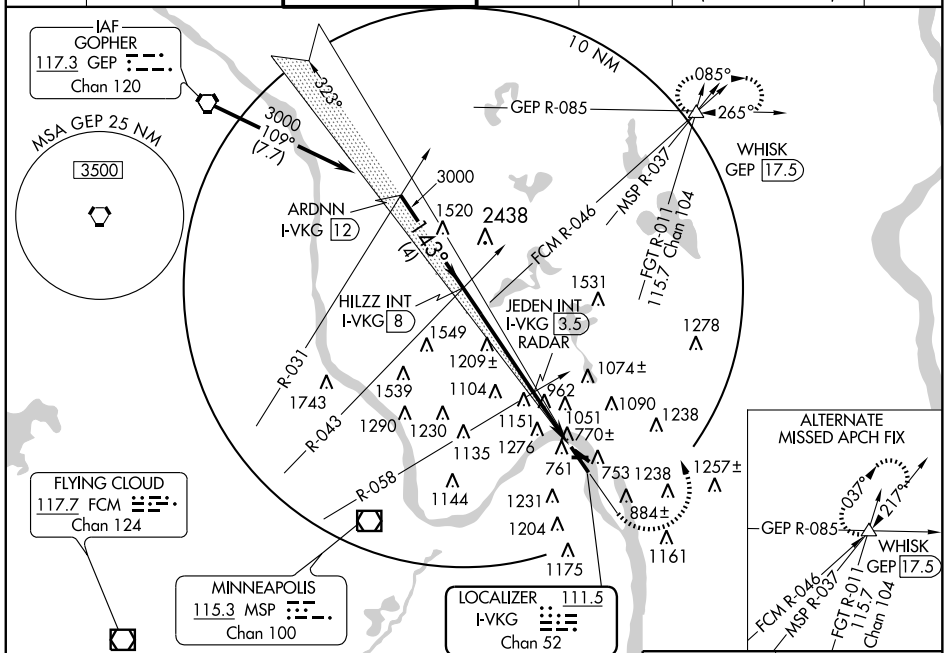
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

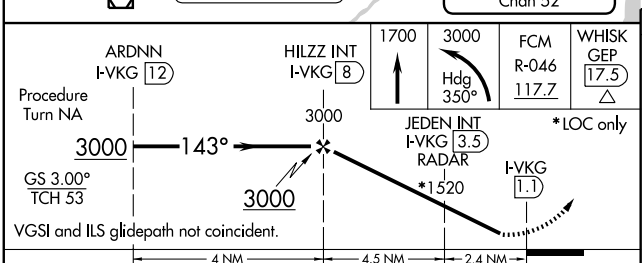
Visibility reduction by helicopters NA. When local altimeter setting not received, use South St. Paul altimeter setting. Inoperative table does not apply to S-ILS 14. For inoperative MALSR increase S-LOC-14 Cat A and B visibility to RVR 5000. JEDEN Fix Minimums: increase S-LOC-14 Cat A and B visibility to RVR 5000.

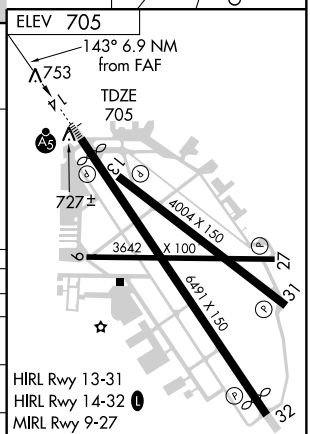
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 350° and via FCM VOR/DME R-046 to WHISK INT/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 14	955/40	250 (300-¾)		
S-LOC 14	1520/40	815 (900-¾)	1520-2 815 (900-2)	1520-2¼ 815 (900-2¼)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
JEDEN FIX MINIMUMS				
S-LOC 14	1360/40	655 (700-¾)	1360/60 655 (700-1¼)	1360-1½ 655 (700-1½)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

HIRL Rwy 13-31
HIRL Rwy 14-32 L
MIRL Rwy 9-27
REIL Rwys 31 and 32

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BAO	APP CRS	Rwy Idg	6109
111.5	323°	TDZE	704
Chan 52		Apt Elev	705

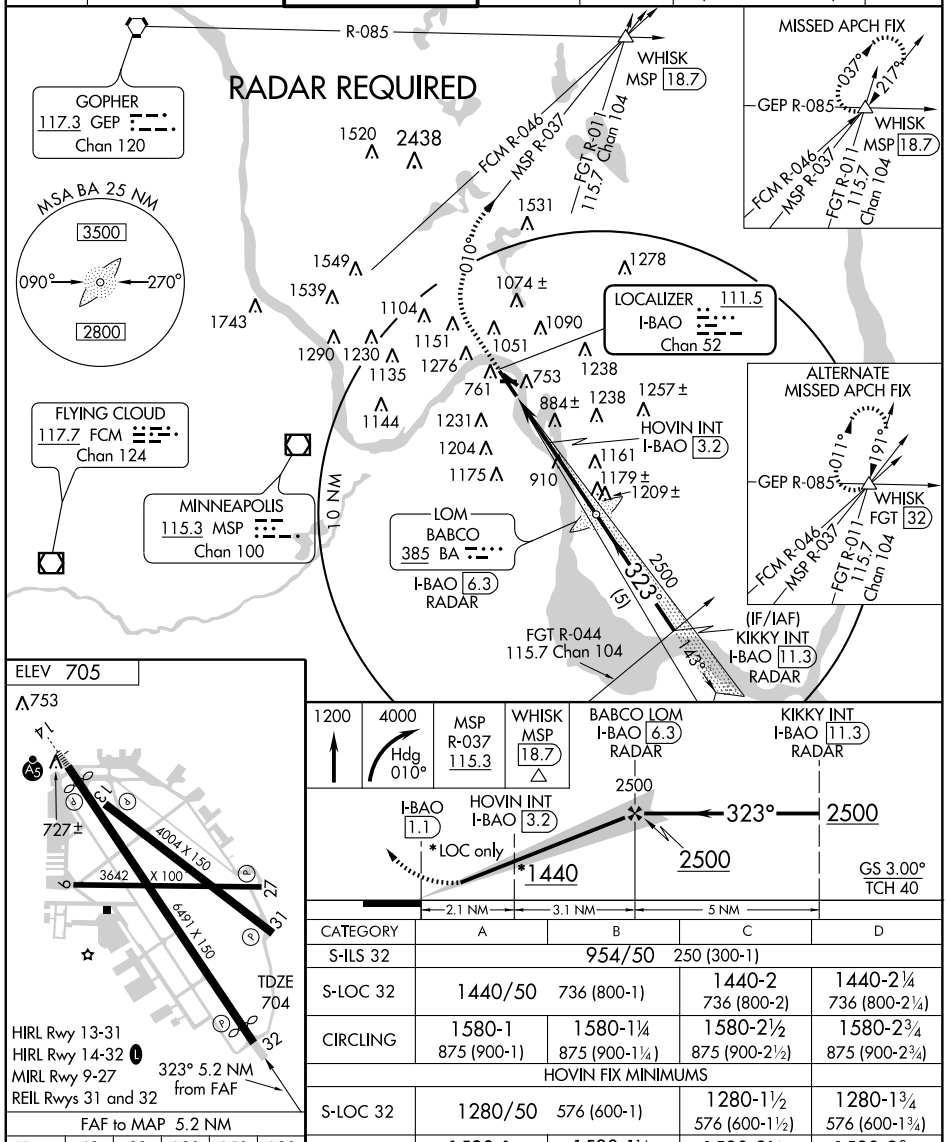
ILS or LOC RWY 32

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

Visibility reduction by helicopters NA. When local altimeter setting not received, use South St. Paul Muni altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 010° and MSP R-037 to WHISK INT/MSP 18.7 DME and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95



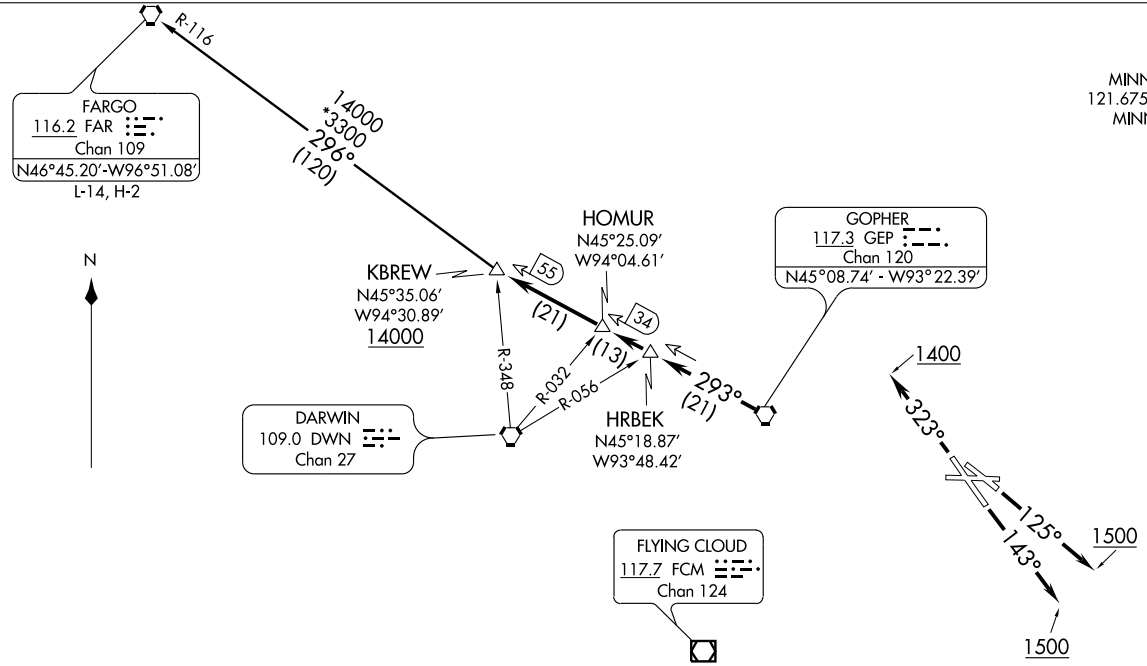
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 32	954/50	250 (300-1)		
S-LOC 32	1440/50	736 (800-1)	1440-2 736 (800-2)	1440-2¼ 736 (800-2¼)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
HOVIN FIX MINIMUMS				
S-LOC 32	1280/50	576 (600-1)	1280-1½ 576 (600-1½)	1280-1¾ 576 (600-1¾)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

NC-1. 08 APR 2010 to 06 MAY 2010

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4



TAKE-OFF MINIMUMS:
Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA - obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NDB PPI	APP CRS	Rwy Idg	4004
400	304°	TDZE	704
		Apt Elev	705

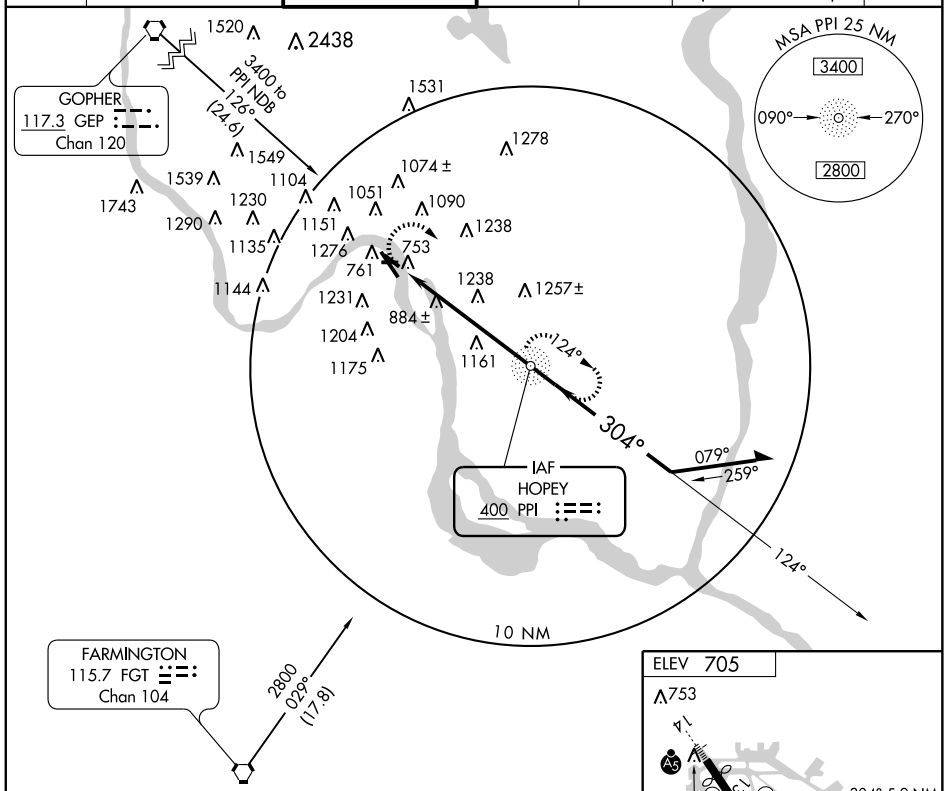
NDB RWY 31

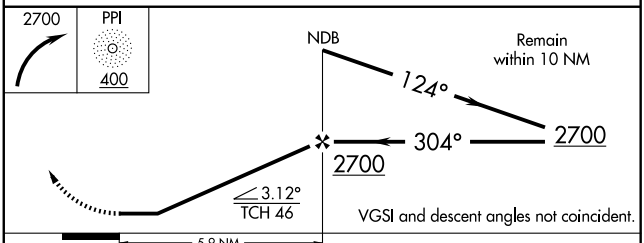
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

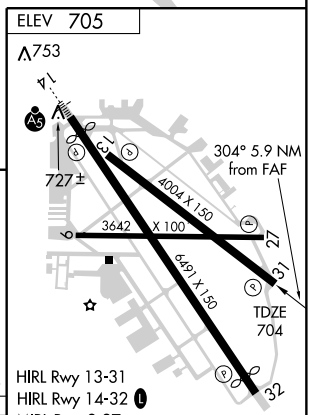
NA

MISSED APPROACH: Climbing right turn to 2700 direct PPI NDB and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95







HIRL Rwy 13-31
HIRL Rwy 14-32 L
MIRL Rwy 9-27
REIL Rwys 31 and 32

CATEGORY	A	B	C	D
S-31	1600-1¼ 896 (900-1¼)		1600-2¾ 896 (900-2¾)	1600-3 896 (900-3)
CIRCLING	1600-1¼ 895 (900-1¼)		1600-2¾ 895 (900-2¾)	1600-3 895 (900-3)

FAF to MAP 5.9 NM

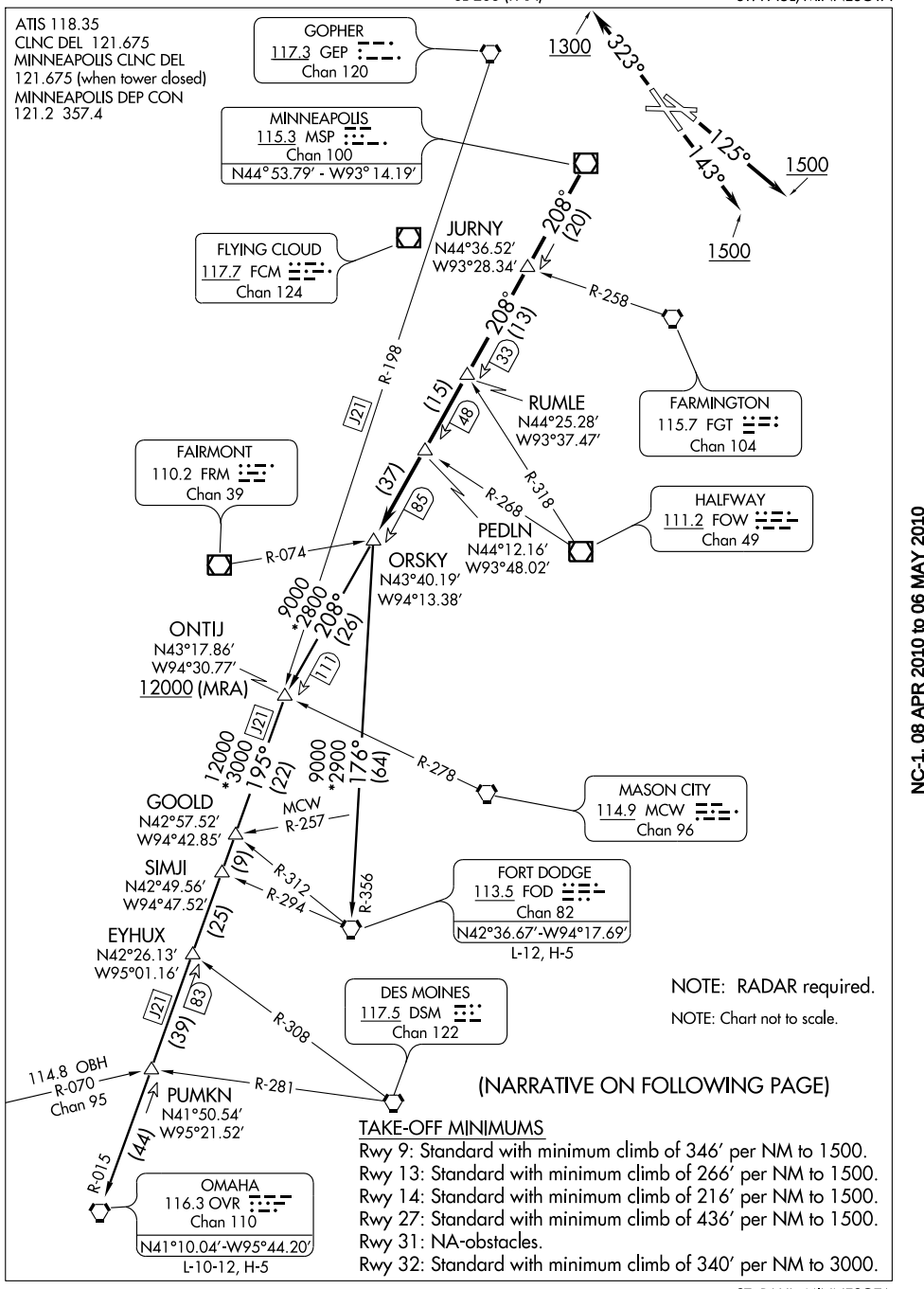
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1. 08 APR 2010 to 06 MAY 2010

(ORSKY4.ORSKY) 10098

ORSKY FOUR DEPARTURE

ST.PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.
Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.
OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.
Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.
Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.
Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.
Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL
Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.
Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.
Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL.
Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.
Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.
Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.
OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL.
Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL.
Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.
Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.
Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.
Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL.
Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.
Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL.
Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.
Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.
Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6148
143°	TDZE	705
	Apt Elev	705

RNAV (GPS) RWY 14

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

DME/DME RNP-0.3 NA.
Circling to Rwy 9, 13, 27 NA at night.
Straight-in minimums NA at night.

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct WHISK and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95

Procedure NA for arrival on GEP VORTAC airway radials 085 CW 159.

4 NM
014°
194°
WHISK

(IAF) GOPHER GEP
3000
114°
(5.8)
(IF) TEPAW
2800
133°
(6.2)
(FAF) MRANN
143°

2438
1520
1531
1549
1539
1743
1104
1074±
1051
1090
1290
1230
1151
1135
1276
RW14
753
761
1238
1278
1144
1231
884±
1238
1257±
1204
1161
1175

MSA RW14 25 NM
3500

ELEV 705
143° to RW14
753
TDZE 705
727±
4004 X 150
3642 X 100
6491 X 150
27
31
32

TEPAW
3000
Procedure Turn NA
133°
MRANN
3.05° TCH 54
2.4 NM to RW13
2800
143°
RW14
3000
WHISK
VGSI and descent angles not coincident.
6.2 NM
3.9 NM
2.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1520-1 815 (900-1)	1520-1¼ 815 (900-1¼)	1520-2½ 815 (900-2½)	1520-2¾ 815 (900-2¾)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

HIRL Rwy 13-31
HIRL Rwy 14-32 L
MIRL Rwy 9-27
REIL Rwys 31 and 32

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6109
CH 50123	323°	TDZE	704
W32A		Apt Elev	705

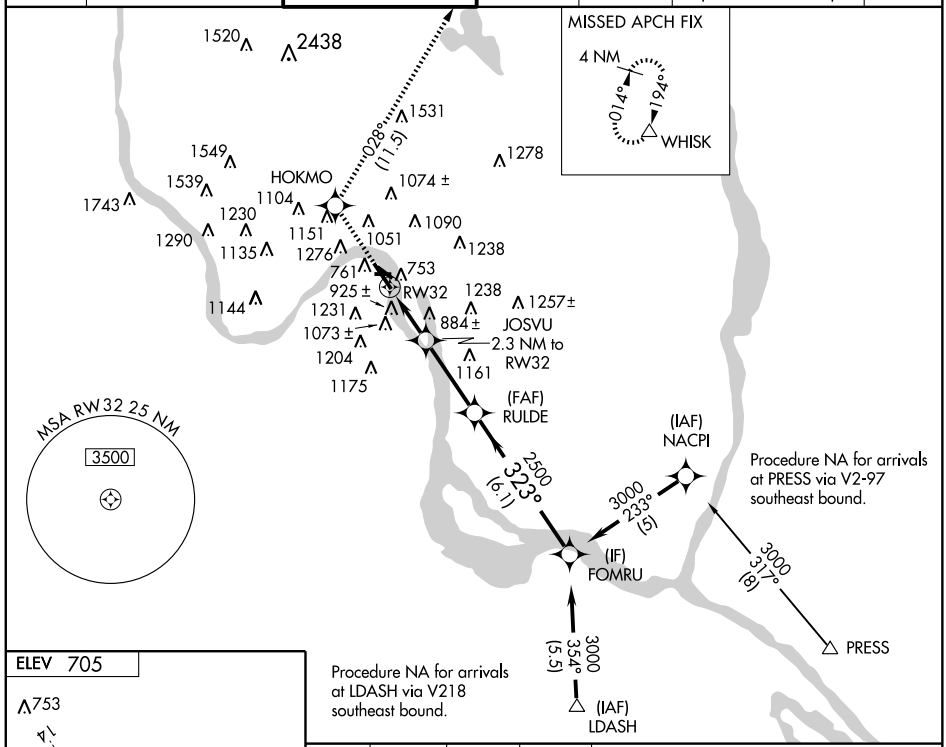
RNAV (GPS) RWY 32

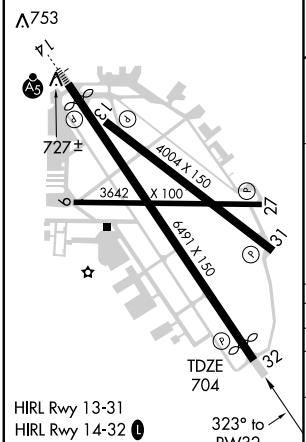
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

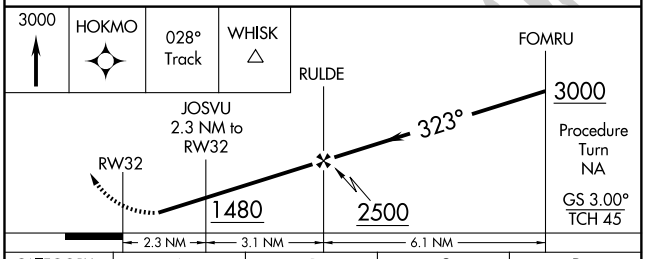
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling to Rwy 9, 13, 27 NA at night.

MISSED APPROACH: Climb to 3000 direct HOKMO and via 028° track to WHISK and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95







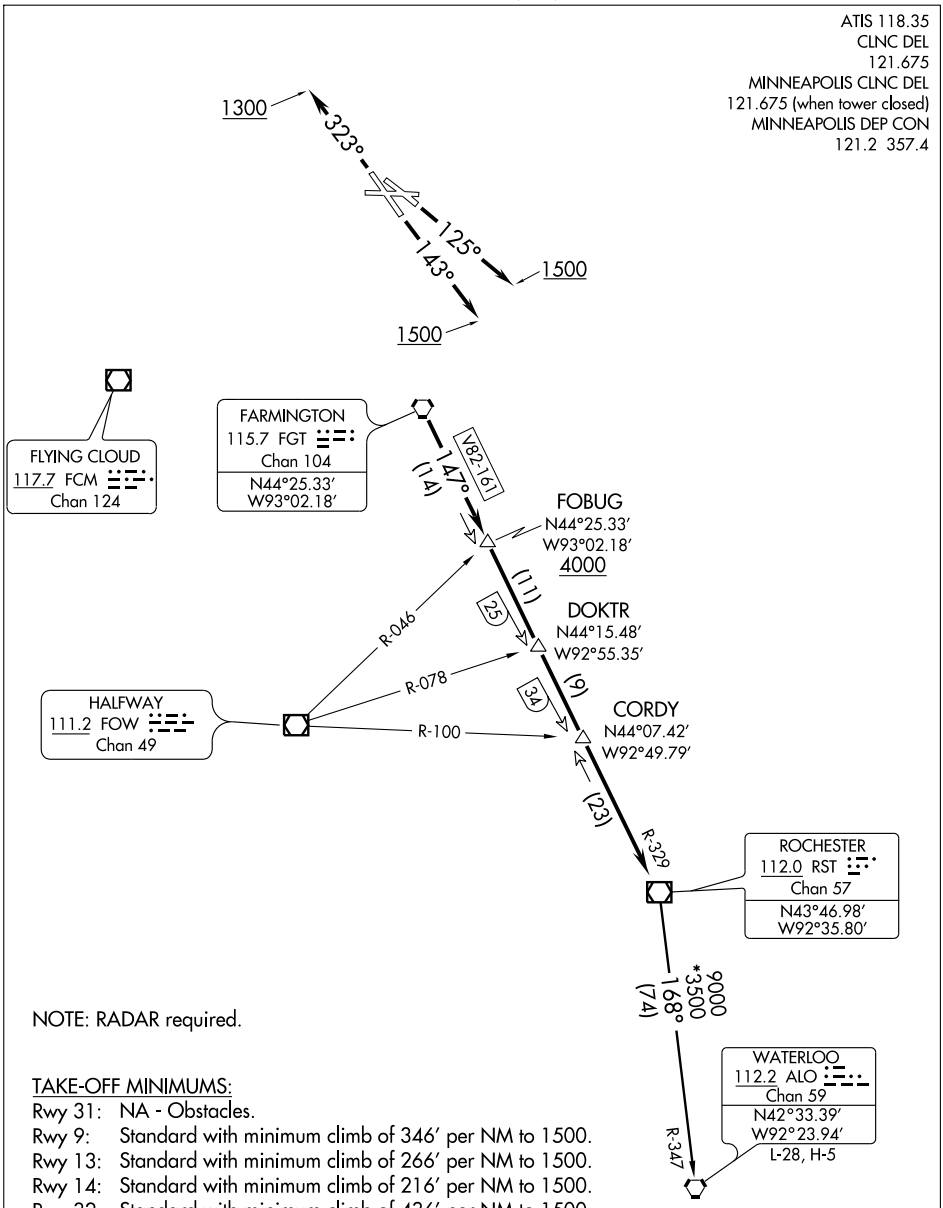
CATEGORY	A	B	C	D
LPV DA	1082-1¼ 378 (400-1¼)			
LNAV/VNAV DA	1377-2½ 673 (700-2½)			
LNAV MDA	1320-1 616 (700-1)		1320-1¾ 616 (700-1¾)	1320-2 616 (700-2)
CIRCLING	1580-2½ 875 (900-2½)			1580-2¾ 875 (900-2¾)

NC-1. 08 APR 2010 to 06 MAY 2010

ROCHESTER FOUR DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4



NOTE: RADAR required.

TAKE-OFF MINIMUMS:

Rwy 31: NA - Obstacles.
Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 32: Standard with minimum climb of 436′ per NM to 1500.
Standard with minimum climb of 340′ per NM to 3000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

....via assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

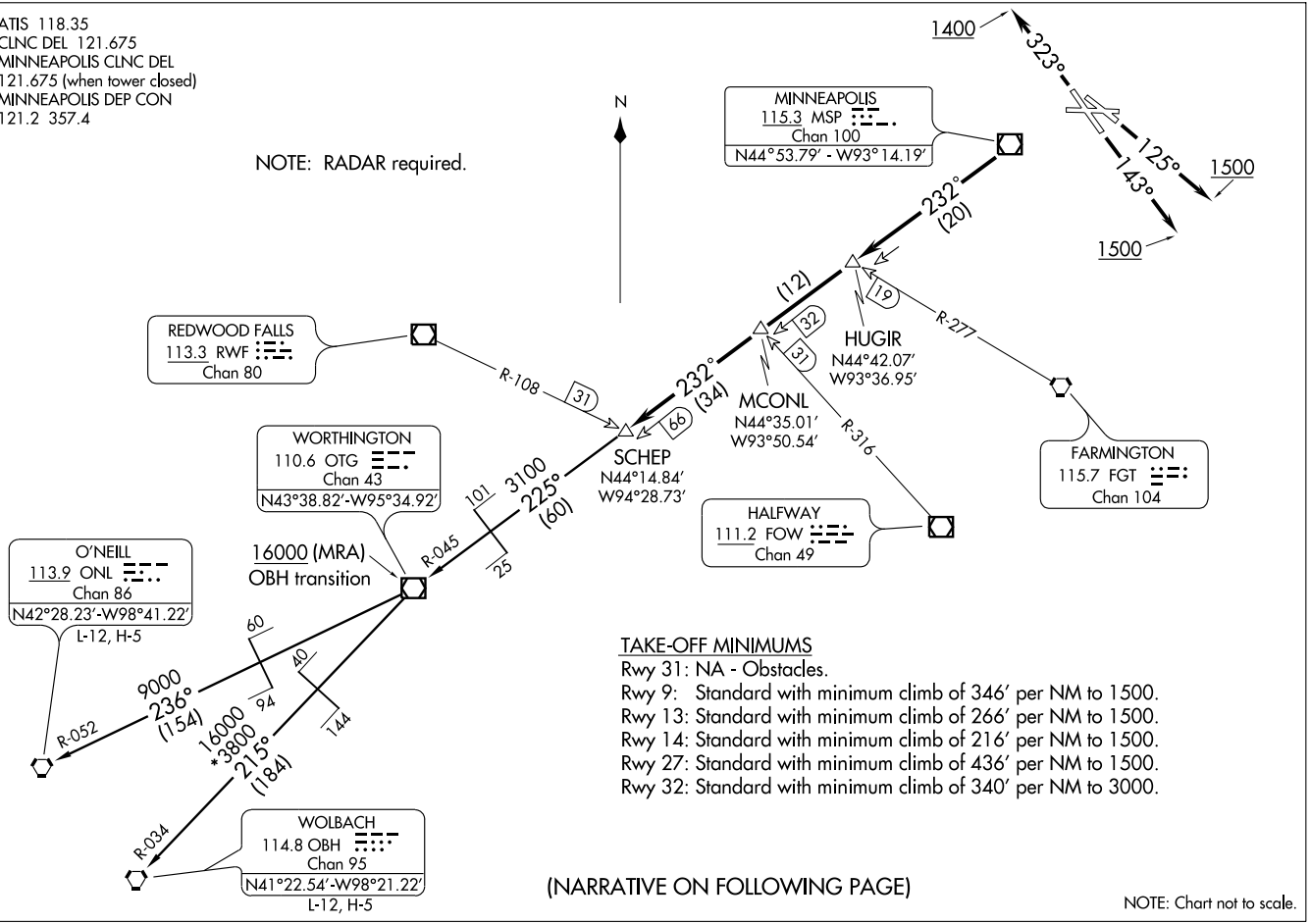
NC-1, 08 APR 2010 to 06 MAY 2010

SCHEP THREE DEPARTURE

ST.PAUL DOWNTOWN HOLMAN FIELD (STP)
ST. PAUL, MINNESOTA
SL-263 (FAA)

ATIS 118.35
CLNC DEL 121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4

NOTE: RADAR required.



TAKE-OFF MINIMUMS
Rwy 31: NA - Obstacles.
Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

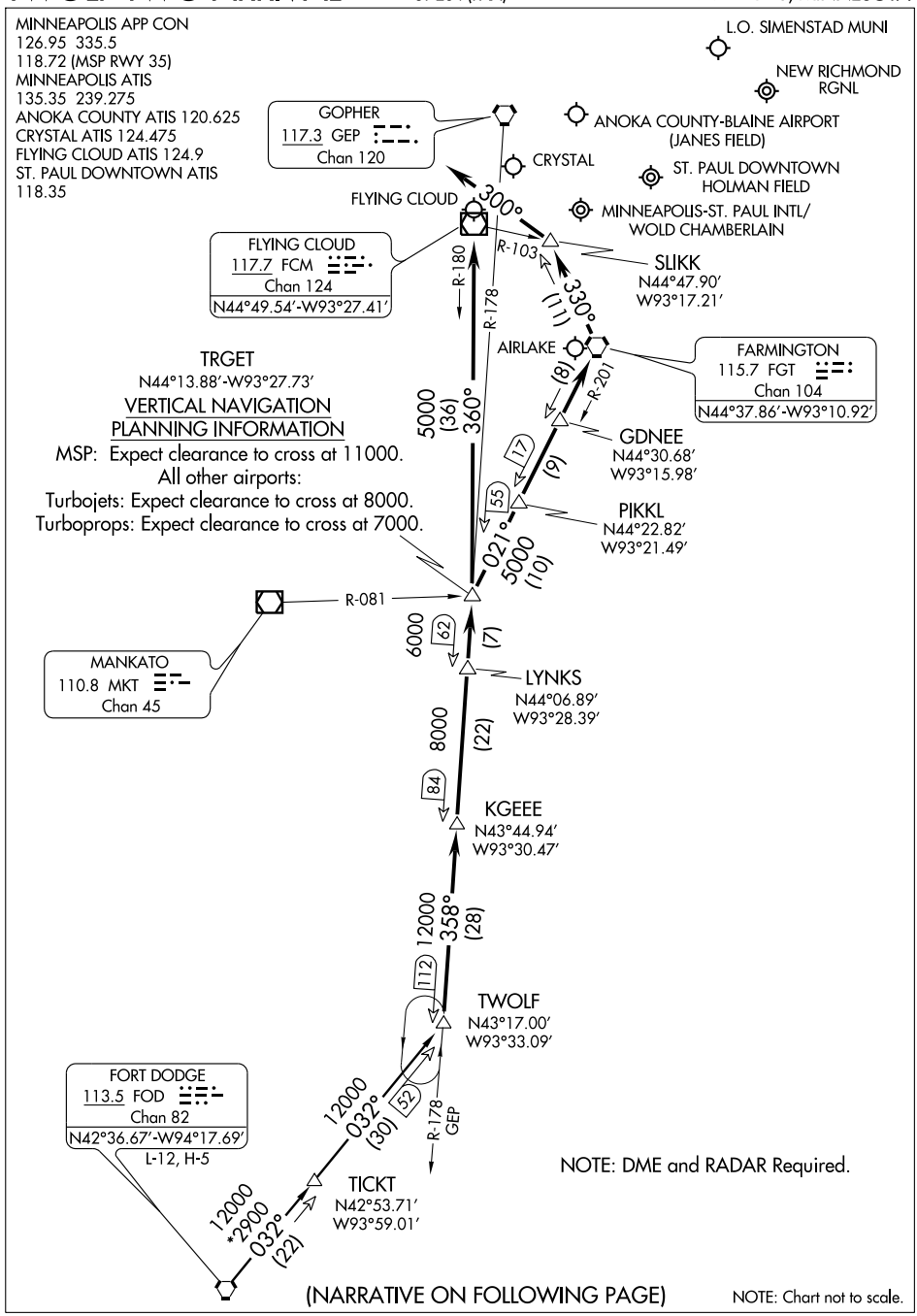
NC-1, 08 APR 2010 to 06 MAY 2010

(TWOLF.TWOLF2) 10098

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA



NC-1, 08 APR 2010 to 06 MAY 2010

TWOLF TWO ARRIVAL

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1. 08 APR 2010 to 06 MAY 2010

(UKN3.UKN) 10042

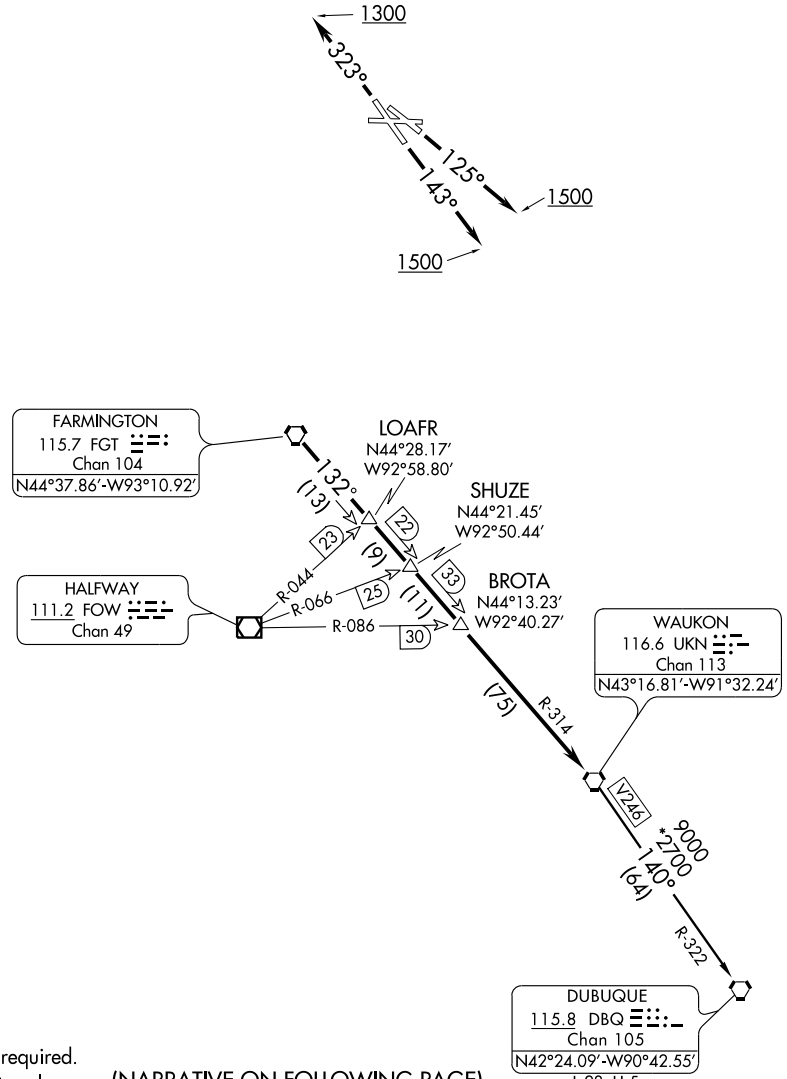
WAUKON THREE DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA - Obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4
ST. PAUL TOWER ★
119.1 (CTAF) 257.8



NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

L-28, H-5

NC-1, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

WLSTN THREE DEPARTURE

(WLSTN3.WLSTN) 10042

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

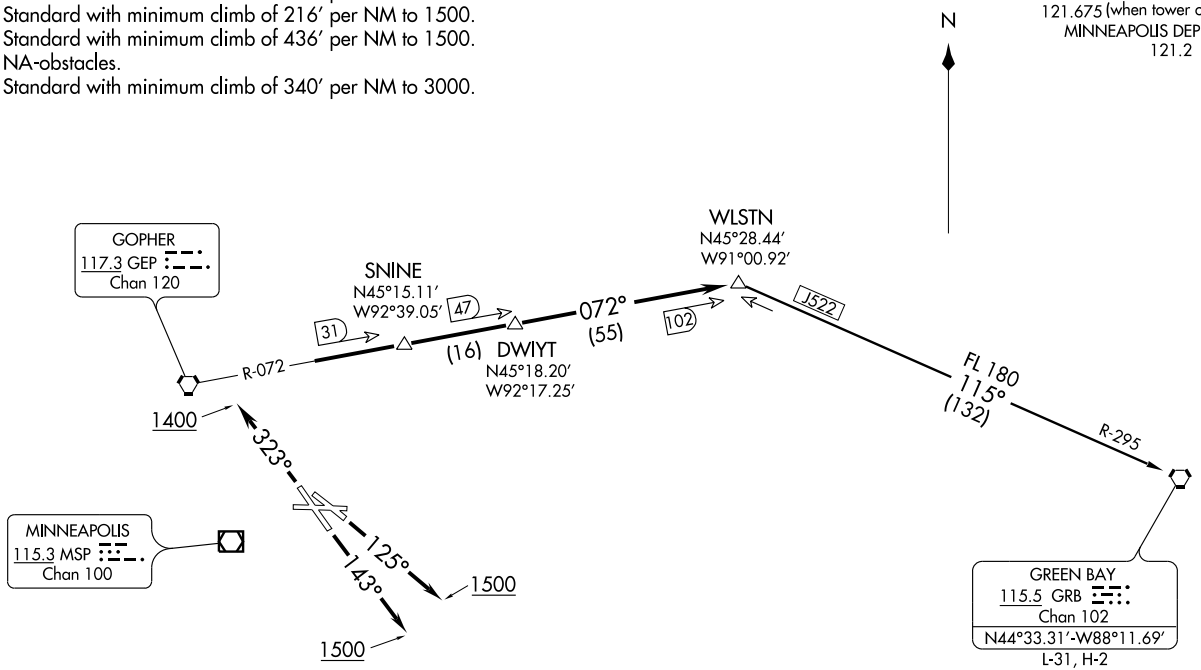
ST. PAUL, MINNESOTA

SL-263 (FAA)

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4



NOTE: RADAR and DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL.
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

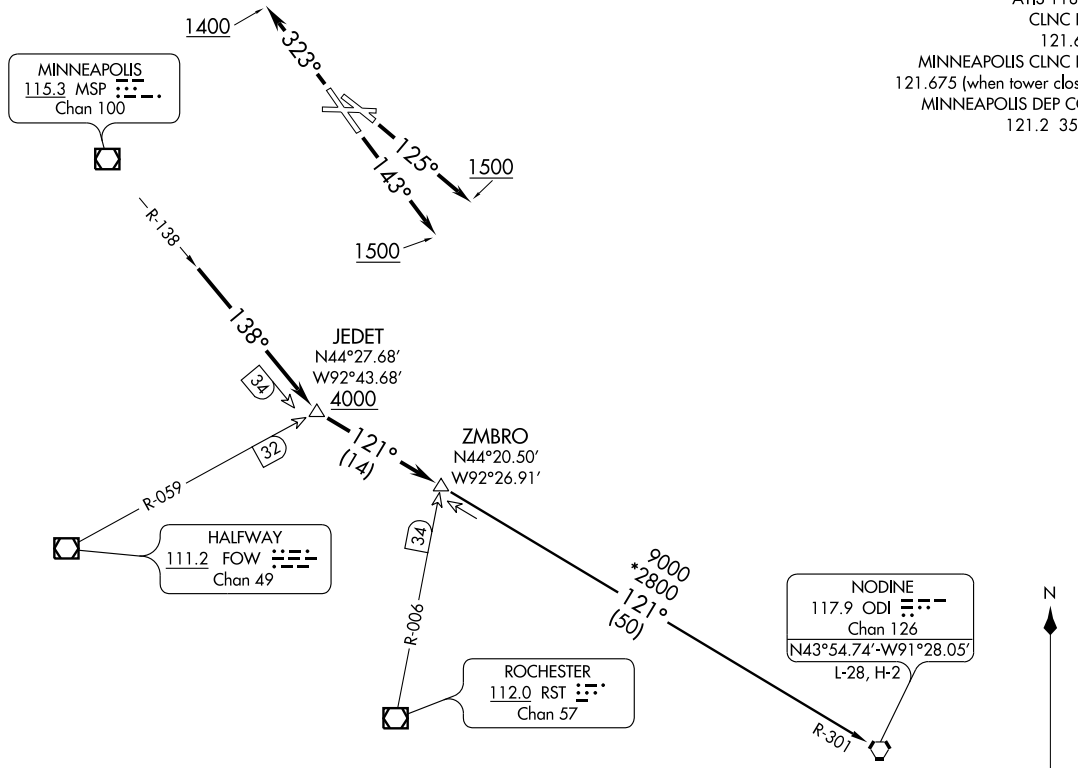
RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

ZMBRO THREE DEPARTURE

ST.PAUL DOWNTOWN HOLMAN FIELD (STP)
ST. PAUL, MINNESOTA

SL-263 (FAA)

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4



TAKE-OFF MINIMUMS:
Rwy 31: NA - Obstacles.
Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

NOTE: RADAR Required

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 08 APR 2010 to 06 MAY 2010

NDB SAZ	APP CRS	Rwy Idg	3304
257	133°	TDZE	1287
		Apt Elev	1287

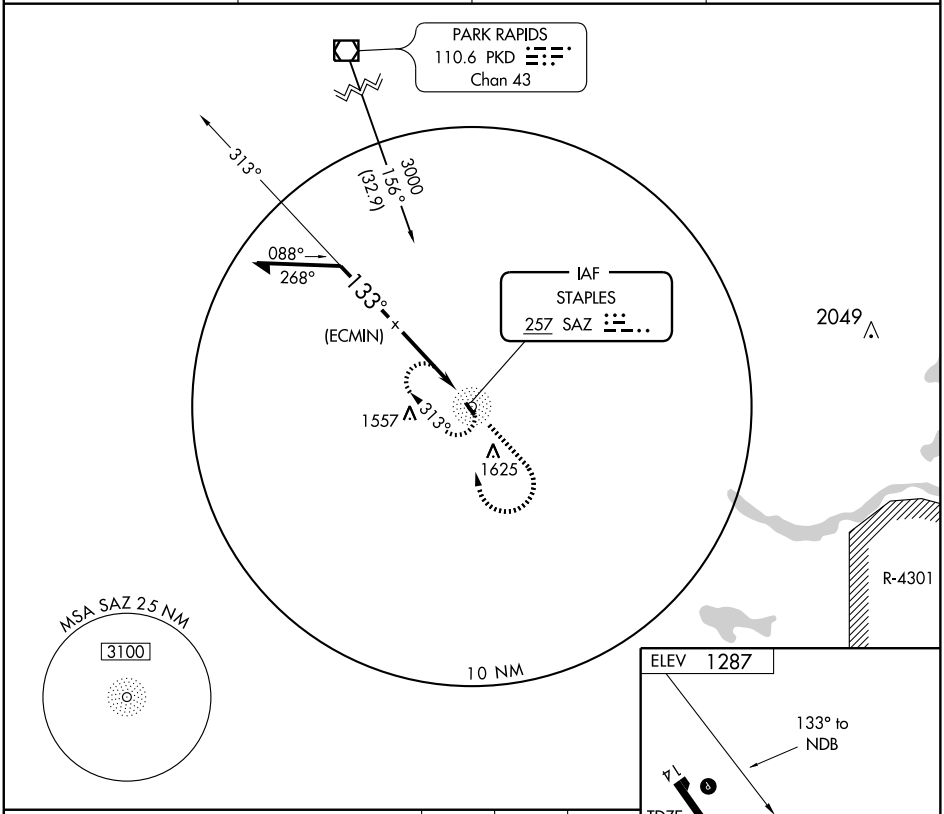
NDB or GPS RWY 14

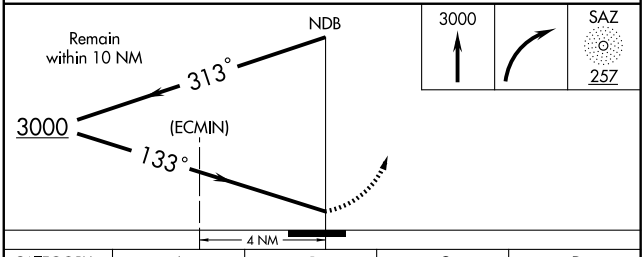
STAPLES MUNI (SAZ)

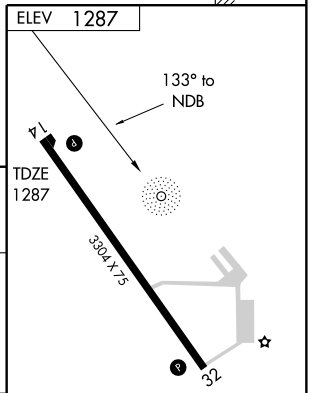
NA

MISSED APPROACH: Climb to 3000 then right turn direct SAZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.325	118.05 239.0	121.725	122.9 L







CATEGORY	A	B	C	D
S-14	1820-1	533 (600-1)	1820-1½ 533 (600-1½)	NA
CIRCLING	1820-1	533 (600-1)	1940-1¾ 653 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-HYZ	APP CRS	Rwy Idg	6503
110.5	310°	TDZE	1115
		Apt Elev	1119

ILS or LOC RWY 31
THIEF RIVER FALLS RGNL (TVF)

When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and increase S-LOC Cat C/D visibility ¼ mile. For inoperative MALSR when using Crookston altimeter setting, increase visibility S-ILS 31 all Cats to 1 mile. Circling to Rwy 3/21 NA.

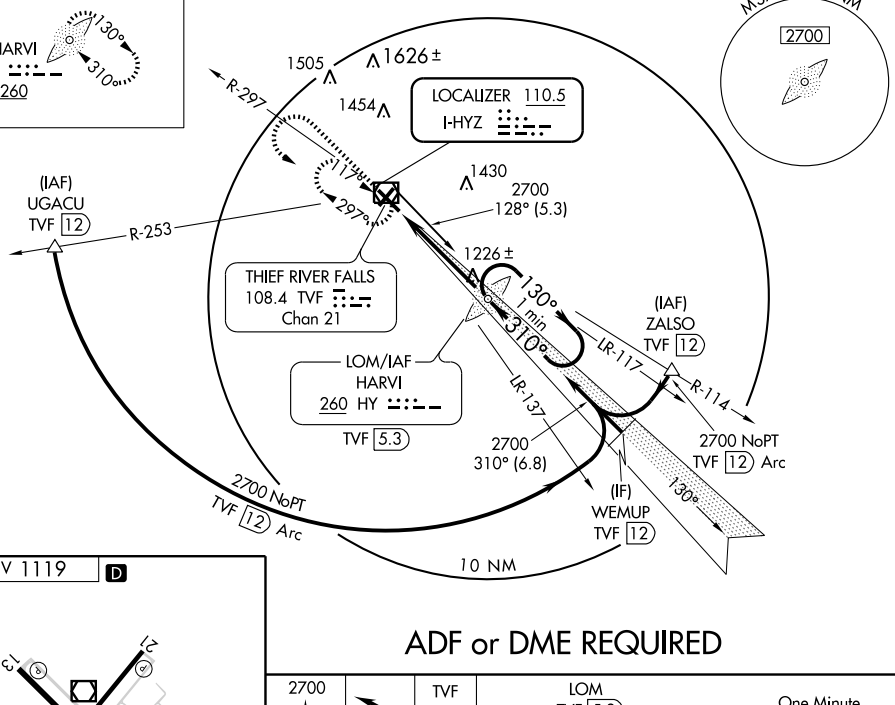
NA

MALSR

MISSED APPROACH: Climb to 2700 then left turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX
HARVI
HY
260
130°
310°



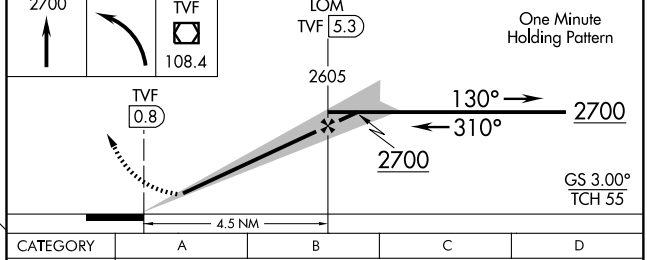
ELEV 1119 D

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

310° 4.5 NM from FAF

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1315-½ 200 (200-½)			
S-LOC 31	1480-½ 365 (400-½)			1480-¾ 365 (400-¾)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

LOM HY	APP CRS		
260	309°	Rwy Idg	6503
		TDZE	1115
		Apt Elev	1119

NDB RWY 31

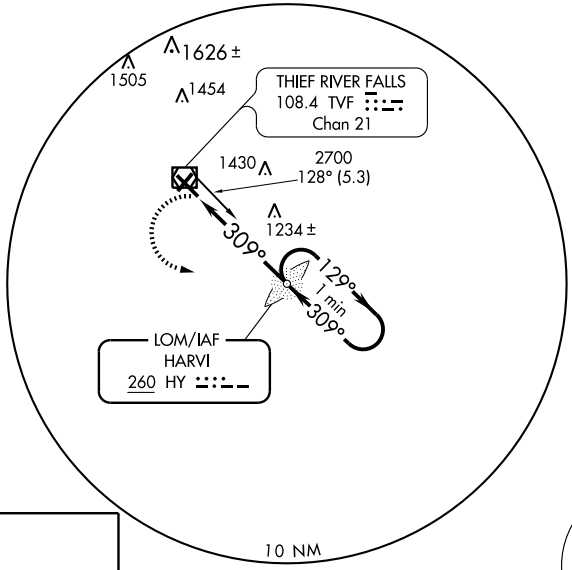
THIEF RIVER FALLS RGNL (TVF)

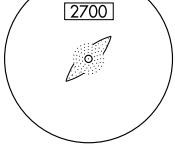
Circling to Rwy 3/21 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 100 feet and increase S-31 Cat C visibility ¼ mile and Cat D visibility ½ mile.

MALSR

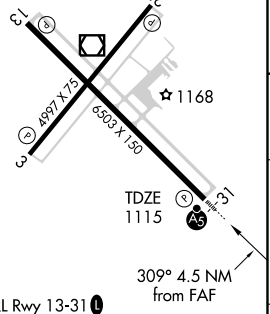
MISSED APPROACH: Climbing left turn to 2700 direct HY LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L



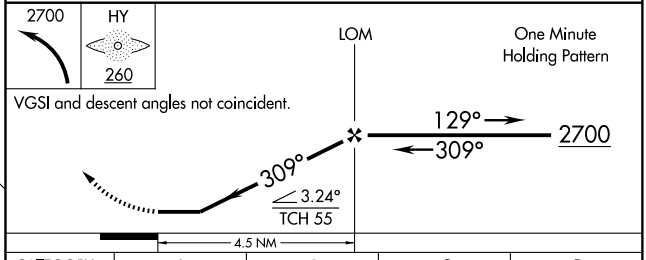


ELEV 1119 D



HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-31	1540-¾ 425 (500-¾)			1540-1 425 (500-1)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 72711 W13A	APP CRS 130°	Rwy Idg 6503 TDZE 1115 Apt Elev 1119

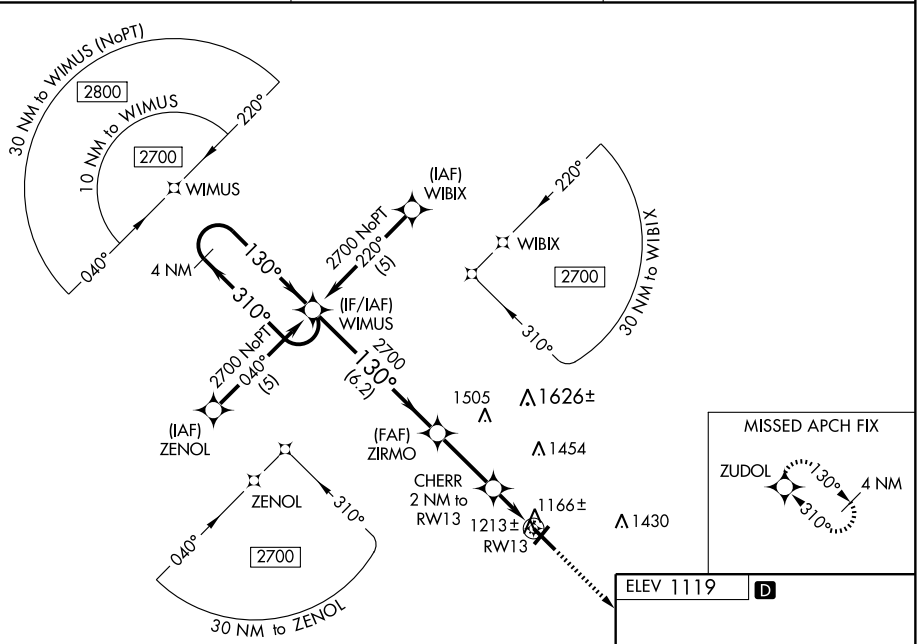
RNAV (GPS) RWY 13

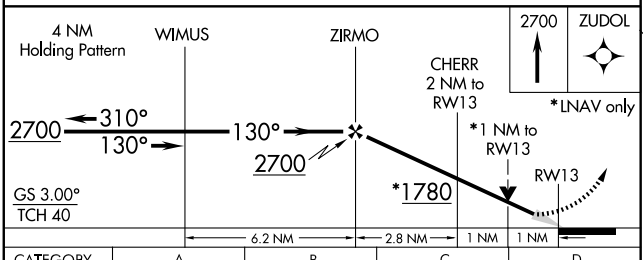
THIEF RIVER FALLS RGNL (TVF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile.
VDP and Baro-VNAV NA when using Crookston altimeter setting.
Circling to Rwy 3/21 NA.

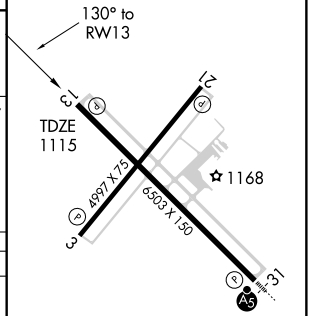
MISSED APPROACH: Climb to 2700 direct ZUDOL and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1365-1 250 (300-1)			
LNAV/VNAV DA	1436-1¼ 321 (400-1¼)			
LNAV MDA	1480-1 365 (400-1)			1480-1¼ 365 (400-1¼)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)



HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 69311 W31A	APP CRS 310°	Rwy Idg 6503 TDZE 1115 Apt Elev 1119

RNAV (GPS) RWY 31

THIEF RIVER FALLS RGNL (TVF)

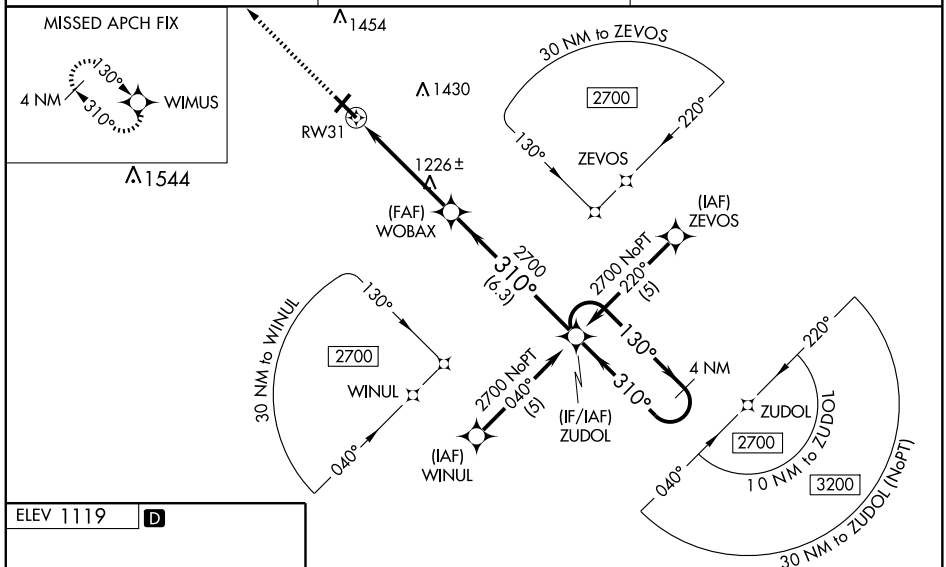
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

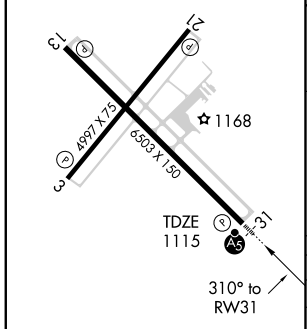
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and LPV all Cats, LNAV/VNAV Cats A, B, and C and LNAV Cat C visibilities ¼ mile.
For inoperative MALSR when using Crookston altimeter setting, increase visibility LPV all Cats to 1¼ mile.
For inoperative MALSR increase visibility LNAV/VNAV Cat D to 1 mile and increase visibility LNAV Cat D to 1¼ mile.
VDP and Baro-VNAV NA when using Crookston altimeter setting.
Circling to Rwy 3/21 NA.

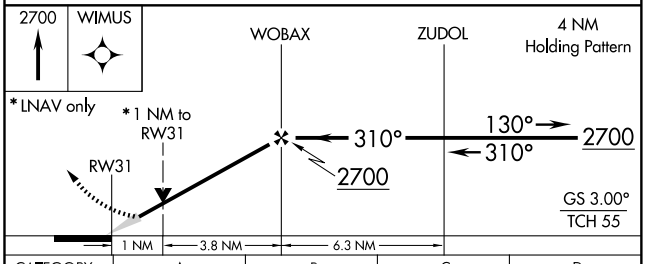
MALSR

MISSED APPROACH: Climb to 2700 direct WIMUS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1365-½ 250 (300-½)			
LNAV/VNAV DA	1427-½ 312 (400-½)			1427-¾ 312 (400-¾)
LNAV MDA	1500-½ 385 (400-½)			1500-1 385 (400-1)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	117°	TDZE	1114
Chan 21		Apt Elev	1116

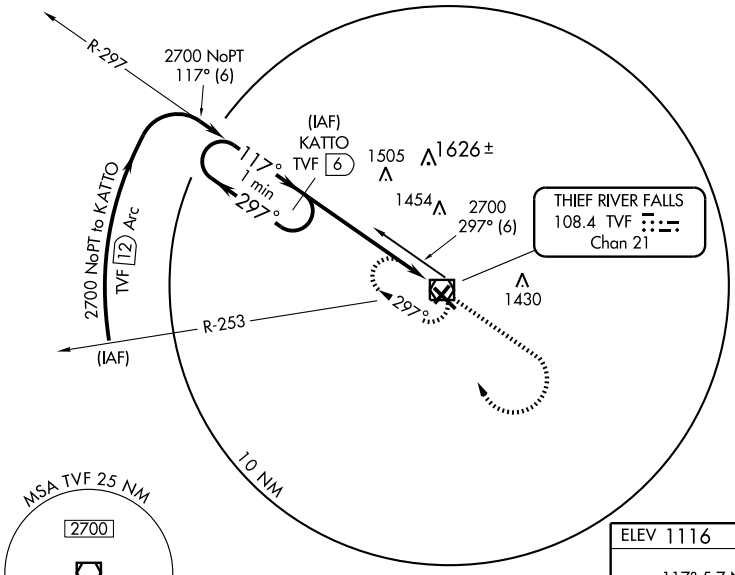
VOR/DME RWY 13

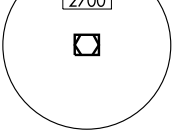
THIEF RIVER FALLS RGNL (TVF)

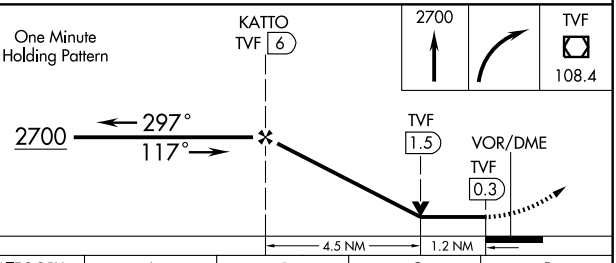
Circling to Rwy 3/21 NA.

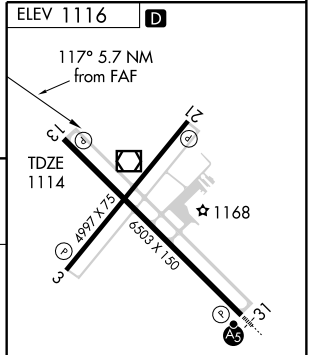
MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-13	1520-1 406 (500-1)		1520-1¼ 406 (500-1¼)	
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	312°	TDZE	1113
Chan 21		Apt Elev	1116

VOR/DME RWY 31

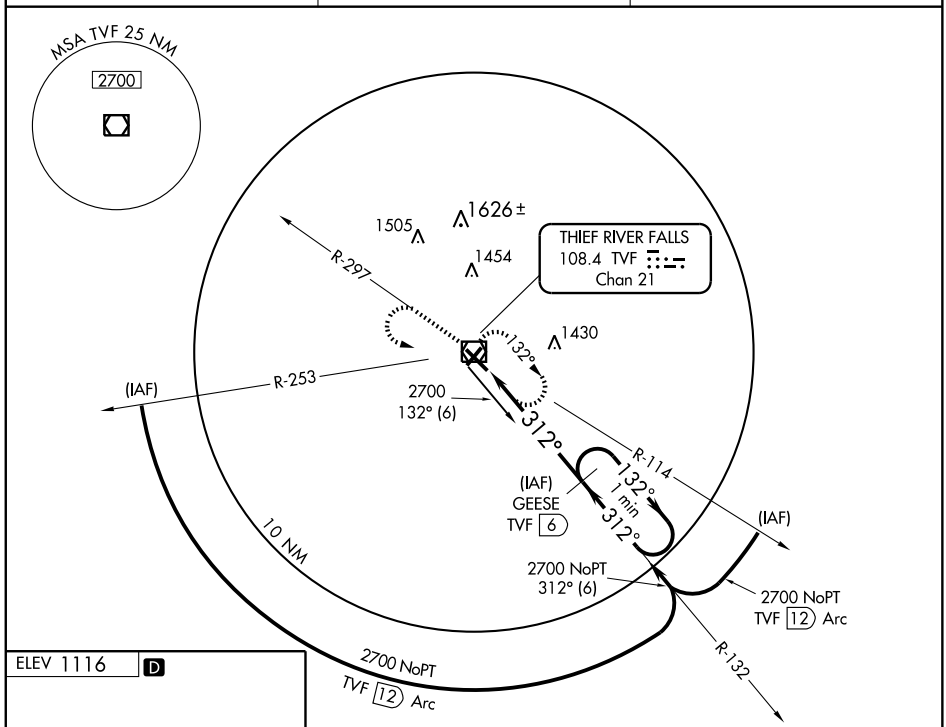
THIEF RIVER FALLS RGNL (TVF)

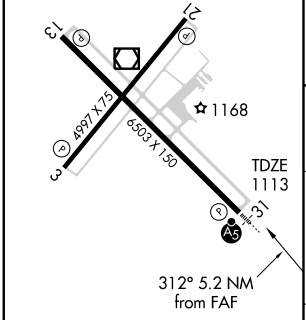
T Increase S-31 Cat D visibility ¼ mile for inoperative MALSR. Circling to Rwy 3/21 NA.

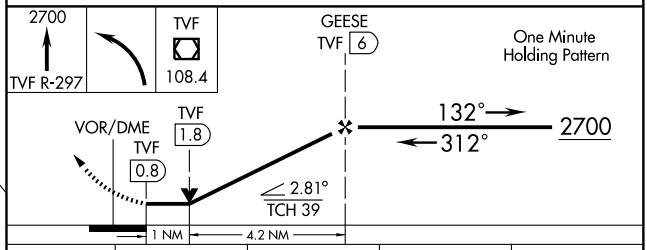
MALSR

MISSED APPROACH: Climb to 2700 via TVF R-297 then left turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1480-½ 367 (400-½)			1480-1 367 (400-1)
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	117°	TDZE	1115
Chan 21		Apt Elev	1119

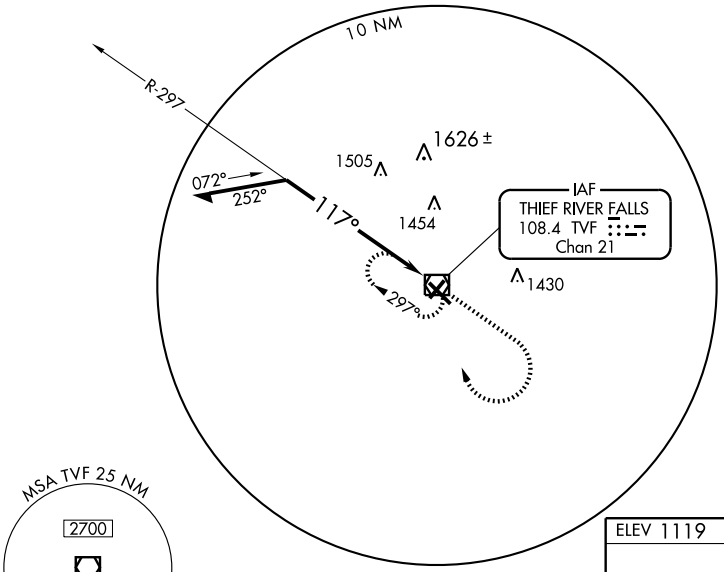
VOR RWY 13

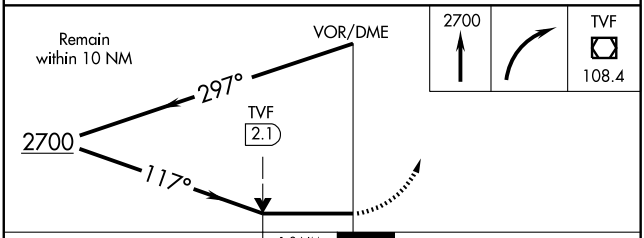
THIEF RIVER FALLS RGNL (TVF)

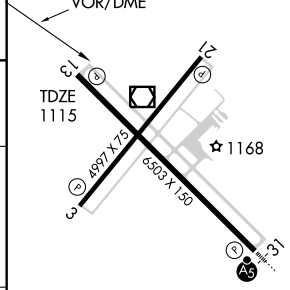
Circling to Rwy 3/21 NA.
VDP NA when using Crookston altimeter setting.
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 100 feet and increase Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1740-1	625 (700-1)	1740-1¾ 625 (700-1¾)	1740-2 625 (700-2)
CIRCLING	1740-1	621 (700-1)	1740-1¾ 621 (700-1¾)	1740-2 621 (700-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	312°	TDZE	1113
Chan 21		Apt Elev	1116

VOR RWY 31

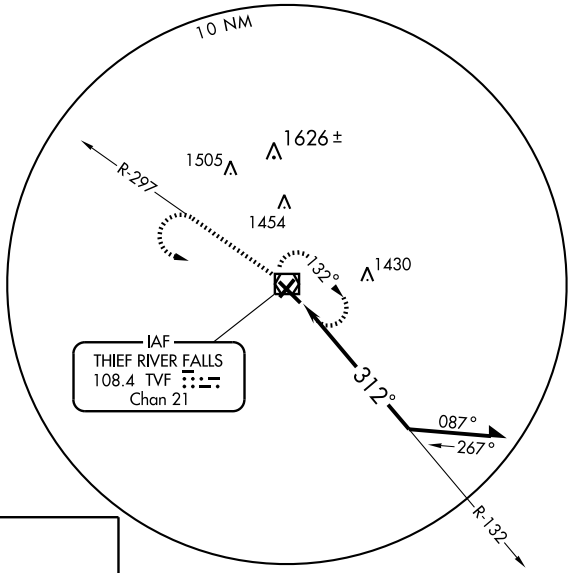
THIEF RIVER FALLS RGNL (TVF)

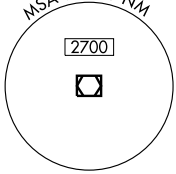
Circling to Rwy 3/21 NA.

MALSR

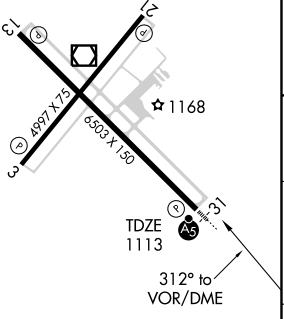
MISSED APPROACH: Climb to 2700 via TVF R-297 then left turn direct TVF VOR/DME and hold.

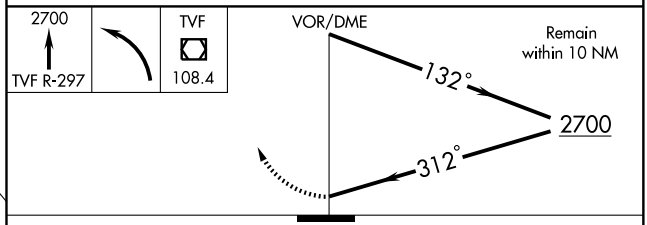
AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L





ELEV 1116 D





CATEGORY	A	B	C	D
S-31	1540-½ 427 (500-½)		1540-¾ 427 (500-¾)	1540-1 427 (500-1)
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1. 08 APR 2010 to 06 MAY 2010

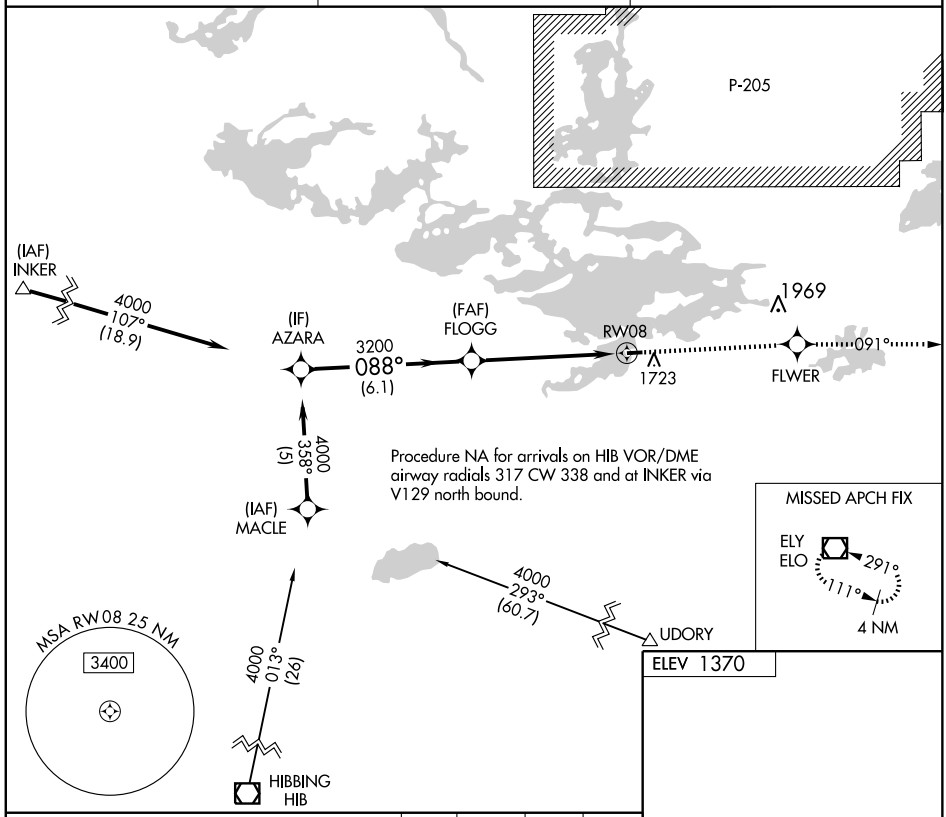
APP CRS	Rwy Idg	3400
088°	TDZE	1369
	Apt Elev	1370

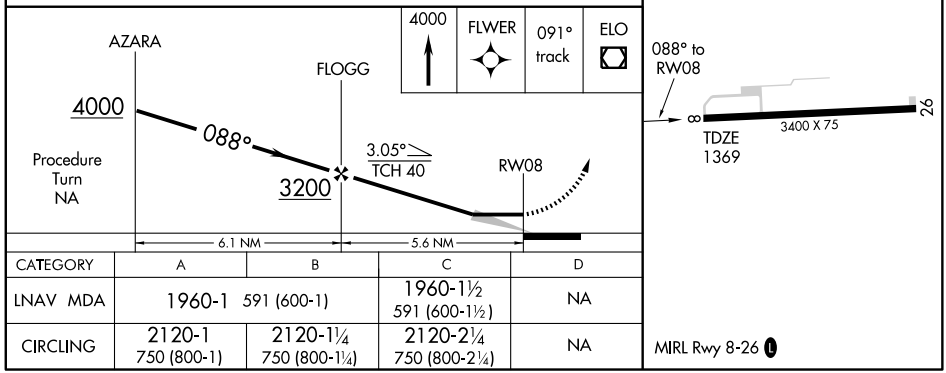
RNAV (GPS) RWY 8
TOWER MUNI (12D)

T ANA — DME/DME RNP- 0.3 NA. Procedure NA at night. Use Cook altimeter setting, when not received, use Ely altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct FLWER and via 091° track to ELO VOR/DME and hold.

COOK AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	1960-1 591 (600-1)		1960-1½ 591 (600-1½)	NA
CIRCLING	2120-1 750 (800-1)	2120-1¼ 750 (800-1¼)	2120-2¼ 750 (800-2¼)	NA

MIRL Rwy 8-26 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

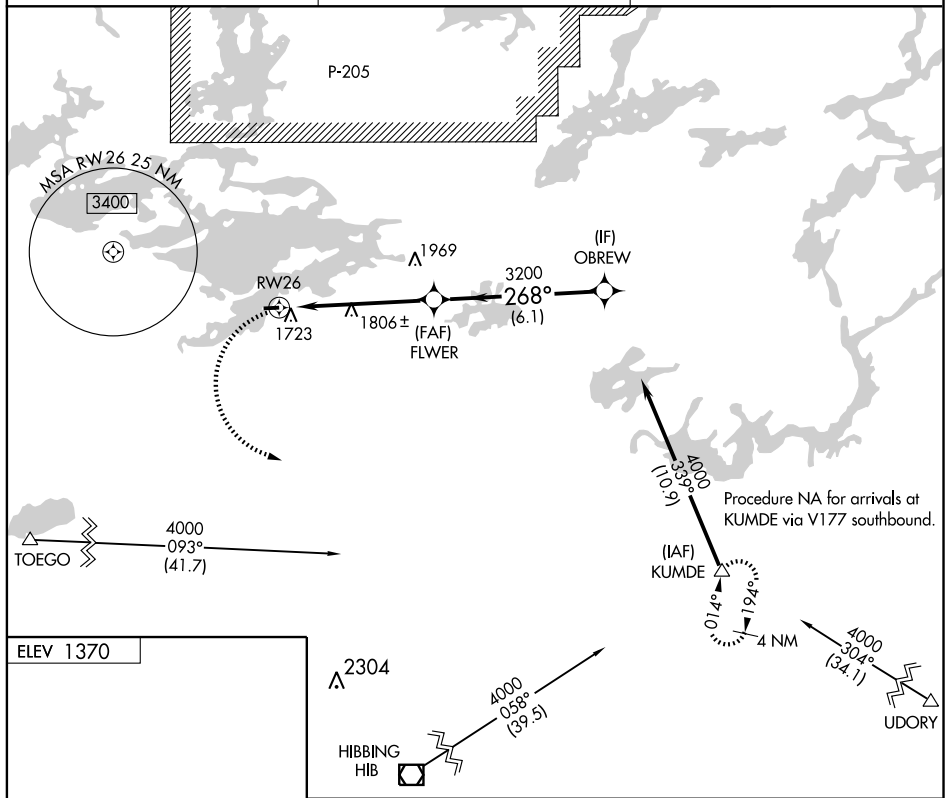
APP CRS	Rwy Idg	3400
268°	TDZE	1370
	Apt Elev	1370

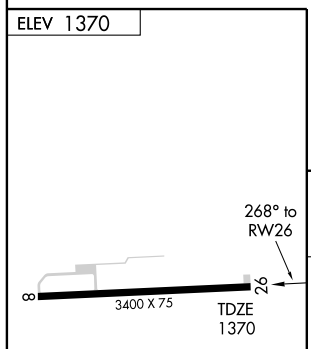
RNAV (GPS) RWY 26
TOWER MUNI (12D)

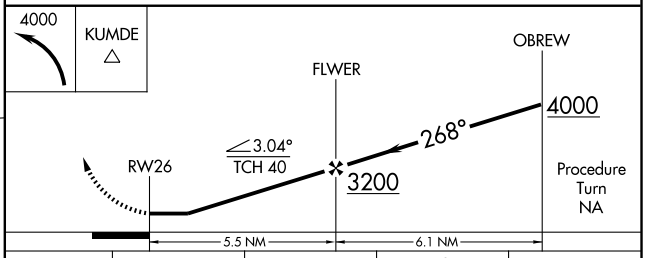
DME/DME RNP- 0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Cook altimeter setting, when not received, use Ely altimeter setting and increase all MDA 20 feet and increase Cat B and C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct KUMDE and hold.

COOK AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2100-1	730 (800-1)	2100-2 730 (800-2)	NA
CIRCLING	2120-1 750 (800-1)	2120-1¼ 750 (800-1¼)	2120-2¼ 750 (800-2¼)	NA

MIRL Rwy 8-26 L

NC-1. 08 APR 2010 to 06 MAY 2010

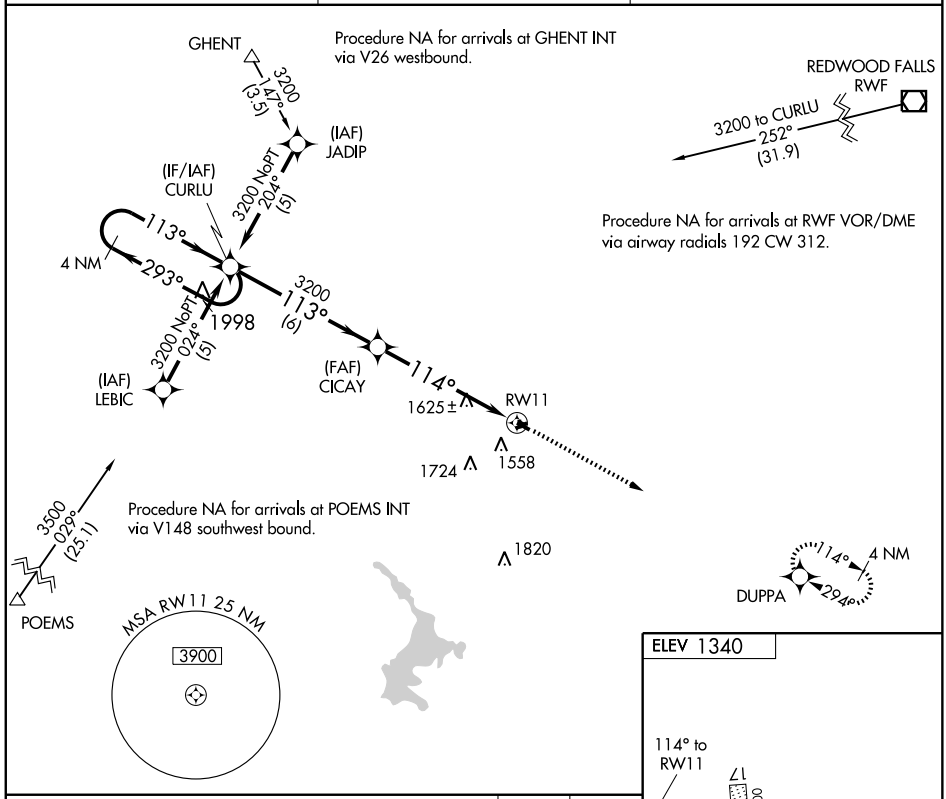
APP CRS	Rwy Idg	3100
114°	TDZE	1336
	Apt Elev	1340

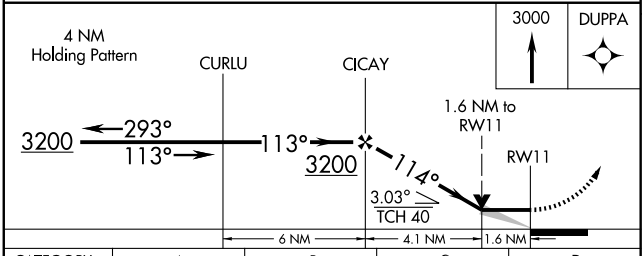
RNAV (GPS) RWY 11
TRACY MUNI (TKC)

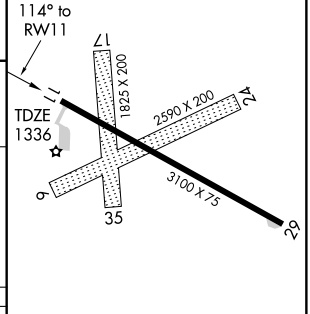
NA
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Marshall/Ryan altimeter setting and increase all MDAs 60 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct DUPPA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1900-1	564 (600-1)	NA	
CIRCLING	1960-1	620 (700-1)	NA	

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3100
294°	TDZE	1336
	Apt Elev	1340

RNAV (GPS) RWY 29

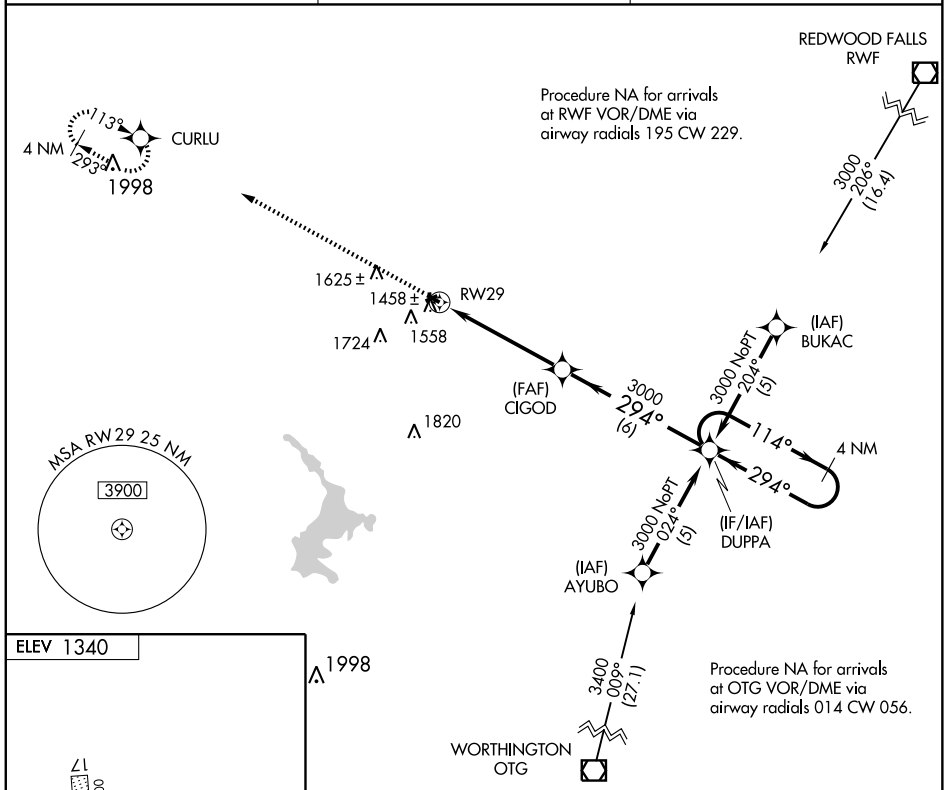
TRACY MUNI (TKC)

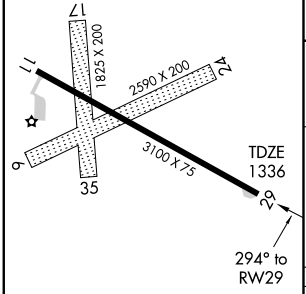
NA

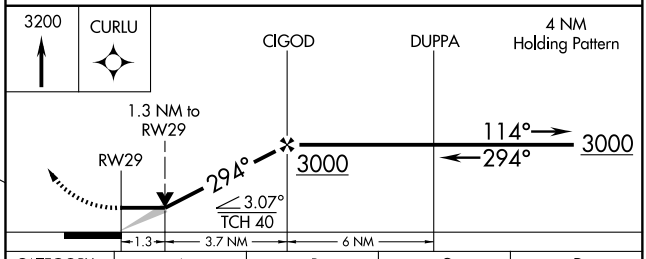
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Marshall/Ryan altimeter setting and increase all MDAs 60 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 3200 direct CURLU and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1780-1 444 (500-1)		NA	
CIRCLING	1920-1 580 (600-1)		NA	

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
241°	Rwy Idg	4400
	TDZE	1073
	Apt Elev	1080

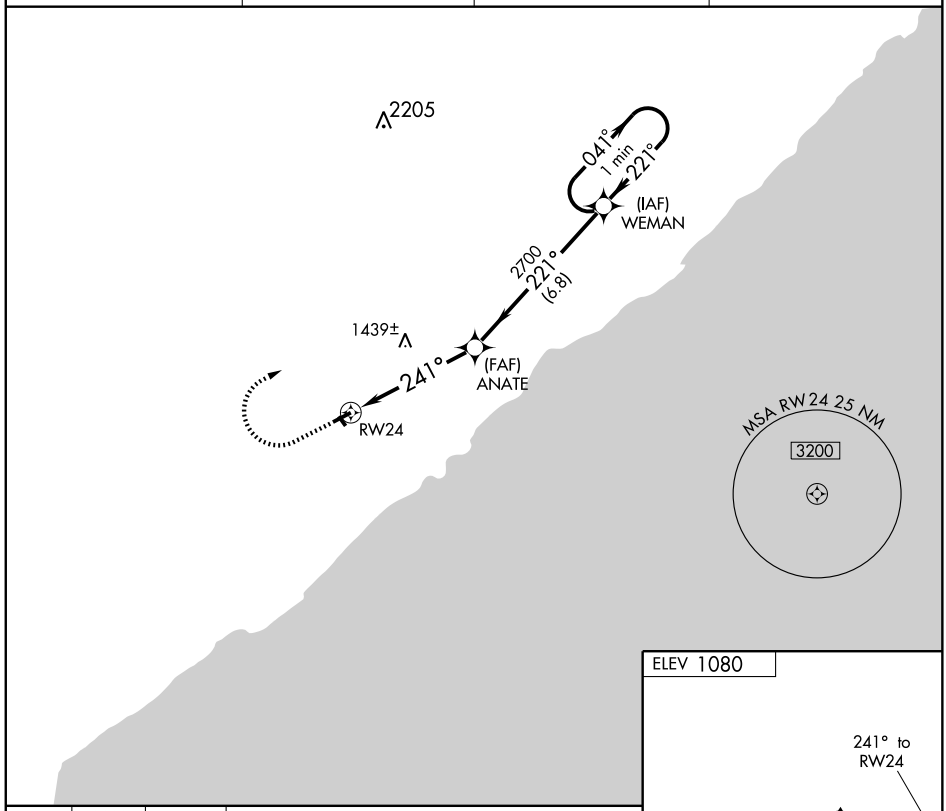
GPS RWY 24

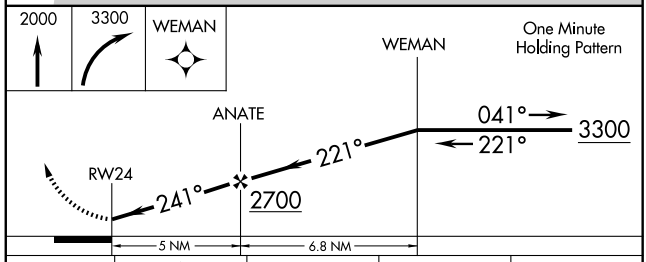
TWO HARBORS/RICHARD B HELGESON (TWM)

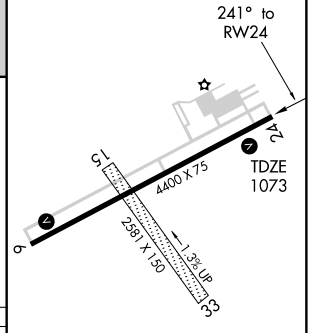
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct WEMAN WP and hold.

AWOS-3	DULUTH APP CON★	GCO	CTAF
119.325	125.45 255.9	121.725	122.9 L







CATEGORY	A	B	C	D
S-24	1580-1	507 (500-1)	NA	
CIRCLING	1660-1 580 (600-1)	1740-1 660 (700-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NC-1, 08 APR 2010 to 06 MAY 2010

NDB TWM	APP CRS	Rwy Idg	4400
243	257°	TDZE	1073
		Apt Elev	1080

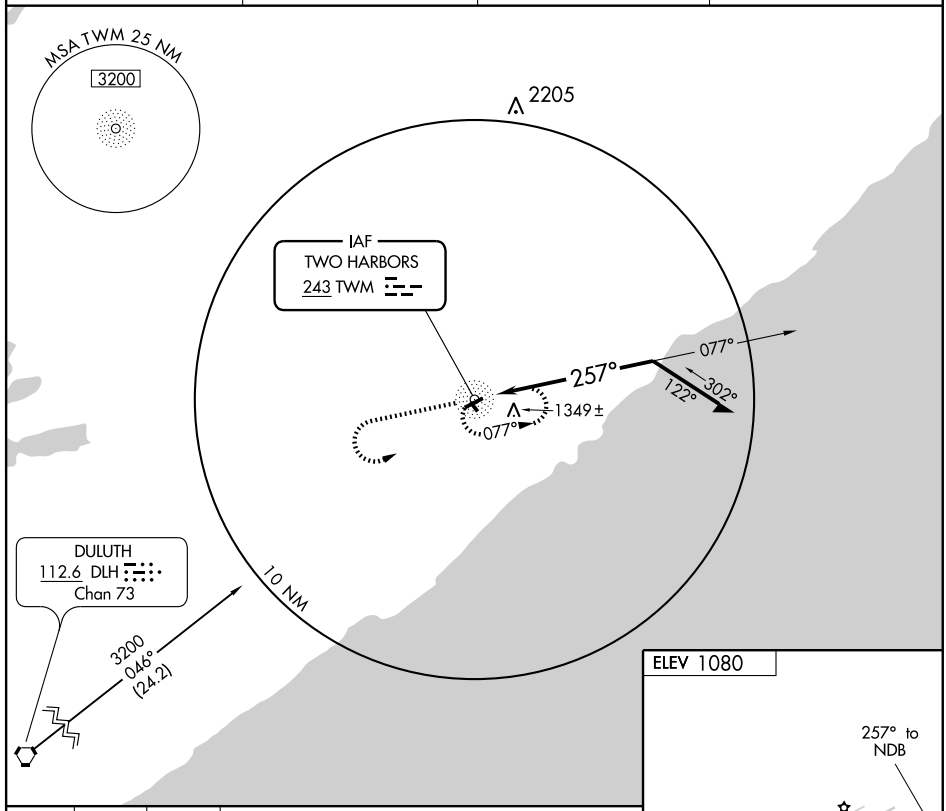
NDB RWY 24

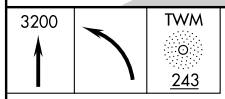
TWO HARBORS/ RICHARD B HELGESON (TWM)

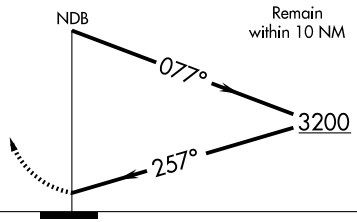
NA

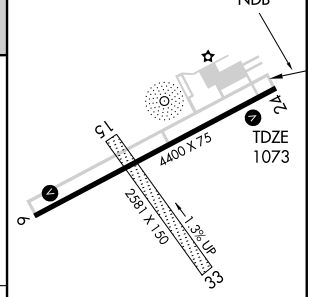
MISSED APPROACH: Climb to 3200 then left turn direct TWM NDB and hold.

AWOS-3	DULUTH APP CON ★	GCO	CTAF
119.325	125.45 255.9	121.725	122.9 (L)









CATEGORY	A	B	C	D
S-24	1700-1	627 (700-1)	NA	
CIRCLING	1700-1 620 (700-1)	1740-1 660 (700-1)	NA	

MIRL Rwy 6-24 (L)
REIL Rwys 6 and 24 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

WADENA, MINNESOTA

AL-9365 (FAA)

RNAV (GPS) RWY 34

WADENA MUNI (ADC)

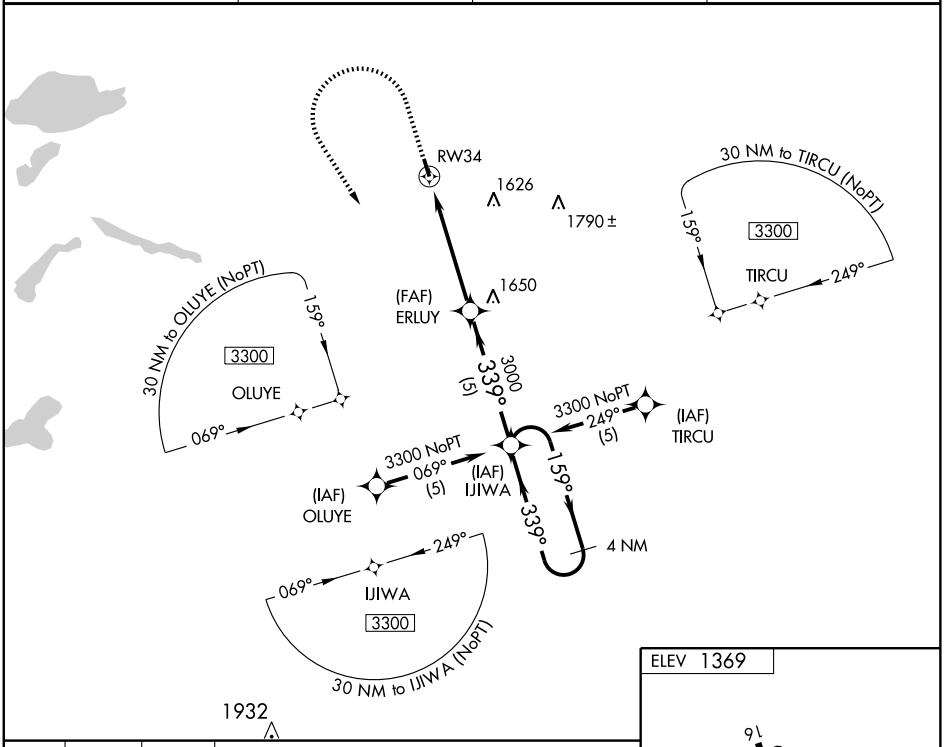
APP CRS	Rwy ldg	4005
339°	TDZE	1366
	Apt Elev	1369

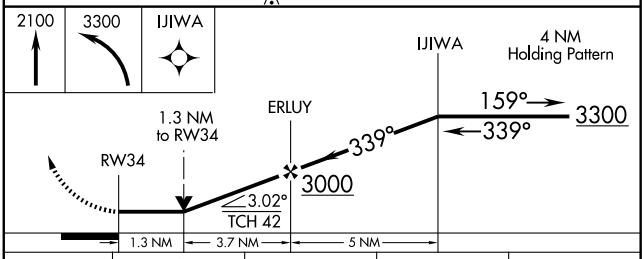
NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

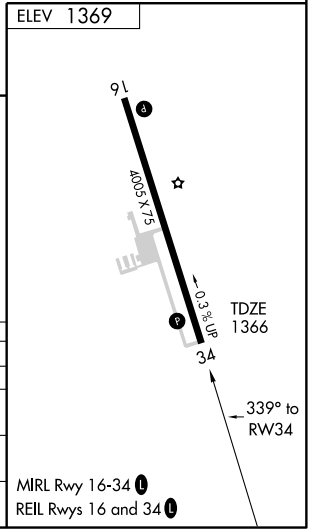
MISSED APPROACH: Climb to 2100 then climbing left turn to 3300 direct IJIWA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	126.1 269.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1820-1 454 (500-1)		1820-1¼ 454 (500-1¼)	1820-1½ 454 (500-1½)
CIRCLING	1820-1 451 (500-1)		1820-1½ 451 (500-1½)	1920-2 551 (600-2)



NC-1. 08 APR 2010 to 06 MAY 2010

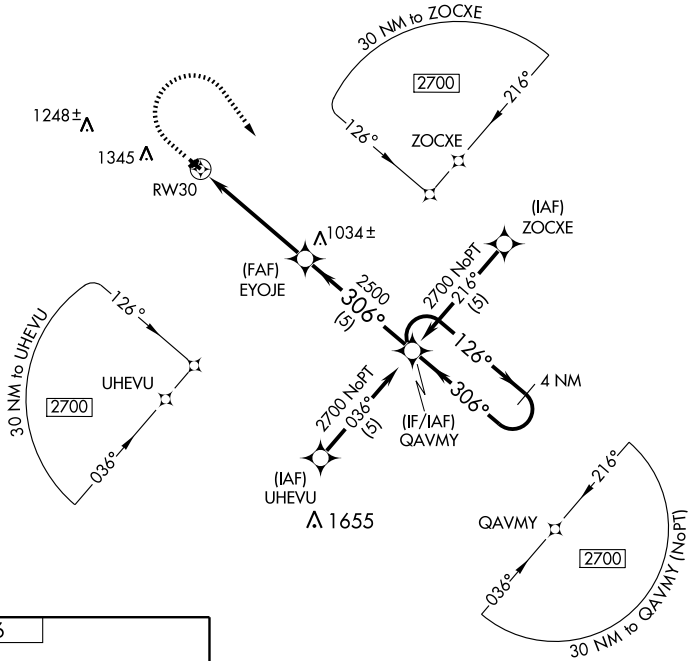
APP CRS	Rwy Idg	3205
306°	TDZE	885
	Apt Elev	886

RNAV (GPS) RWY 30
WARREN MUNI (D37)

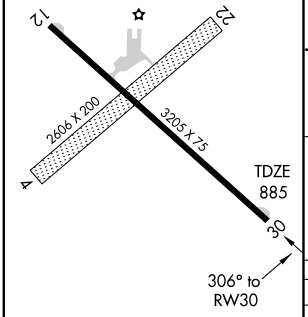
T NA — Use Crookston Muni-Kirkwood Field altimeter setting. GPS or RNP -0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct QAVMY WP and hold.

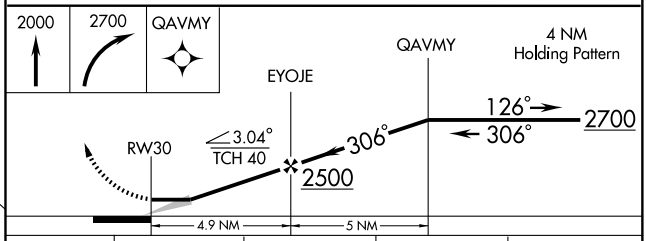
GRAND FORKS APP CON	UNICOM
118.1 318.1	**122.8** (CTAF)



ELEV 886



MIRL Rwy 12-30



CATEGORY	A	B	C	D
LNAV MDA	1480-1	595 (600-1)	NA	
CIRCLING	1480-1	594 (600-1)	NA	

NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-SWE	APP CRS	Rwy Idg	5400
110.1	315°	TDZE	1074
Chan 38		Apt Elev	1074

ILS or LOC RWY 31

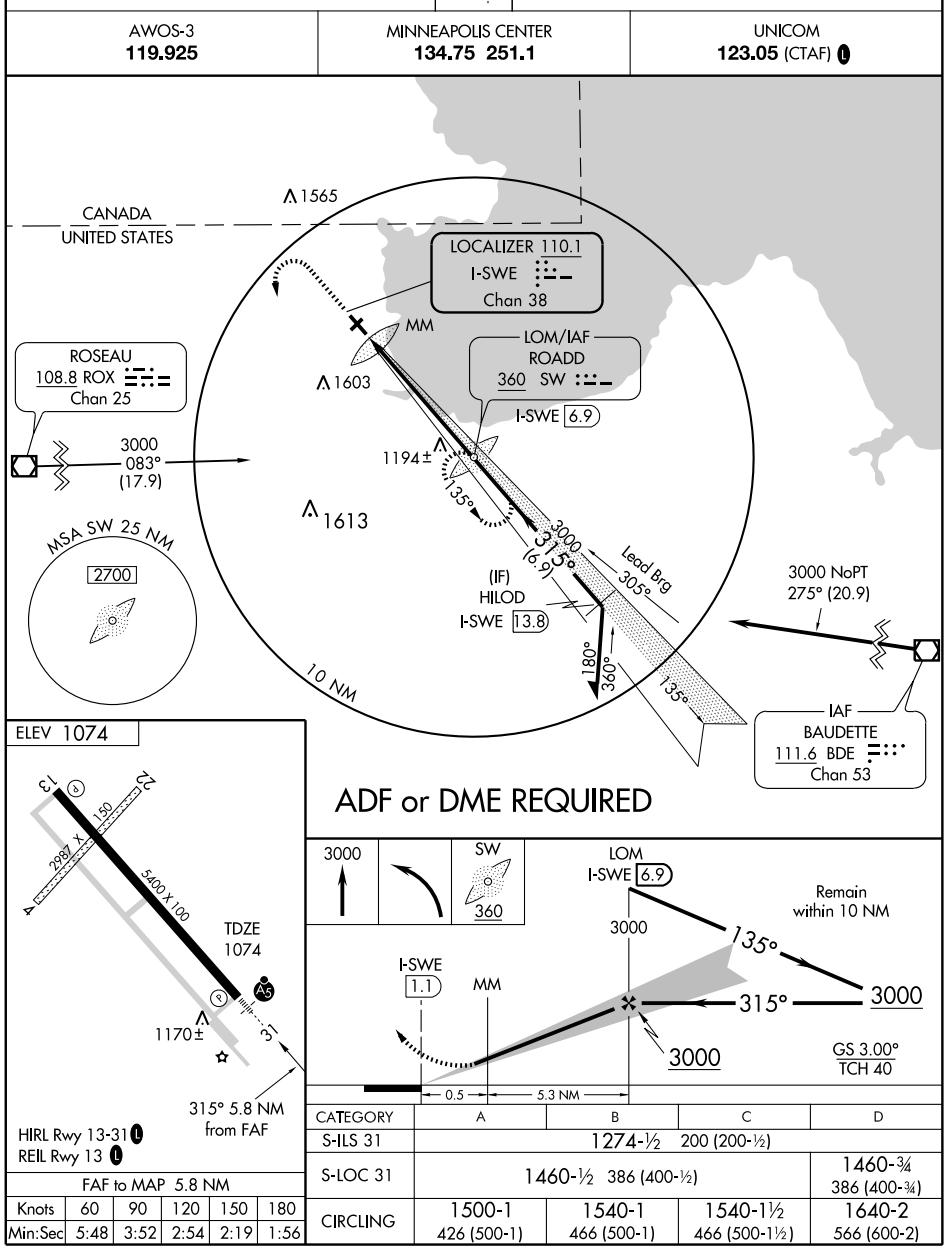
WARROAD INTL MEMORIAL (RRT)

NA

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct ROADD LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L



ADF or DME REQUIRED

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 31	1274-½ 200 (200-½)			
S-LOC 31	1460-½ 386 (400-½)			1460-¾ 386 (400-¾)
CIRCLING	1500-1 426 (500-1)	1540-1 466 (500-1)	1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

LOM	APP CRS		
SW		Rwy Idg	5400
360	315°	TDZE	1074
		Apt Elev	1074

NDB RWY 31

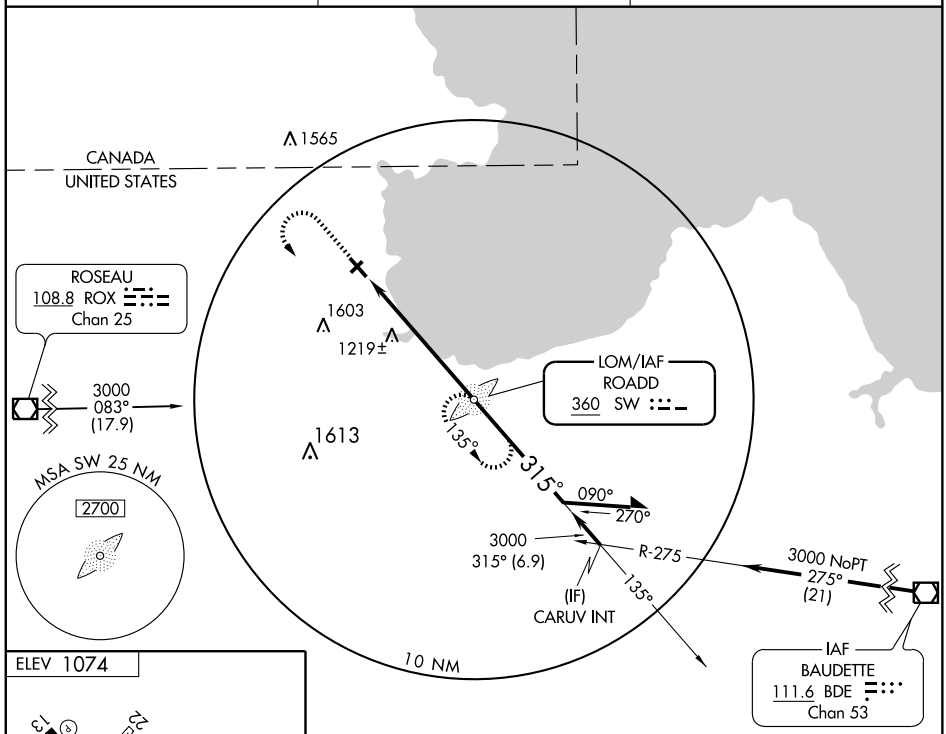
WARROAD INTL MEMORIAL (RRT)

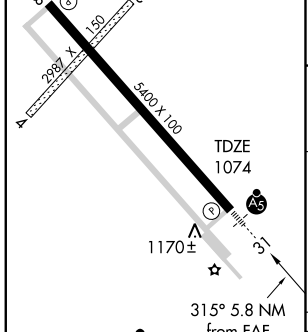
When local altimeter setting not received, use Roseau altimeter setting and increase all MDAs 40 feet and increase S-31 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct ROADD LOM and hold.

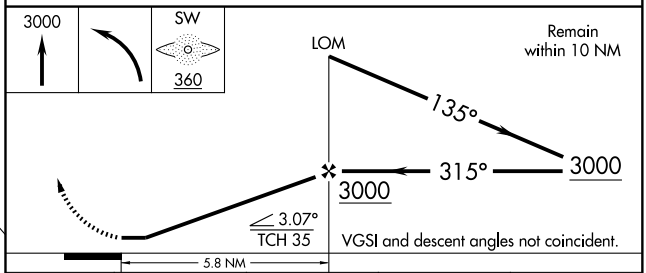
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 13 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-31	1540-¾ 466 (500-¾)			1540-1¼ 466 (500-1¼)
CIRCLING	1540-1 466 (500-1)		1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

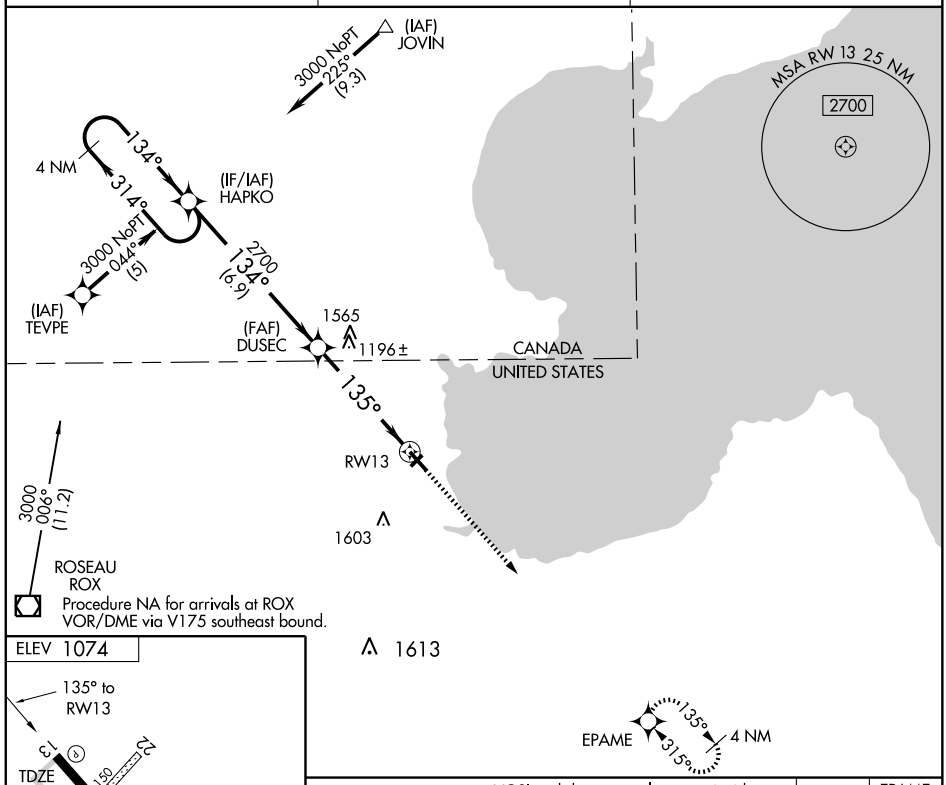
APP CRS	Rwy Idg	5400
135°	TDZE	1073
	Apt Elev	1074

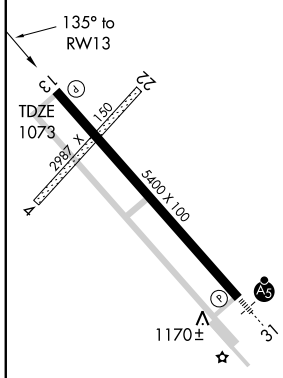
RNAV (GPS) RWY 13
WARROAD INTL MEMORIAL (RRT)

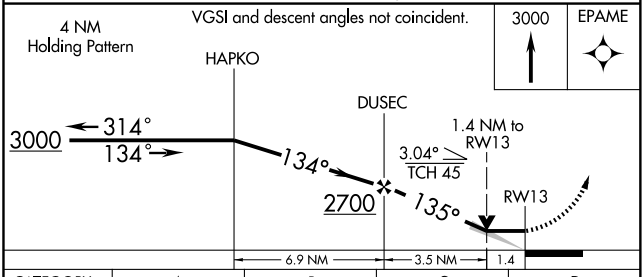
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Roseau altimeter setting and increase all MDAs 40 feet, and LNAV Cat C and D visibilities ¼ mile. VDP NA when using Roseau altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPAME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	487 (500-1)	1560-1¼ 487 (500-1¼)	1560-1½ 487 (500-1½)
CIRCLING	1560-1	486 (500-1)	1560-1½ 486 (500-1½)	1640-2 566 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 13 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5400
CH 42706	315°	TDZE	1074
W31A		Apt Elev	1074

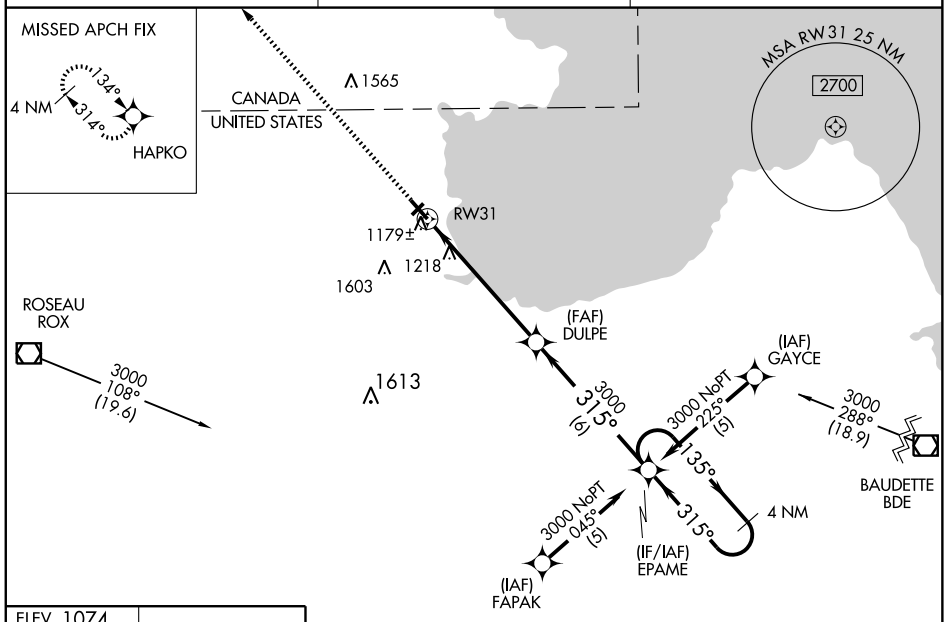
RNAV (GPS) RWY 31
WARROAD INTL MEMORIAL (RRT)

Baro-VNAV NA when using Roseau altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roseau altimeter setting and increase all DAs 36 feet and all MDAs 40 feet and increase, LNAV/VNAV all Cats and LNAV Cat D visibilites ¼ mile. VDP NA when using Roseau altimeter setting. For inoperative MALSR when using Roseau altimeter setting increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -17°C (2°F) or above 47°C (116°F).

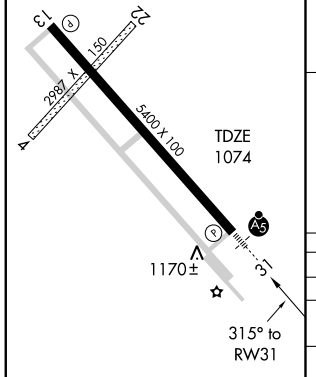
MALSR

MISSED APPROACH: Climb to 3000 direct HAPKO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L

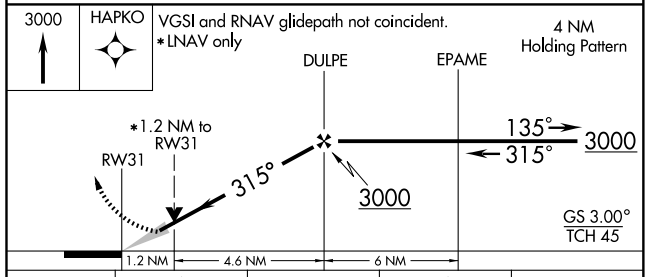


ELEV 1074



HIRL Rwy 13-31 L
REIL Rwy 13 L

Procedure NA for arrivals at ROX VOR/DME via V175 northbound and arrivals at BDE VOR/DME via V217 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1324-½ 250 (300-½)			
LNAV/VNAV DA	1449-¾ 375 (400-¾)			
LNAV MDA	1480-½ 406 (500-½)		1480-¾ 406 (500-¾)	1480-1 406 (500-1)
CIRCLING	1500-1 426 (500-1)	1540-1 466 (500-1)	1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

NDB ACQ	APP CRS		
371	160°	Rwy Idg	3398
		TDZE	1126
		Apt Elev	1126

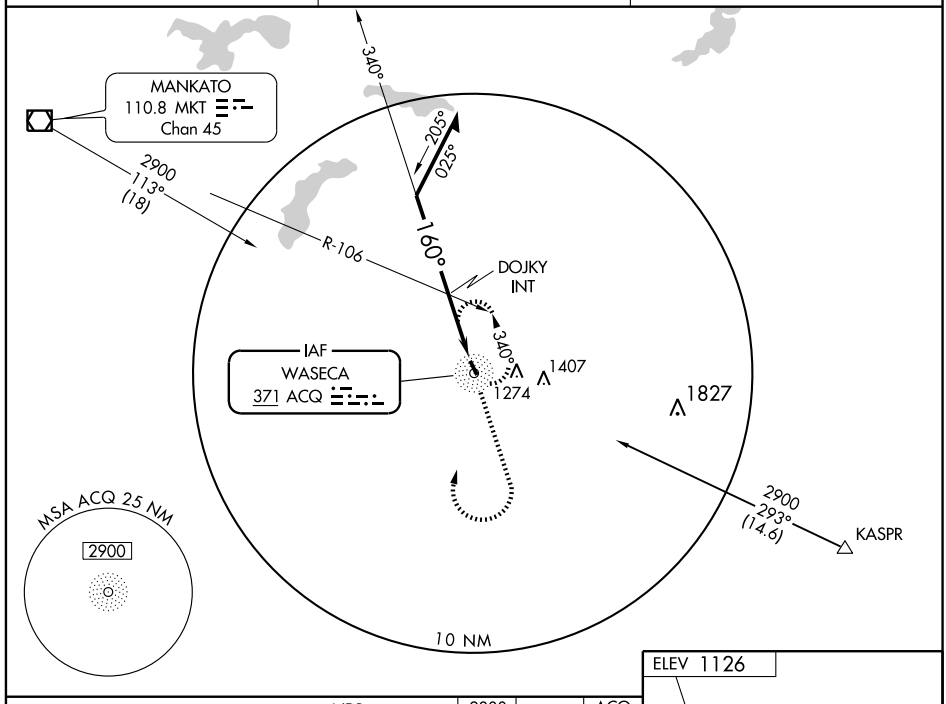
NDB RWY 15
WASECA MUNI (ACQ)

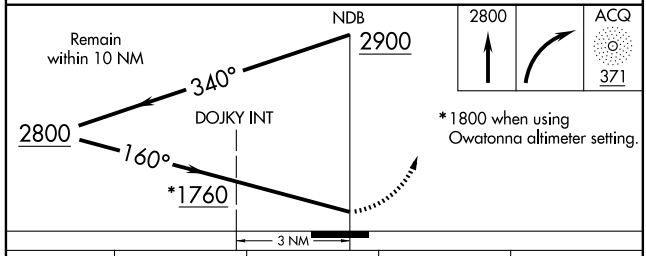
When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet and increase all Cat C visibilities ¼ mile.

NA

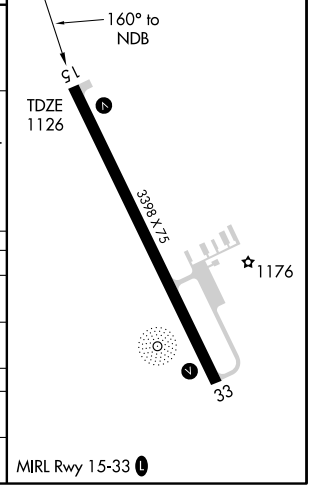
MISSED APPROACH: Climb to 2800 then right turn direct ACQ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1760-1	634 (700-1)	1760-1¾ 634 (700-1¾)	NA
CIRCLING	1760-1	634 (700-1)	1760-1¾ 634 (700-1¾)	NA
DOJKY FIX MINIMUMS				
S-15	1720-1	594 (600-1)	1720-1½ 594 (600-1½)	NA
CIRCLING	1720-1	594 (600-1)	1720-1½ 594 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

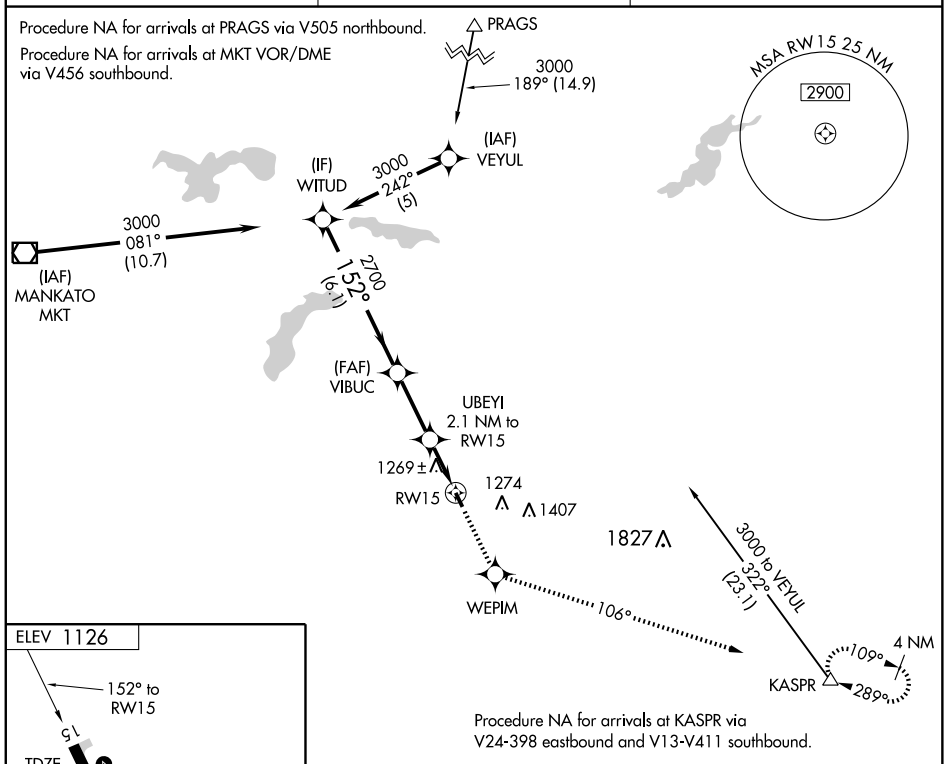
APP CRS	Rwy Idg	3398
152°	TDZE	1126
	Apt Elev	1126

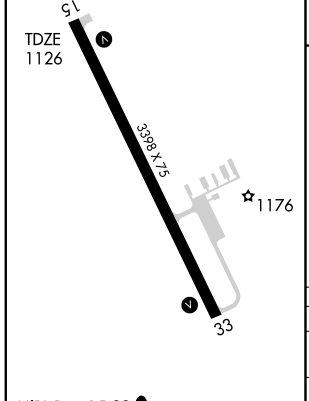
RNAV (GPS) RWY 15
WASECA MUNI (ACQ)

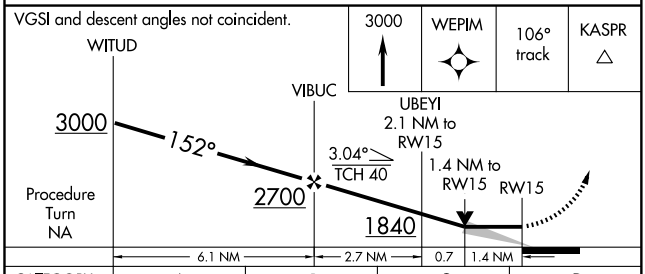
DME/DME RNP-0.3 NA.
VDP NA when using Owatonna altimeter setting.
When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WEPIM and via 106° track to KASPR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 394 (400-1)			NA
CIRCLING	1580-1 454 (500-1)	1640-1 514 (600-1)	1660-1½ 534 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

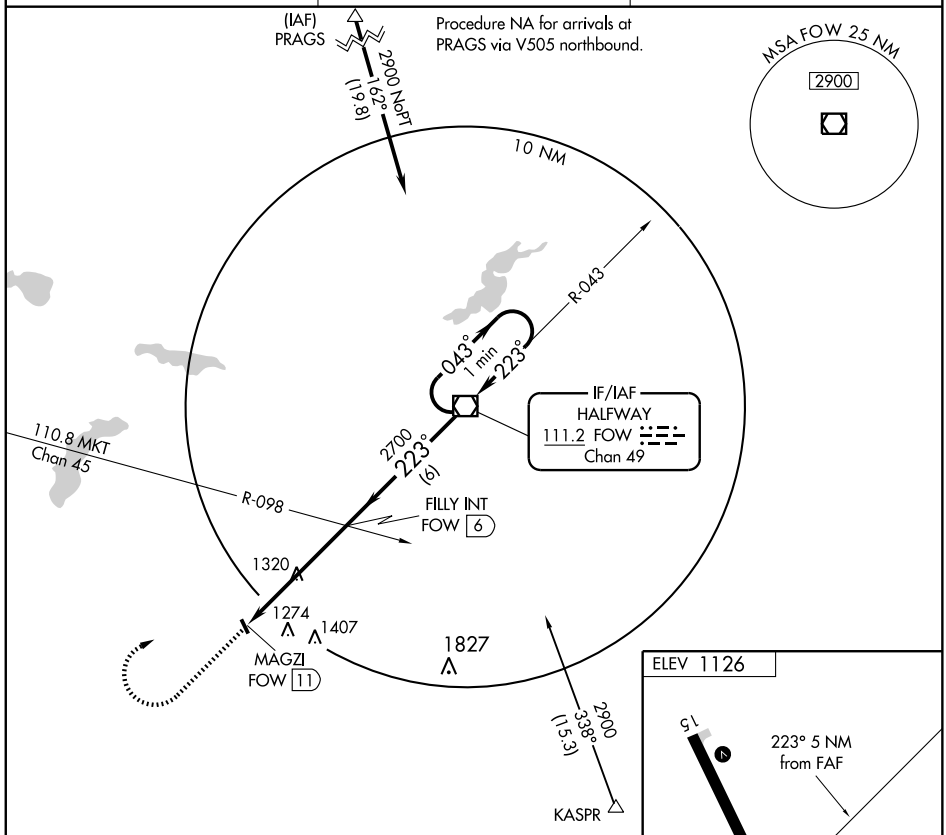
VOR/DME FOW	APP CRS	Rwy Idg	N/A
111.2	223°	TDZE	N/A
Chan 49		Apt Elev	1126

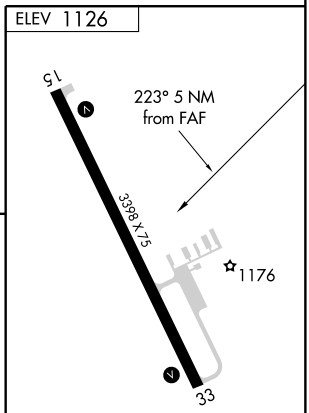
VOR-A
WASECA MUNI (ACQ)

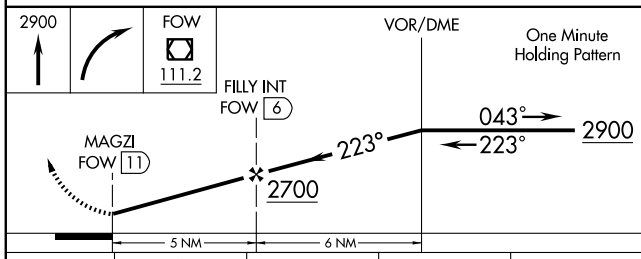
T NA When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2900 then right turn direct FOW VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1620-1 494 (500-1)	1640-1 514 (600-1)	1660-1½ 534 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1. 08 APR 2010 to 06 MAY 2010

NDB ETH	APP CRS	Rwy Idg	3300
326	327°	TDZE	1022
		Apt Elev	1025

NDB or GPS RWY 34

WHEATON MUNI (ETH)

NA

MISSED APPROACH: Climb to 3000 then left turn direct ETH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
326	126.1 269.2	122.25	122.8 (CTAF)

FARGO
116.2 FAR
Chan 109

3000
159° (59.6)

10 NM

ALEXANDRIA
112.8 AXN
Chan 75

IAF
WHEATON
326 ETH

3100
253° (56.1)

147°

(DUXRA)

327°

192°

012°

147°

MSA ETH 25 NM
120°
3500
2700
030°

1563 A

3900
018° (54.4)

WATERTOWN
116.6 ATY
Chan 113

ELEV 1025

16

22

1919 X 175

3300 X 75

TDZE
1022

34

327° to NDB

MIRL Rwy 16-34 (L)

3000	ETH 326

NDB

Remain within 10 NM

147°

(DUXRA)

2700

327°

4 NM

CATEGORY	A	B	C	D
S-34	1540-1 518 (600-1)		1540-1½ 518 (600-1½)	NA
CIRCLING	1540-1 515 (600-1)		1540-1½ 515 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-BDH	APP CRS	Rwy Idg	5500
109.5	126°	TDZE	1124
		Apt Elev	1126

ILS or LOC RWY 13

WILLMAR MUNI-JOHN L RICE FIELD (BDH)

T
A NA — If local altimeter setting not received, use Olivia RgnI altimeter setting and increase all DAs 55 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct BDH VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L

Maximum entry altitude 6000.

ALTERNATE MISSED APCH FIX
097°
277°
DARWIN
109.0 DWN
Chan 27
R-097

10 NM
306°
171°
351°
126°
(IAF)
LOPOW INT
BDH 5.7
2046
BDH
R-304
3000 to LOPOW
304° (5.7)
1703
1320±
1270
1648
R-054
3500
026° (3.6)
136°
316°
R-136
FITAS
RWF 35.9
111.6 MVE
Chan 53
MSA BDH 25 NM
3100

DARWIN
109.0 DWN
Chan 27
3000 to LOPOW
272°
(33.5)

WILLMAR
113.7 BDH
Chan 84

LOCALIZER 109.5
I-BDH

ELEV 1126
126° 5 NM from FAF
TDZE 1124
5500 X 100
2980 X 250
13
31

Remain within 10 NM
LOPOW INT
BDH 5.7
306°
126°
2800
2800
2800
BDH
0.6
GS 3.00°
TCH 52
5 NM

2500	3000	BDH
		113.7

CATEGORY	A	B	C	D
S-ILS 13	1324-¾ 200 (200-¾)			
S-LOC 13	1620-1 496 (500-1)		1620-1¼ 496 (500-1¼)	1620-1½ 496 (500-1½)
CIRCLING	1620-1 494 (500-1)		1620-1½ 494 (500-1½)	1680-2 554 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 93902	126°	TDZE	1124
W13A		Apt Elev	1126

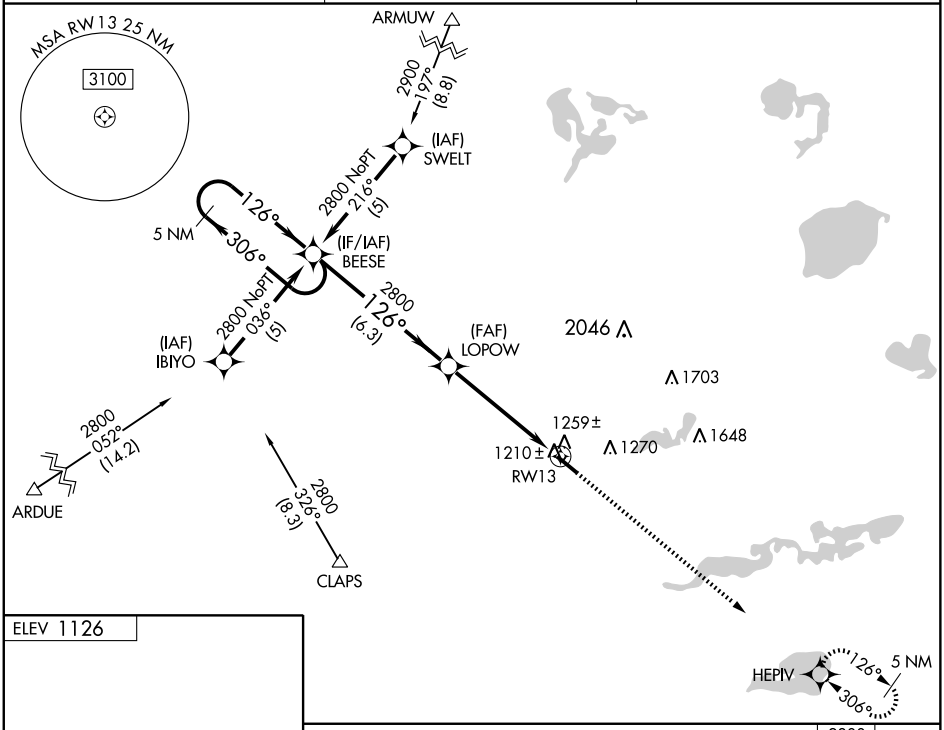
RNAV (GPS) RWY 13

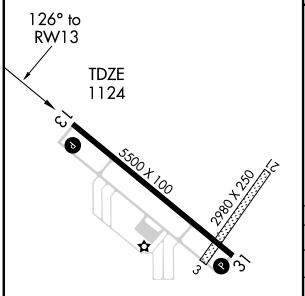
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
Baro-VNAV and VDP NA when using Olivia Rgnl altimeter setting.

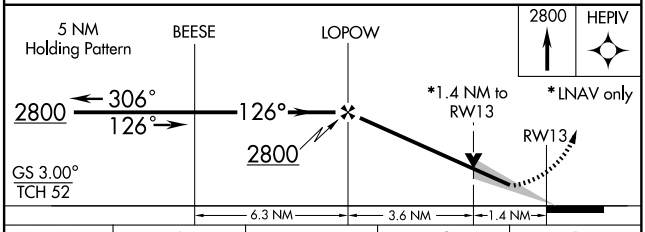
MISSED APPROACH: Climb to 2800 direct HEPIV and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
LPV DA	1387-1 263 (300-1)			
LNAV/VNAV DA	1480-1¼ 356 (400-1¼)			
LNAV MDA	1620-1 496 (500-1)		1620-1¼ 496 (500-1¼)	1620-1½ 496 (500-1½)
CIRCLING	1620-1 494 (500-1)		1620-1½ 494 (500-1½)	1680-2 554 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5500
306°	TDZE	1126
	Apt Elev	1126

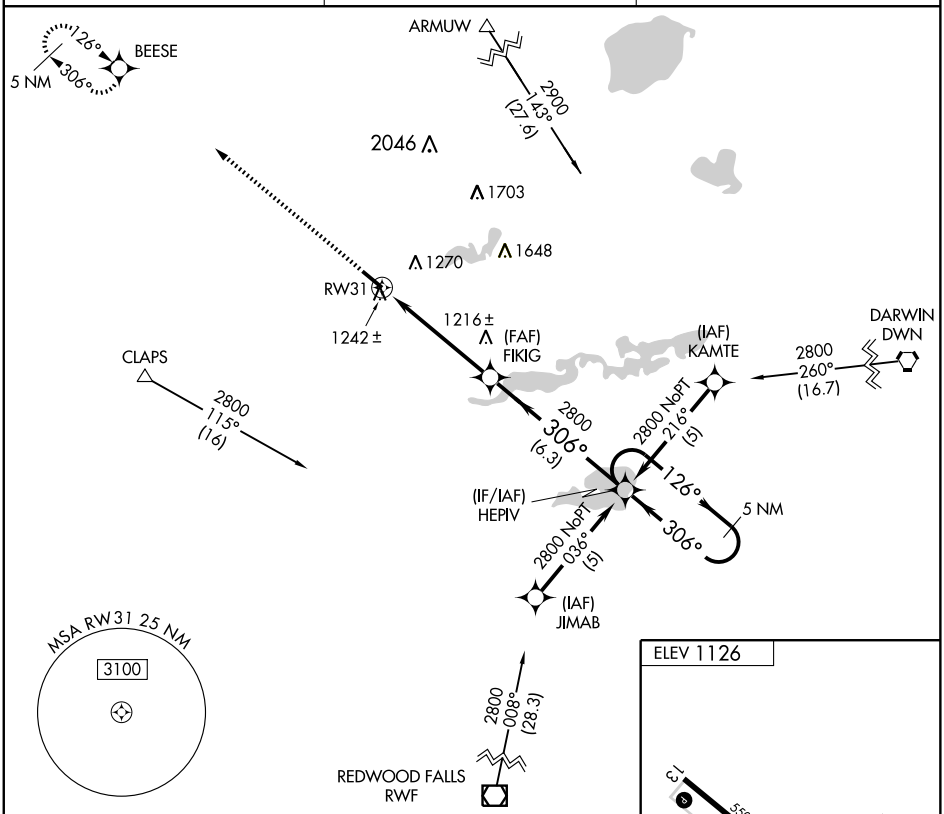
RNAV (GPS) RWY 31

WILLMAR MUNI-JOHN L RICE FIELD (BDH)

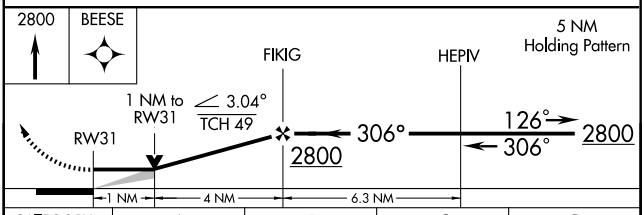
If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Olivia Rgnl altimeter setting.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2800 direct BEESE and hold.

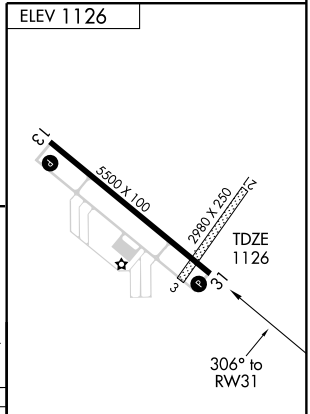
AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L



Procedure NA for arrival at RWF VOR/DME on airway radials 054 CW 060.



CATEGORY	A	B	C	D
LNAV MDA	1500-1 374 (400-1)			1500-1¼ 374 (400-1¼)
CIRCLING	1520-1 394 (400-1)	1580-1 454 (500-1)	1580-1½ 454 (500-1½)	1680-2 554 (600-2)



HIRL Rwy 13-31 L
REIL Rwy 31 L

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME BDH	APP CRS	Rwy Idg	5500
113.7	119°	TDZE	1124
Chan 84		Apt Elev	1126

VOR RWY 13

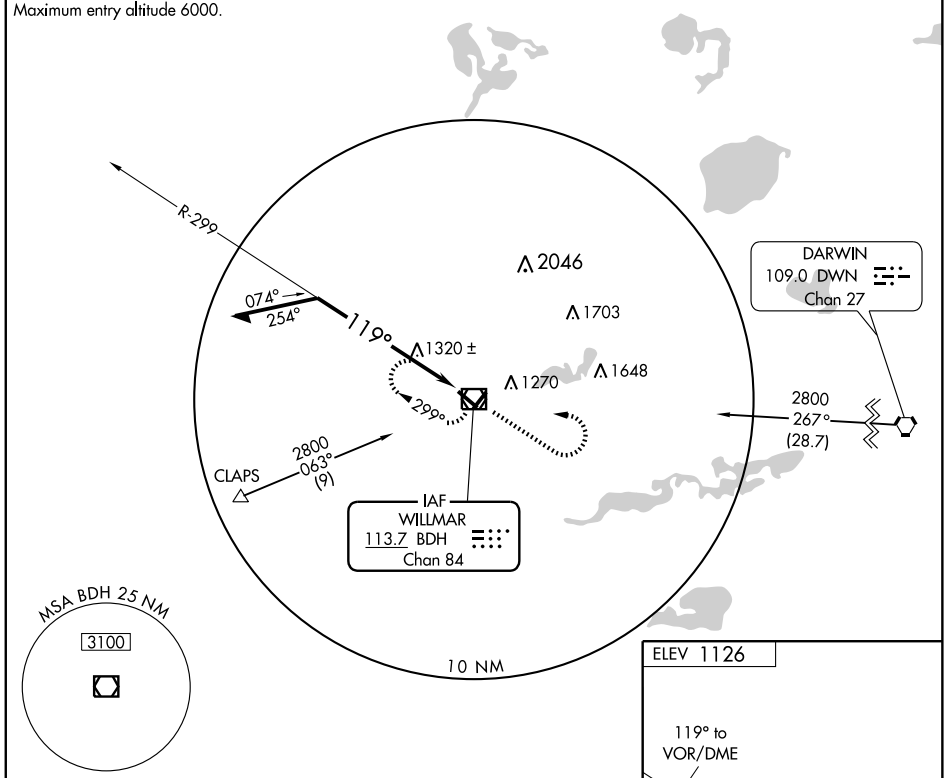
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

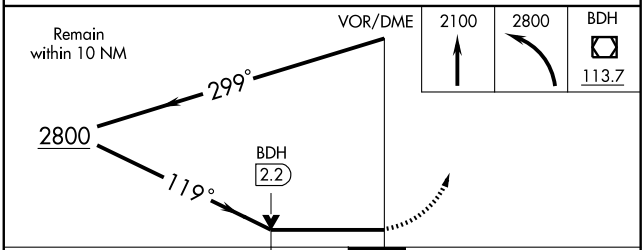
If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Olivia Rgnl altimeter setting.

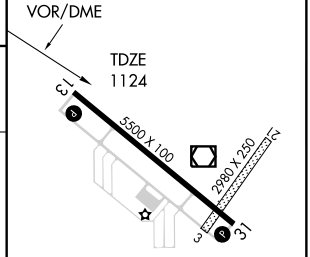
MISSED APPROACH: Climb to 2100, then climbing left turn to 2800 direct BDH VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L

Maximum entry altitude 6000.







CATEGORY	A	B	C	D
S-13	1680-1	556 (600-1)	1680-1½ 556 (600-1½)	1680-1¾ 556 (600-1¾)
CIRCLING	1680-1	554 (600-1)	1680-1½ 554 (600-1½)	1680-2 554 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME BDH	APP CRS	Rwy Idg	5500
113.7	316°	TDZE	1126
Chan 84		Apt Elev	1126

VOR RWY 31

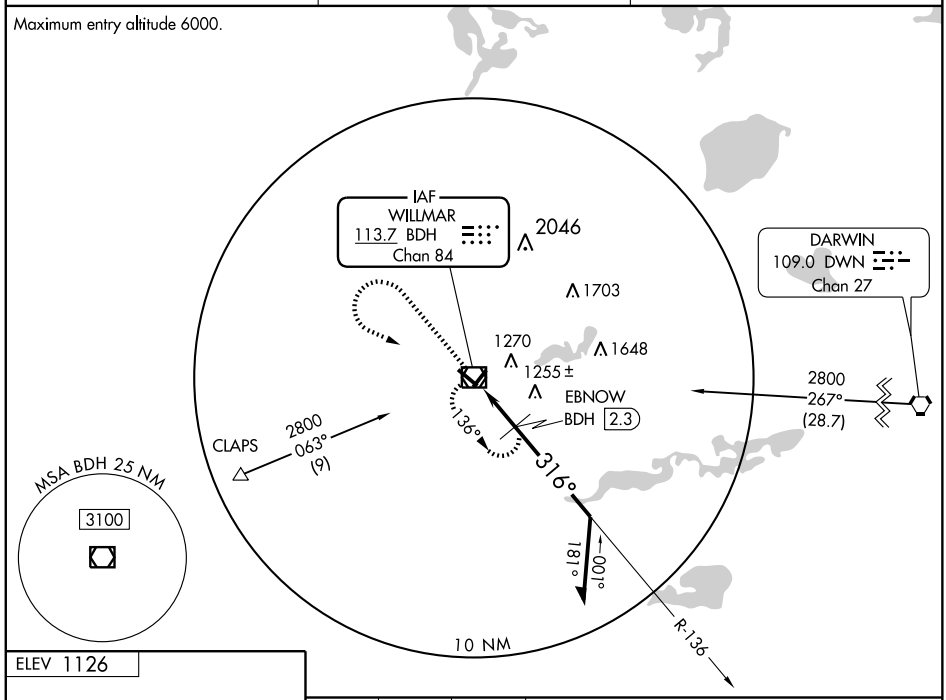
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Olivia Rgnl altimeter setting.

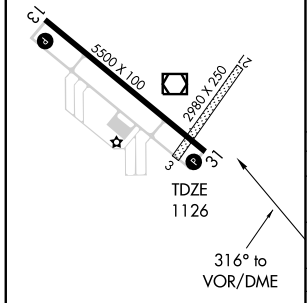
MISSED APPROACH: Climb to 2000, then climbing left turn to 2800 direct BDH VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L

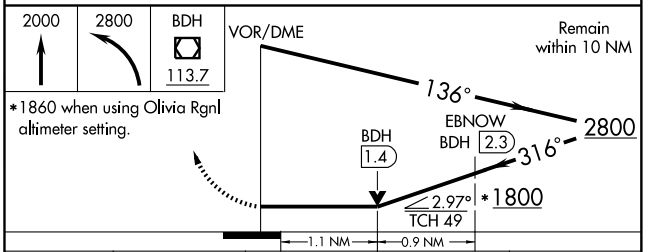
Maximum entry altitude 6000.



ELEV 1126



HIRL Rwy 13-31 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
S-31	1800-1	674 (700-1)	1800-2 674 (700-2)	1800-2¼ 674 (700-2¼)
CIRCLING	1800-1	674 (700-1)	1800-2 674 (700-2)	1800-2¼ 674 (700-2¼)
EBNOW FIX MINIMUMS				
S-31	1520-1	394 (400-1)		1520-1¼ 394 (400-1¼)
CIRCLING	1520-1 394 (400-1)	1580-1 454 (500-1)	1580-1½ 454 (500-1½)	1680-2 554 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

NDB MWM 203	APP CRS 177°	Rwy Idg 3599 TDZE 1410 Apt Elev 1410

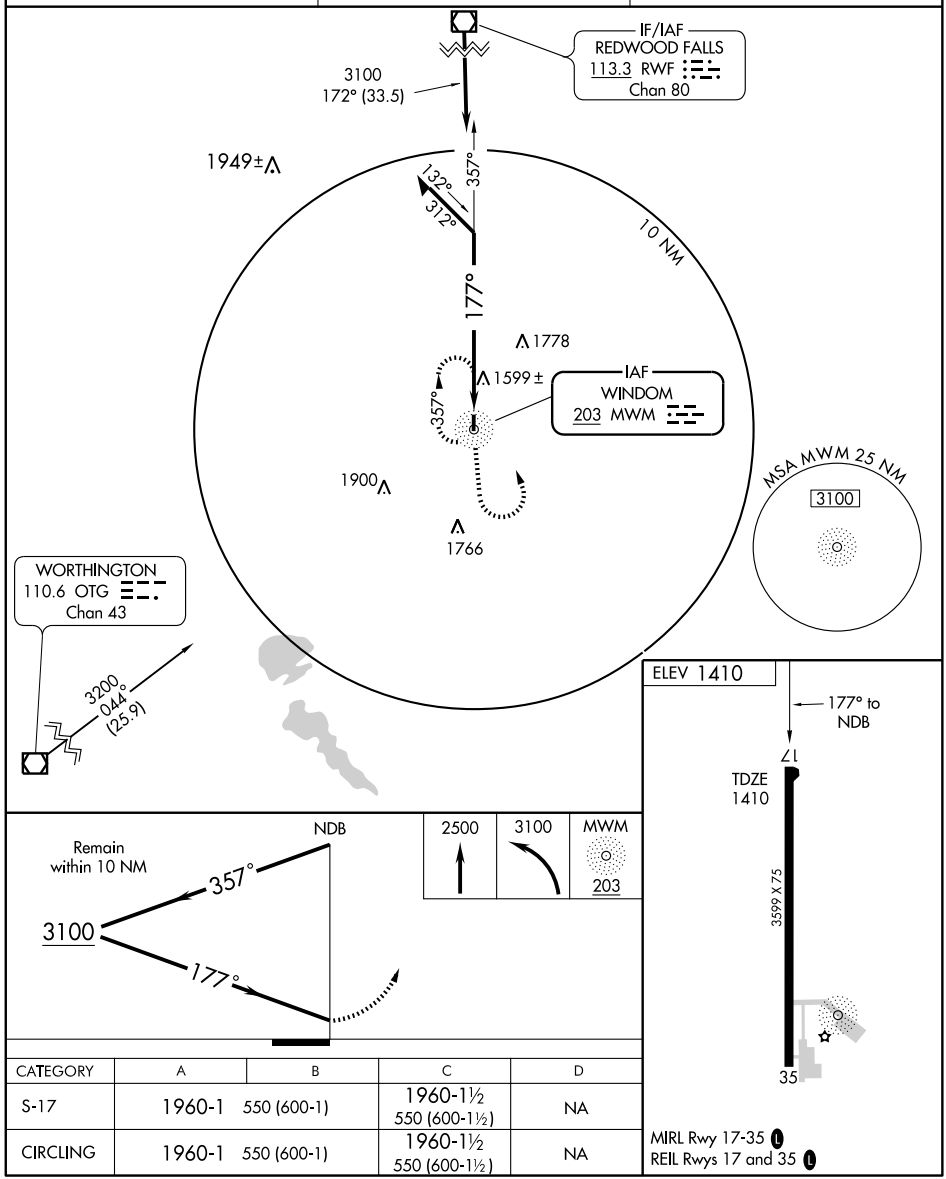
NDB RWY 17

WINDOM MUNI (MWM)

Circling not authorized at night to Rwy 35.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct MWM NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 (L)



CATEGORY	A	B	C	D
S-17	1960-1	550 (600-1)	1960-1½ 550 (600-1½)	NA
CIRCLING	1960-1	550 (600-1)	1960-1½ 550 (600-1½)	NA

MIRL Rwy 17-35 (L)
REIL Rwys 17 and 35 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

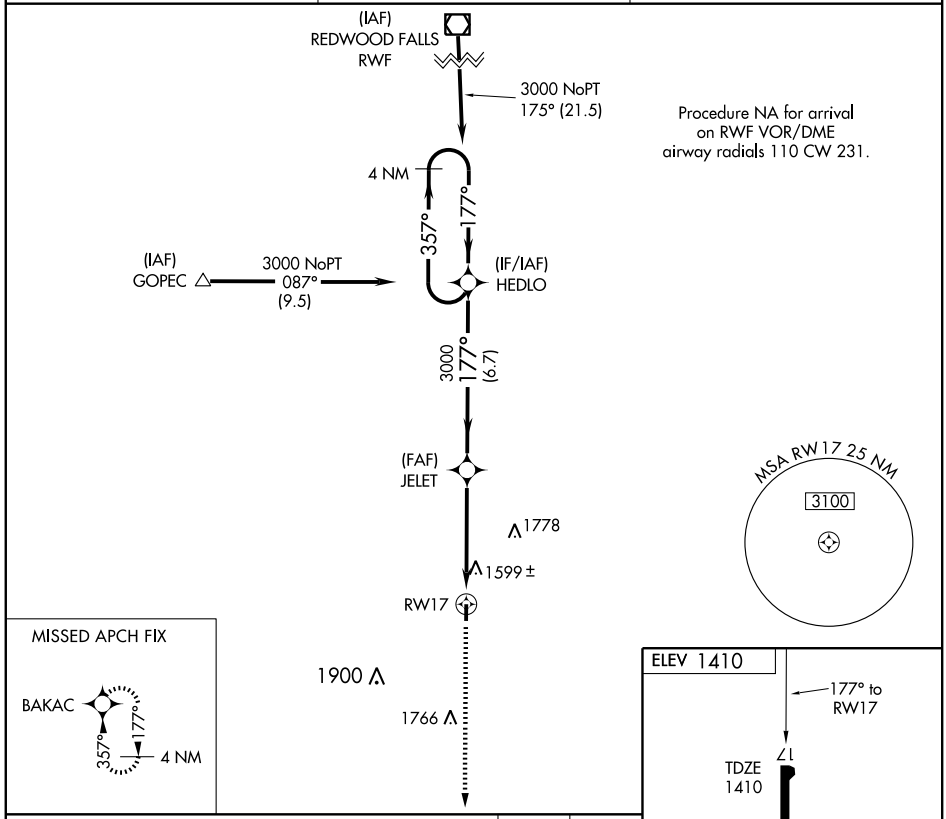
APP CRS	Rwy Idg	3599
177°	TDZE	1410
	Apt Elev	1410

RNAV (GPS) RWY 17
WINDOM MUNI (MWM)

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling not authorized at night to Rwy 35.

MISSED APPROACH: Climb to 3100 direct BAKAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	450 (500-1)	1860-1¼ 450 (500-1¼)	NA
CIRCLING	1900-1	490 (500-1)	1900-1½ 490 (500-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

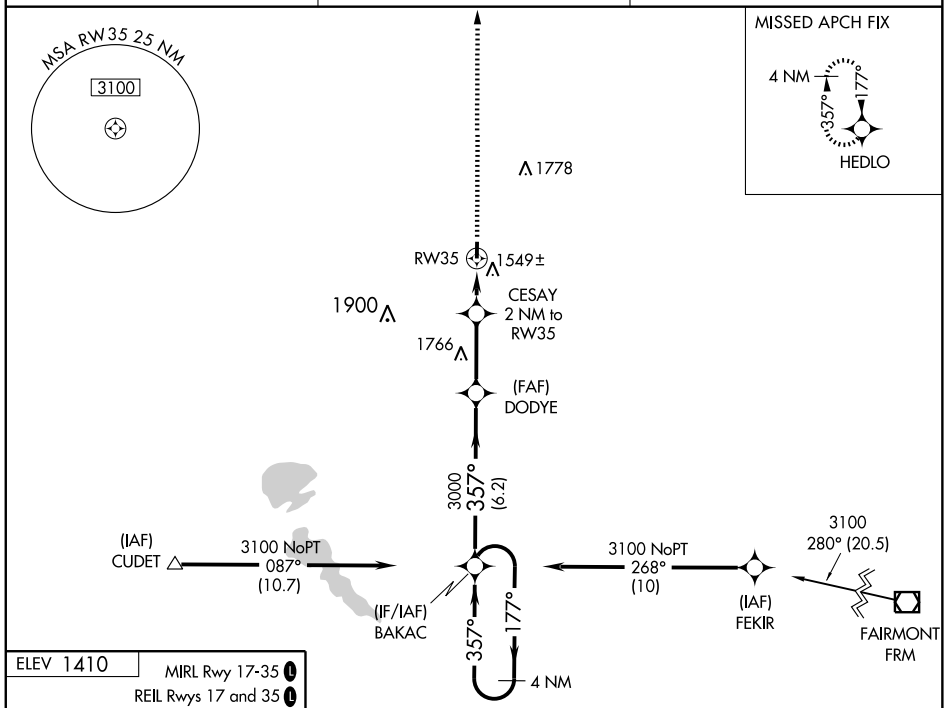
APP CRS		
357°	Rwy Idg	3599
	TDZE	1410
	Apt Elev	1410

RNAV (GPS) RWY 35
WINDOM MUNI (MWM)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 direct HEDLO WP and hold.

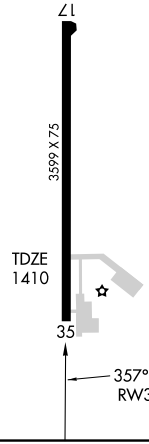
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 L



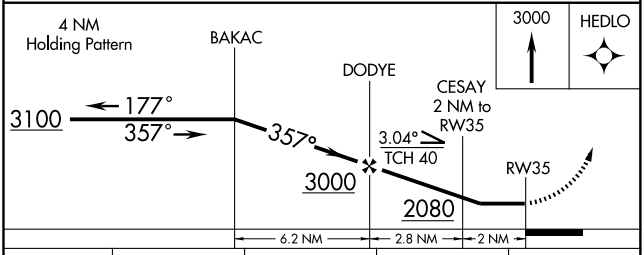
ELEV 1410

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L



Procedure NA for arrival on FRM VOR/DME airway radials 217 CW 336 and arrivals at CUDET via V250 southwestbound.



CATEGORY	A	B	C	D
LNAV MDA	1800-1 390 (400-1)			NA
CIRCLING	1900-1 490 (500-1)		1900-1½ 490 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-ONA	APP CRS	Rwy Idg 5199
109.35	298°	TDZE 656
Chan 30 (Y)		Apt Elev 656

LOC RWY 30

WINONA MUNI-MAX CONRAD FIELD (ONA)

ADF required. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 60 feet and increase S-30 Cats C and D visibility ¼ mile. VDP NA when using La Crosse altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2700 direct BOLLN LOM/I-ONA 6 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF)

ALTERNATE MISSED APCH FIX VUZID

117° 117.9 ODI R-297 Chan 126

112.0 RST 297° R-056 Chan 57

LOCALIZER 109.35 I-ONA Chan 30(Y)

WINONA 111.4 ONA Chan 51

10 NM

1290 1560± 2413

LOM/IAF BOLLN 264 ON I-ONA 6

VUZID 3100 099° (12.1)

1240± 1626 900 1471 1493 1460± 1626 1550 118° 2400 298° (6.1) R-353 (IF) BOCYA INT I-ONA 12.1

298° 343° 163° 118°

1636 1718 1687 1593 3100 NoPT 353° (4.4) 1723± ONA LR-126

MSA ON 25 NM 3500 100° 280° 3100

IAF NODINE 117.9 ODI Chan 126

Procedure NA for arrivals at ODI VORTAC via airway radials 297 CW 054.

ELEV 656

733± 298° 5 NM from FAF 720± 698 5199 X 98 12 30 712 2553 X 74 TDZE 656 35 693 737±

REIL Rwy 12 L

MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1600	2700	ON 264

BOLLN LOM I-ONA 6 Remain within 10 NM

118° 3100 298° 2400

I-ONA I-ONA 2.6 1 3.19° TCH 42

1.6 3.4 NM

CATEGORY	A	B	C	D
S-30	1200-½ 544 (600-½)		1200-1 544 (600-1)	1200-1¼ 544 (600-1¼)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1640-3 984 (1000-3)	1840-3 1184 (1200-3)

NC-1, 08 APR 2010 to 06 MAY 2010

LOM ON	APP CRS	Rwy Idg	5199
264	300°	TDZE	656
		Apt Elev	656

NDB RWY 30

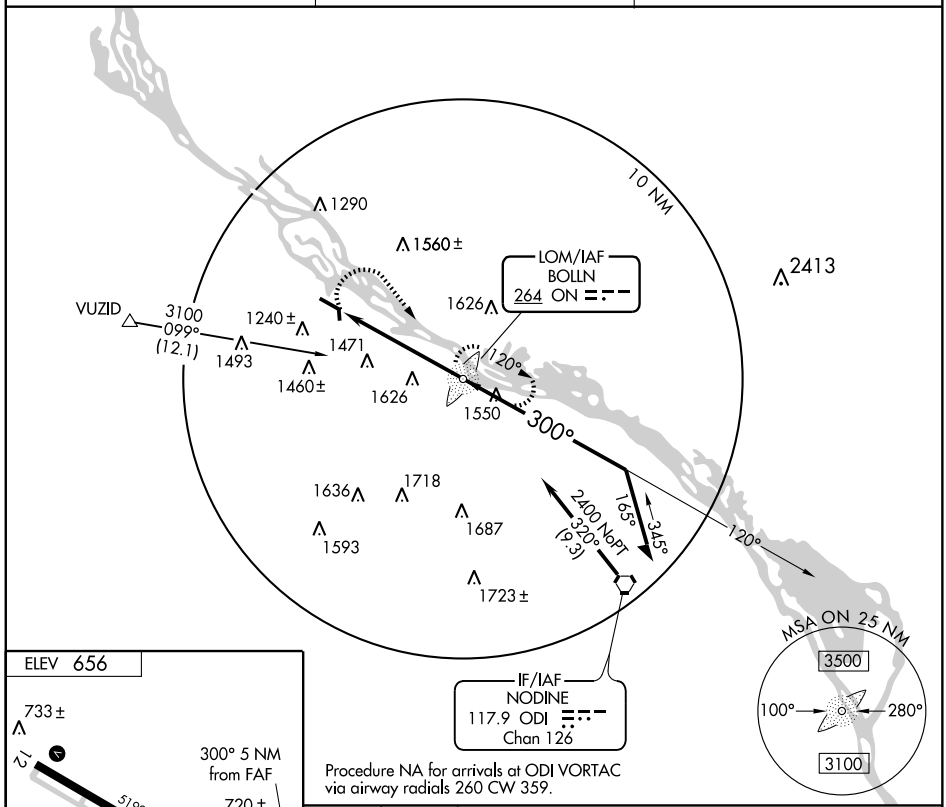
WINONA MUNI-MAX CONRAD FIELD (ONA)

▼ NA — Inoperative table does not apply to Cat A. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 60 feet.

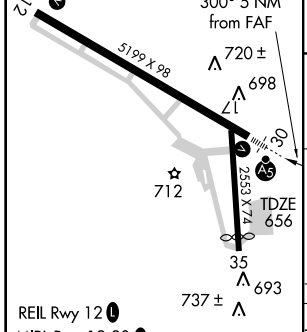
MALSR

MISSED APPROACH: Climbing right turn to 2700 direct BOLLN LOM and hold.

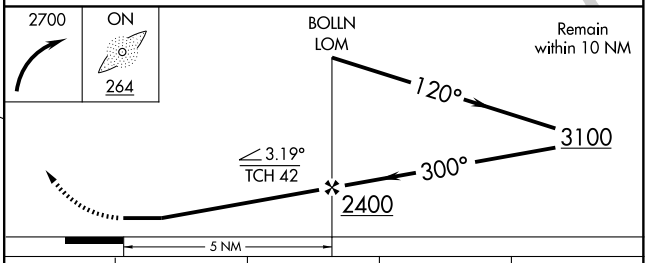
AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L



Procedure NA for arrivals at ODI VORTAC via airway radials 260 CW 359.



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-30	1980-1¼ 1324 (1400-1¼)		1980-2½ 1324 (1400-2½)	1980-2¾ 1324 (1400-2¾)
CIRCLING	1980-1¼ 1324 (1400-1¼)	1980-1½ 1324 (1400-1½)	1980-3 1324 (1400-3)	

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5199
287°	TDZE	656
	Apt Elev	656

RNAV (GPS) RWY 30

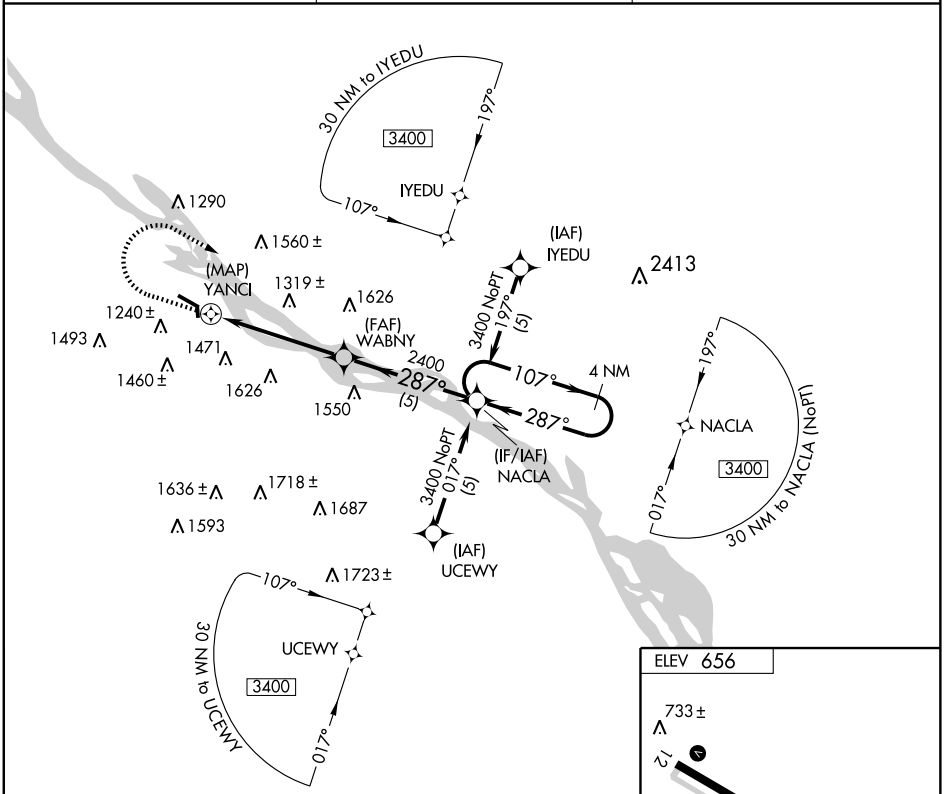
WINONA MUNI-MAX CONRAD FIELD (ONA)

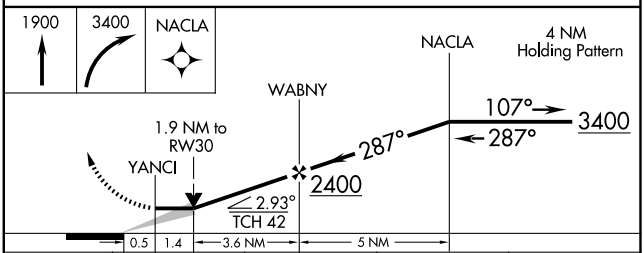
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

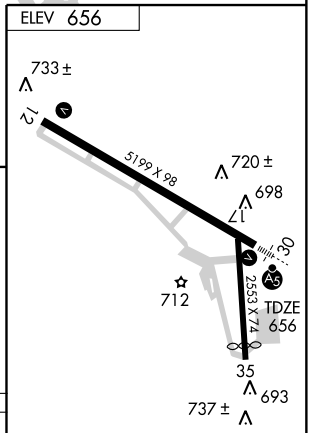
MISSED APPROACH: Climb to 1900, then climbing right turn to 3400 direct NACLA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-½ 804 (900-½)	1460-¾ 804 (900-¾)	1460-1¾ 804 (900-1¾)	1460-2 804 (900-2)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)



REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME ONA	APP CRS	Rwy Idg	N/A
111.4	142°	TDZE	N/A
Chan 51		Apt Elev	656

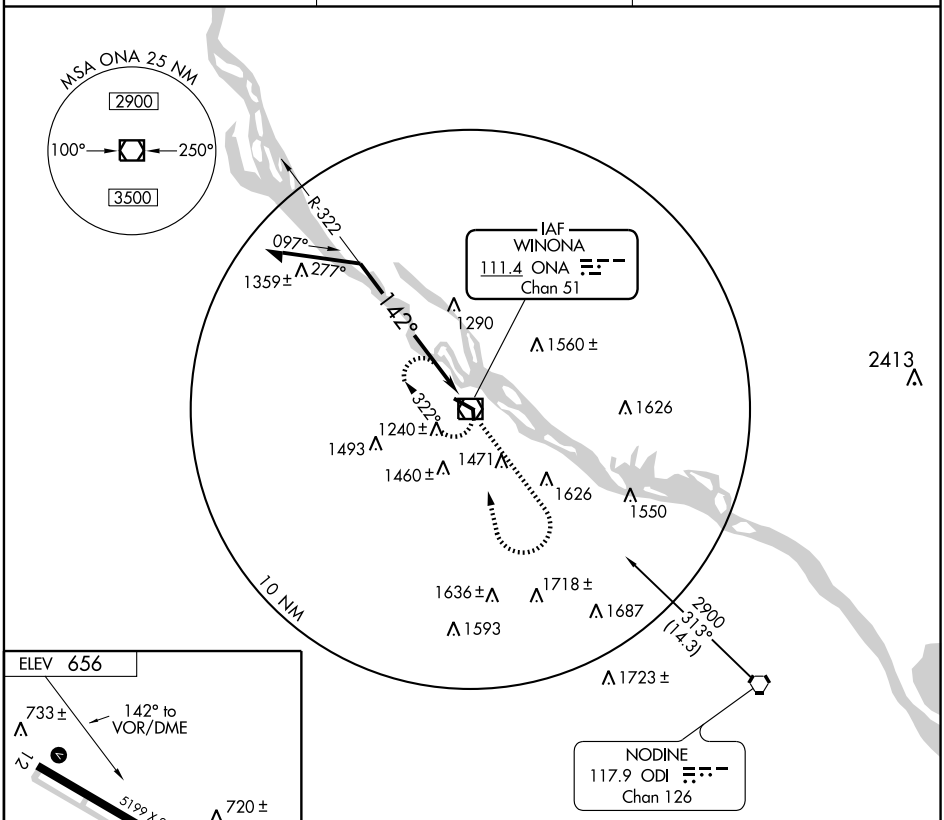
VOR-A

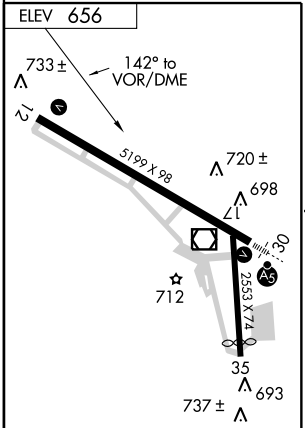
WINONA MUNI-MAX CONRAD FIELD (ONA)

NA

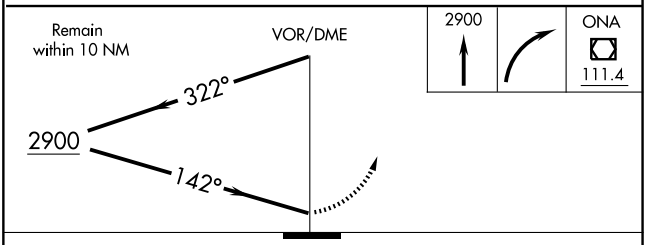
MISSED APPROACH: Climb to 2900 then right turn direct ONA VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





REIL Rwy 12 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1004 (1100-1¼)	1660-1½ 1004 (1100-1½)	1660-3 1004 (1100-3)	1840-3 1184 (1200-3)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME ONA	APP CRS	Rwy Idg 5199
111.4	292°	TDZE 656
Chan 51		Apt Elev 656

VOR RWY 30

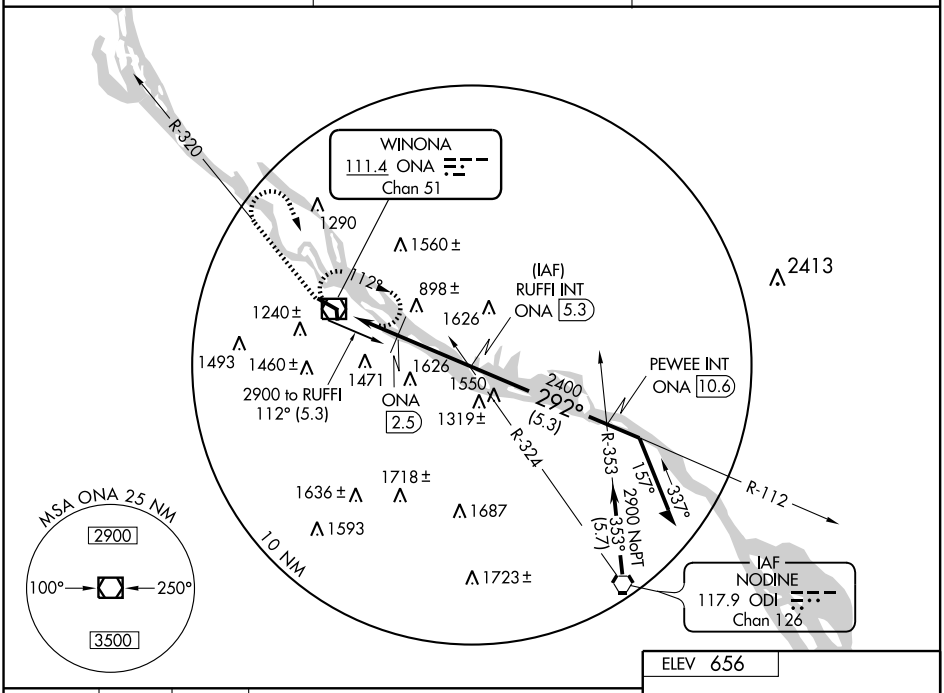
WINONA MUNI-MAX CONRAD FIELD (ONA)

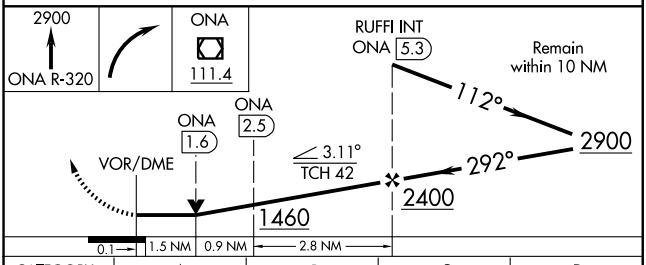
NA

MALSR

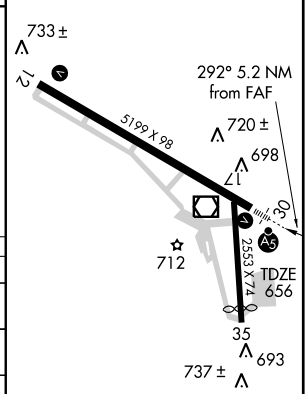
MISSED APPROACH: Climb to 2900 via ONA R-320 then right turn direct ONA VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-30	1460-½ 804 (900-½)	1460-¾ 804 (900-¾)	1460-1¾ 804 (900-1¾)	1460-2 804 (900-2)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)
DME MINIMUMS				
S-30	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)



REIL Rwy 12 L

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-OTG	APP CRS	Rwy Idg	5499
111.7	288°	TDZE	1570
		Apt Elev	1574

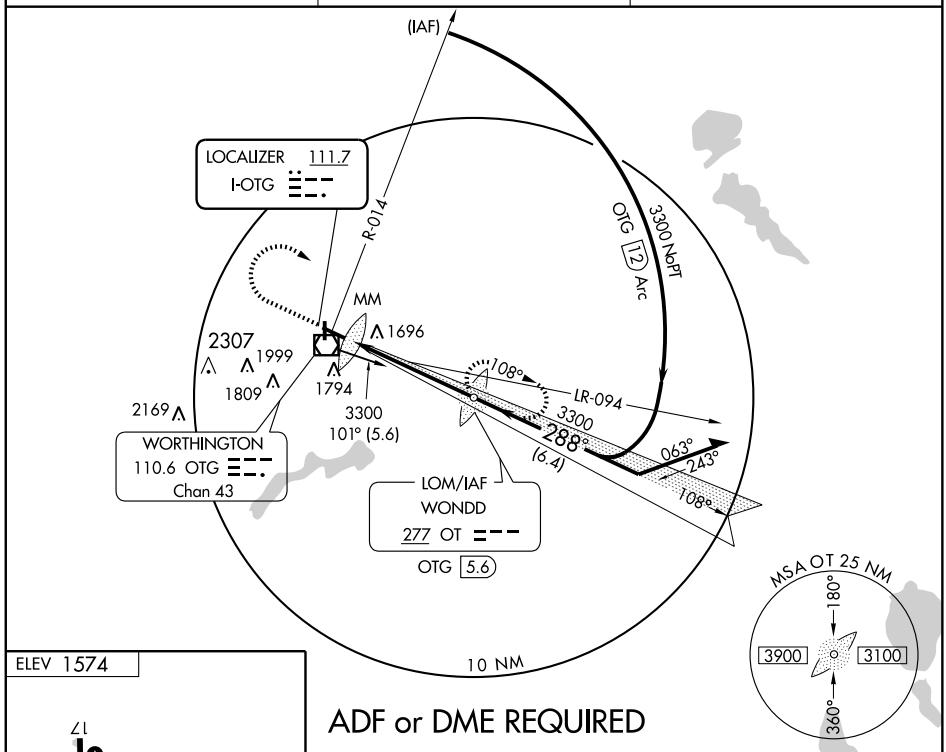
ILS RWY 29
WORTHINGTON MUNI (OTG)

T
NA

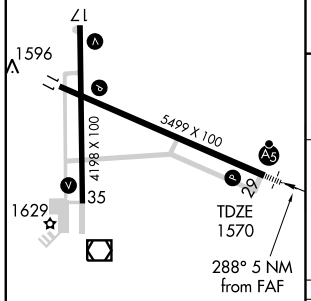
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct WONDD LOM/OTG 5.6 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L

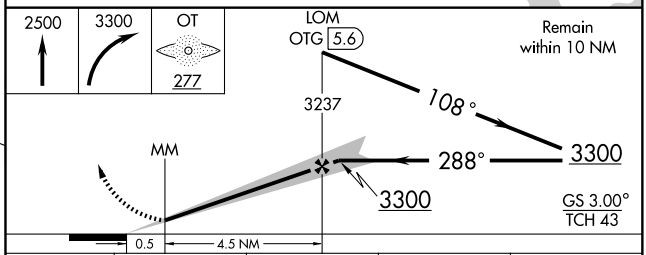


ADF or DME REQUIRED



MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 29	1770-½ 200 (200-½)			
S-LOC 29	1920-½ 350 (400-½)			1920-¾ 350 (400-¾)
CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2140-2 566 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOM OT	APP CRS	Rwy Idg	5499
277	288°	TDZE	1570
		Apt Elev	1574

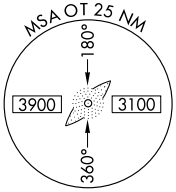
NDB or GPS RWY 29
WORTHINGTON MUNI (OTG)

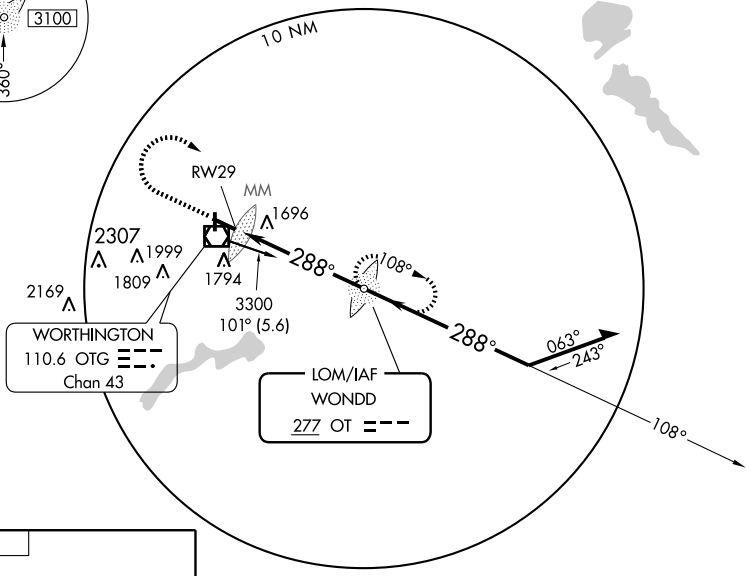
T
NA

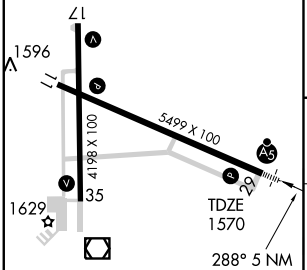
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct OT LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L

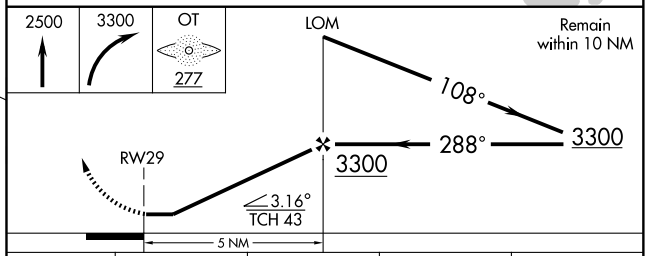






MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-29	2100-¾ 530 (600-¾)		2100-1 530 (600-1)	2100-1½ 530 (600-1½)
CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2140-2 566 (600-2)

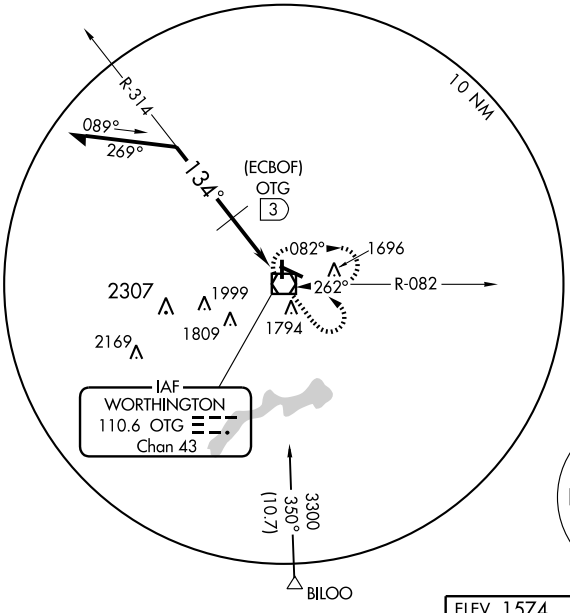
NC-1. 08 APR 2010 to 06 MAY 2010

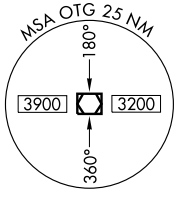
VOR/DME OTG	APP CRS	Rwy Idg	5499
110.6	134°	TDZE	1574
Chan 43		Apt Elev	1574

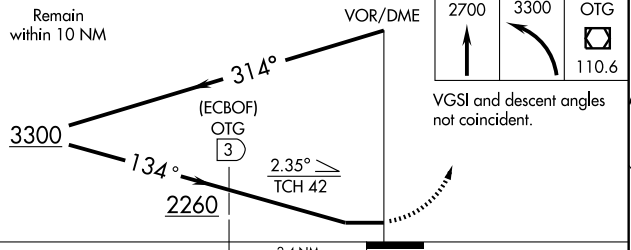
VOR or GPS RWY 11
WORTHINGTON MUNI (OTG)

MISSED APPROACH: Climb to 2700 then climbing left turn to 3300 direct to OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L

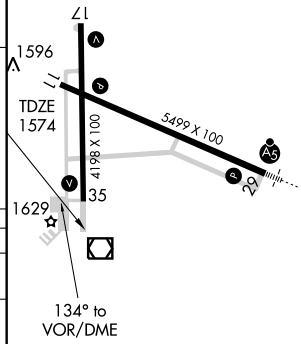






2700	3300	OTG
		110.6

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-11	2260-1	686 (700-1)	2260-2 686 (700-2)	2260-2¼ 686 (700-2¼)
CIRCLING	2260-1	686 (700-1)	2260-2 686 (700-2)	2260-2¼ 686 (700-2¼)
DME MINIMUMS				
S-11	2020-1	446 (500-1)	2020-1¼ 446 (500-1¼)	2020-1½ 446 (500-1½)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

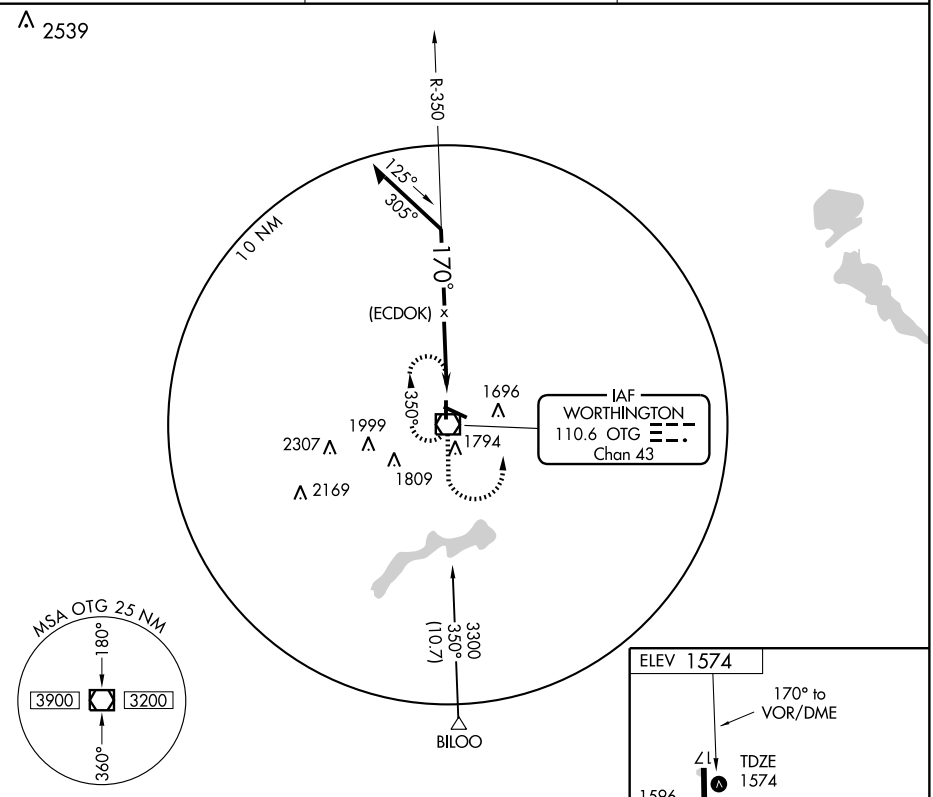
NC-1. 08 APR 2010 to 06 MAY 2010

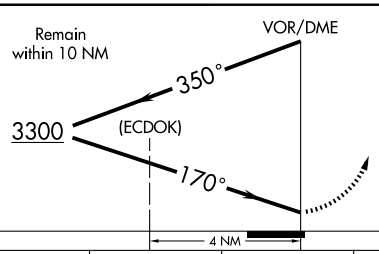
VOR/DME OTG	APP CRS	Rwy Idg	4198
110.6	170°	TDZE	1574
Chan 43		Apt Elev	1574

VOR or GPS RWY 17
WORTHINGTON MUNI (OTG)

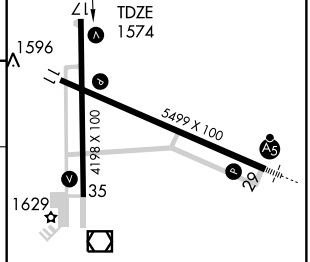
MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 direct OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L





2500	3300	OTG
		110.6



CATEGORY	A	B	C	D
S-17	2000-1	426 (500-1)	2000-1¼	426 (500-1¼)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

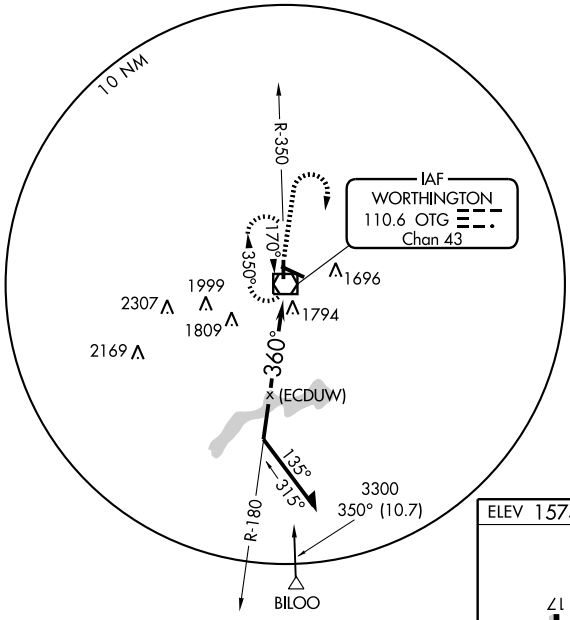
VOR/DME OTG	APP CRS	Rwy Idg	4198
110.6	360°	TDZE	1574
Chan 43		Apt Elev	1574

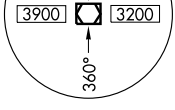
VOR or GPS RWY 35
WORTHINGTON MUNI (OTG)

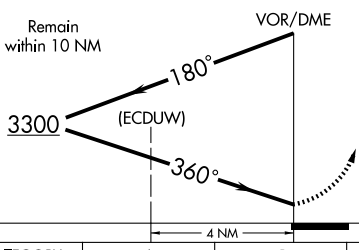
MISSED APPROACH: Climb to 2700 then climbing right turn to 3300 direct OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L

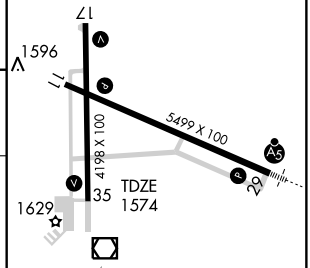
2539







2700	3300	OTG
		110.6



MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

CATEGORY	A	B	C	D
S-35	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2100-1¾ 526 (600-1¾)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANKENY, IA
ANKENY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36
NA when local weather not available.

ATLANTIC, IA
ATLANTIC MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 800-2½.
NA when local weather not available.

BRANSON, MO
BRANSON ..... **RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

BURLINGTON, IA
SOUTHEAST IOWA
RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30
NA when local weather not available.
[1]ILS,LOC, Category D, 800-2¼.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU
RGNL ..... **ILS or LOC Rwy 10[12]**
LOC/DME BC Rwy 28[1]
RNAV (GPS) Rwy 10[1]
RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[3]Categories A,B,C,D, 900-2¼.

NAME — ALTERNATE MINIMUMS

CEDAR RAPIDS, IA
THE EASTERN IOWA ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.
[1]NA when control tower closed.

CHARITON, IA
CHARITON MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 17
NA when local weather not available.

CHARLES CITY, IA
NORTHEAST
IOWA RGNL ..... **LOC Rwy 12**
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

CHEROKEE, IA
CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.
[1]Categories A, B, 800-2¼.

CLARINDA, IA
SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA
CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CLINTON, IA
CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO
COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA
COUNCIL
BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA
CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA
DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA
DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

DES MOINES, IA
DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

DUBUQUE, IA
DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA
ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA
FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FOREST CITY, IA
FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

FORT DODGE, IA
FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

FORT LEONARD WOOD, MO
WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

GRINNELL, IA
GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31
NA when local weather not available.

HARRISONVILLE, MO
LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13

NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL ... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]

NA when local weather not available.
[1]Categories A,B, 900-2.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[23]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NAME ALTERNATE MINIMUMS

OTTUMWA, IA
OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

PELLA, IA
PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI .... **RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA
RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ST. CHARLES, MO
ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

ST. JOSEPH, MO
ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[12]
LOC BC Rwy 17[13]
RADAR-1[4]
VOR or TACAN Rwy 17[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

NAME ALTERNATE MINIMUMS

ST. LOUIS, MO
LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS .... **ILS or LOC Rwy 8R**[13]
ILS or LOC Rwy 26L[24]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[15]
RNAV (GPS) Rwy 26L[15]
RNAV (GPS) Rwy 26R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA
SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA
SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4
NA when local weather not available.

SIOUX CITY, IA
SIOUX GATEWAY/COLONEL
BUD DAY FIELD ..... **ILS or LOC Rwy 13**[13]
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA
SPENCER MUNI ..... **VOR or GPS Rwy 12**[1]
VOR Rwy 30[2]
[1]Category D, 800-2¼.
[2]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12**[1]
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

ROSECRANS MEMORIAL

RADAR - 120.35 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17		ABCDE	**1026**-¾	200	(200-¾)				
ASR	35		ABC	**1200**-1	386	(400-1)	DE	**1200**-1¼	386	(400-1¼)
	17		AB	**1340**-1	514	(600-1)	C	**1340**-1½	514	(600-1½)
			DE	**1340**-1¾	514	(600-1¾)				
CIRCLING			AB	**1400**-1	574	(600-1)	C	**1400**-1½	574	(600-1½)
			D	**1500**-2¼	674	(700-2¼)	E	**1760**-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 09155 USAF) ELEV **870**

RADAR[12] **- (E)** 125.1 284.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1[4]		AB	**1260**/24	423	(400-½)
			CD	**1260**/40	423	(400-¾)
			E	**1260**/50	423	(400-1)
	19[3]		AB	**1260**/24	390	(400-½)
			CDE	**1260**/40	390	(400-¾)
CIR[5]	1-19		AB	**1340**-1	470	(500-1)
			C	**1340**-1½	470	(500-1½)
			D	**1420**-2	550	(600-2)
			E	**1460**-2	590	(600-2)

[1]Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI (AMW)
AMDT 3 88322 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 13, 31,** climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

NAME	TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO
CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA
THE EASTERN IOWA (CID)
AMDT 2 90067 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1300 before turning left.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA - environmental. **Rwy 36,** 300 -1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 2 88182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2.
DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21,** tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32,** antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA
DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)
NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO
DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.
NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA
DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA
EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.
NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA
EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.
NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO
EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA
FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO
FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)
DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO
FESTUS MEMORIAL (FES)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI (HNR)
ORIG 90179 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)
AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)
AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)
AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)
AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO
KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)
NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA
KEOKUK MUNI (EOK)
ORIG 06271 (FAA)
NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO
KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.
NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA
KNOXVILLE (OXV)
ORIG 10098 (FAA)
NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO
LAMAR MUNI (LLU)
ORIG 08101 (FAA)
NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/ 1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.

NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

ORIG 87099 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1300 before turning.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2 .

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)

ORIG 07018 (FAA)

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI (MPZ)
AMDT 1 99026 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.
Rwy 13, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upto 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO
ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.
NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (STL)

AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R,** multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI (SOY)
AMDT 1 94034 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA
WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO
WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.
NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA
WATERLOO RGNL (ALO)
ORIG 06271 (FAA)
NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA
WAVERLY MUNI (C25)
ORIG 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA
WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO
WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.
NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

APP CRS	Rwy Idg	3002
358°	TDZE	1434
	Apt Elev	1434

GPS RWY 36

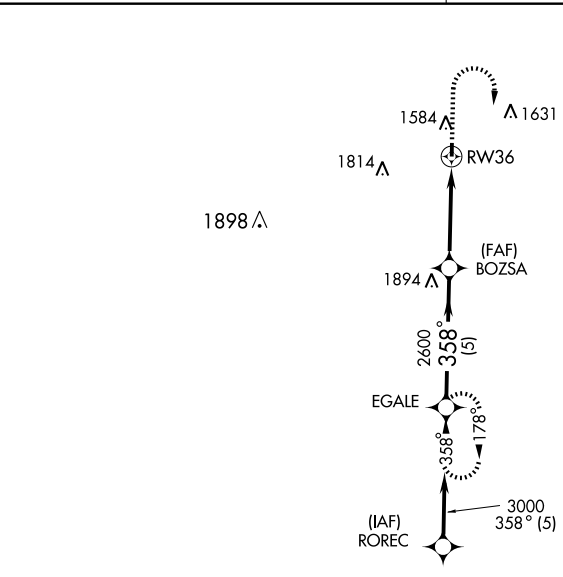
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

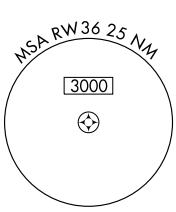
Use Springfield altimeter setting.

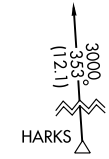
NA

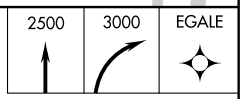
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	**122.8** (CTAF) L

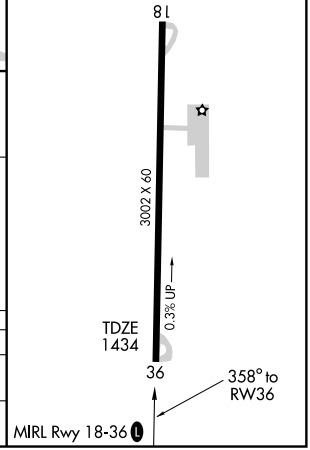








CATEGORY	A	B	C	D
S-36	2000-1	566 (600-1)	2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1	586 (600-1)	2020-1½ 586 (600-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg NA TDZE NA Apt Elev 1434

VOR/DME-A

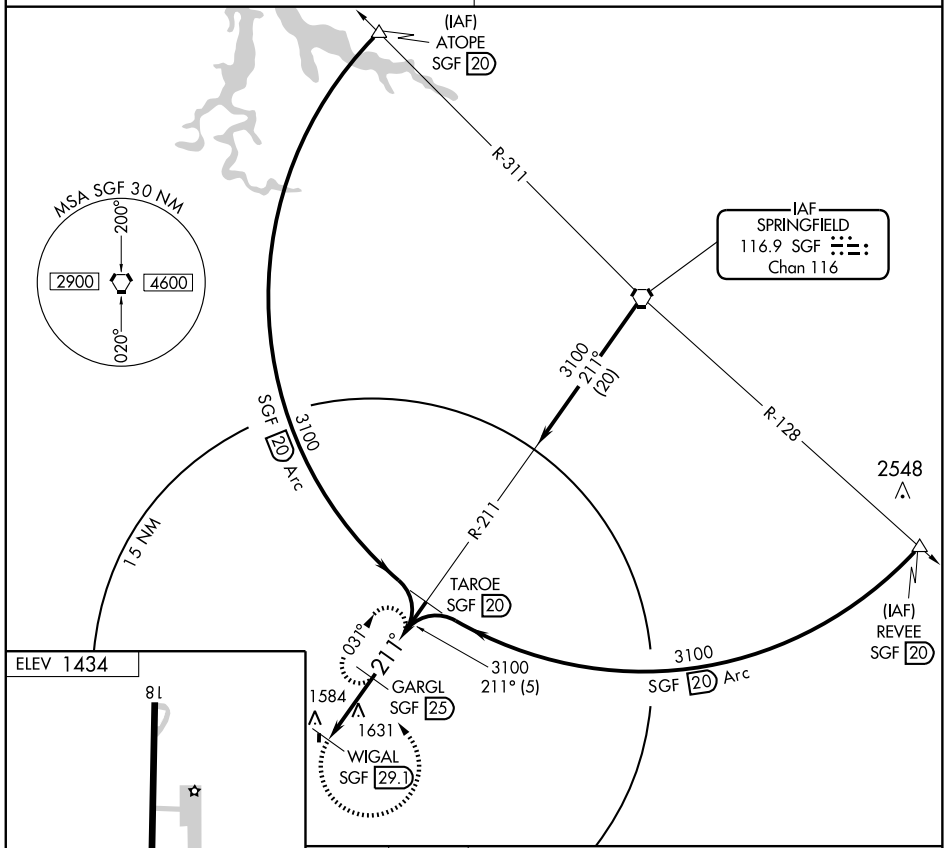
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

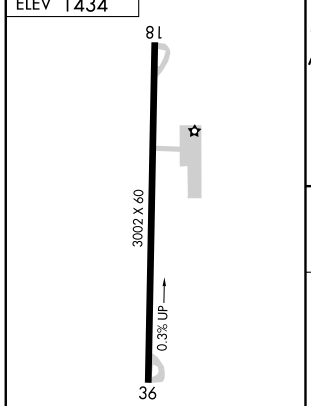
Use Springfield altimeter setting.

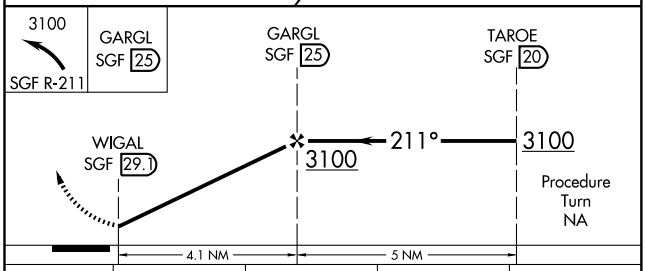
NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

MIRL Rwy 18-36 L

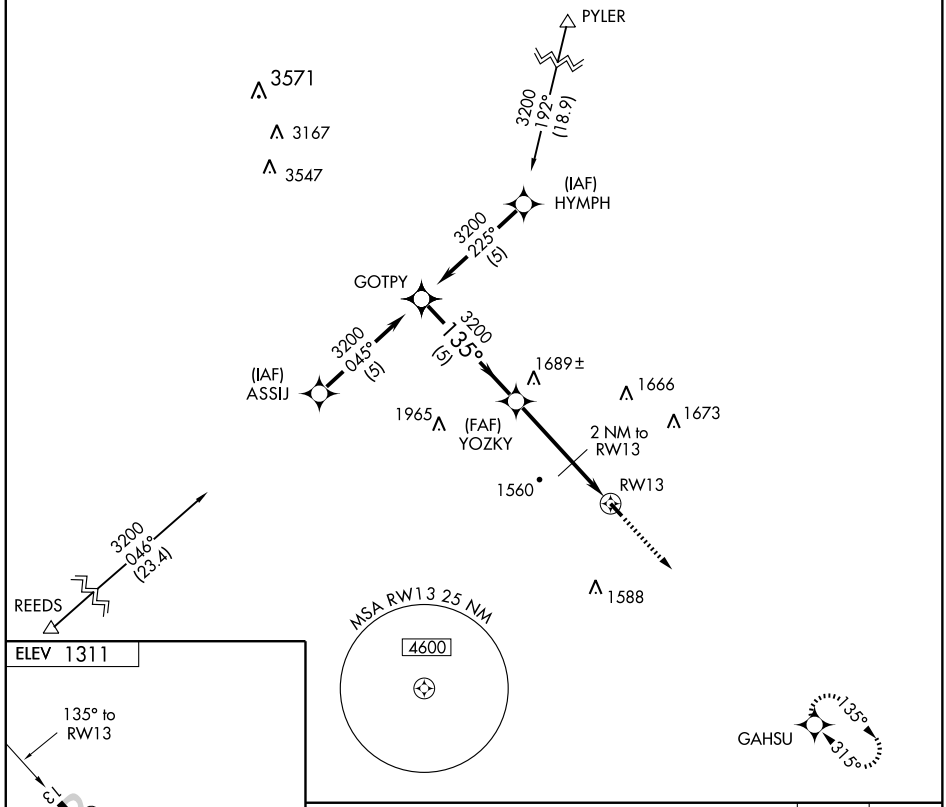
NC-3. 08 APR 2010 to 06 MAY 2010

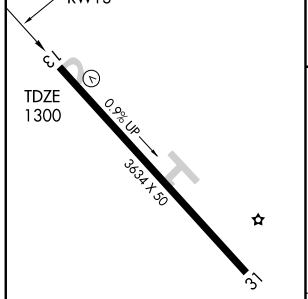
APP CRS	Rwy Idg	3634
135°	TDZE	1300
	Apt Elev	1311

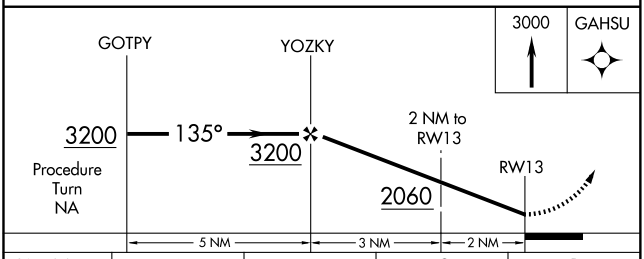
GPS RWY 13

AVA BILL MARTIN MEMORIAL (AOV)

NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
S-13	1780-1 480 (500-1)		NA	
CIRCLING	1980-1 669 (700-1)		NA	

MIRL Rwy 13-31 L

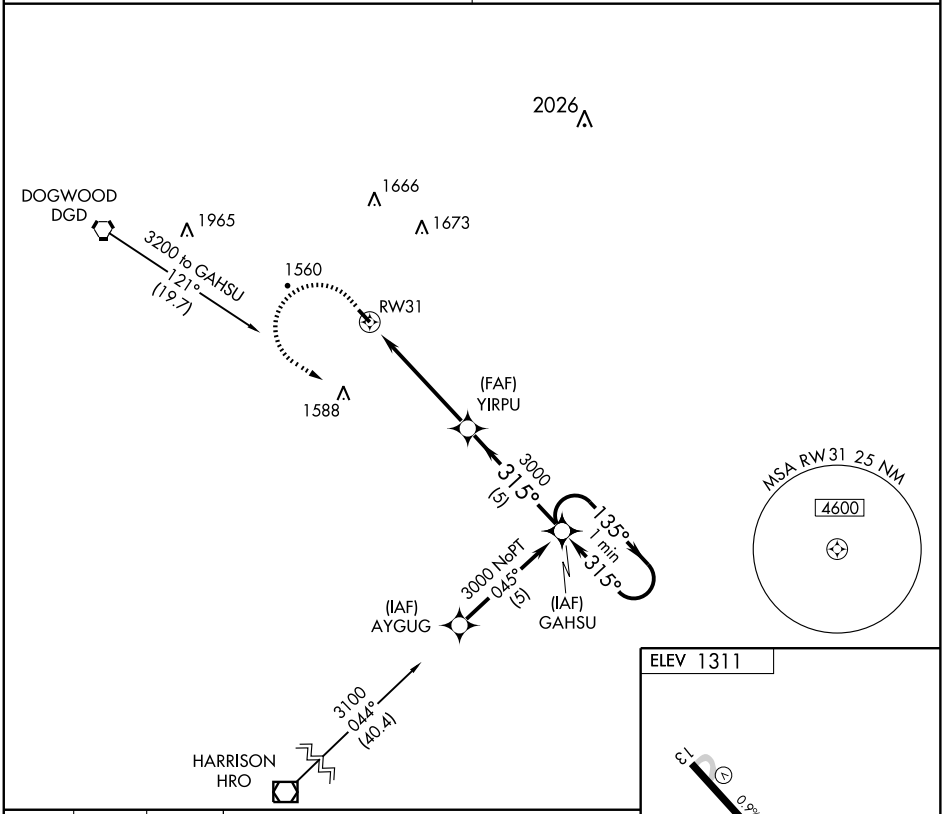
NC-3. 08 APR 2010 to 06 MAY 2010

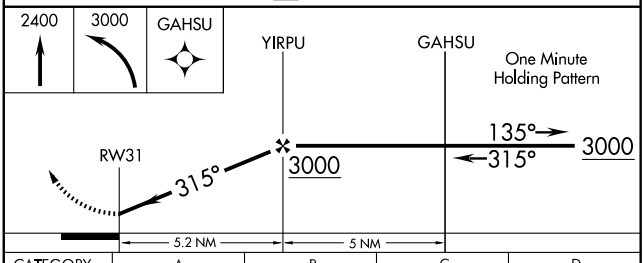
APP CRS	Rwy Idg	3634
315°	TDZE	1311
	Apt Elev	1311

GPS RWY 31

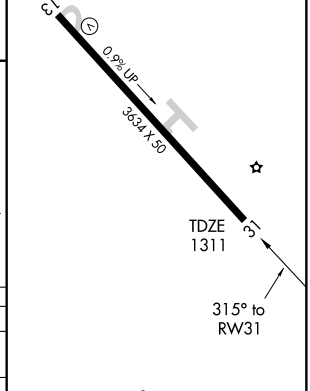
AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
S-31	1940-1	629 (700-1)	NA	
CIRCLING	1980-1	669 (700-1)	NA	



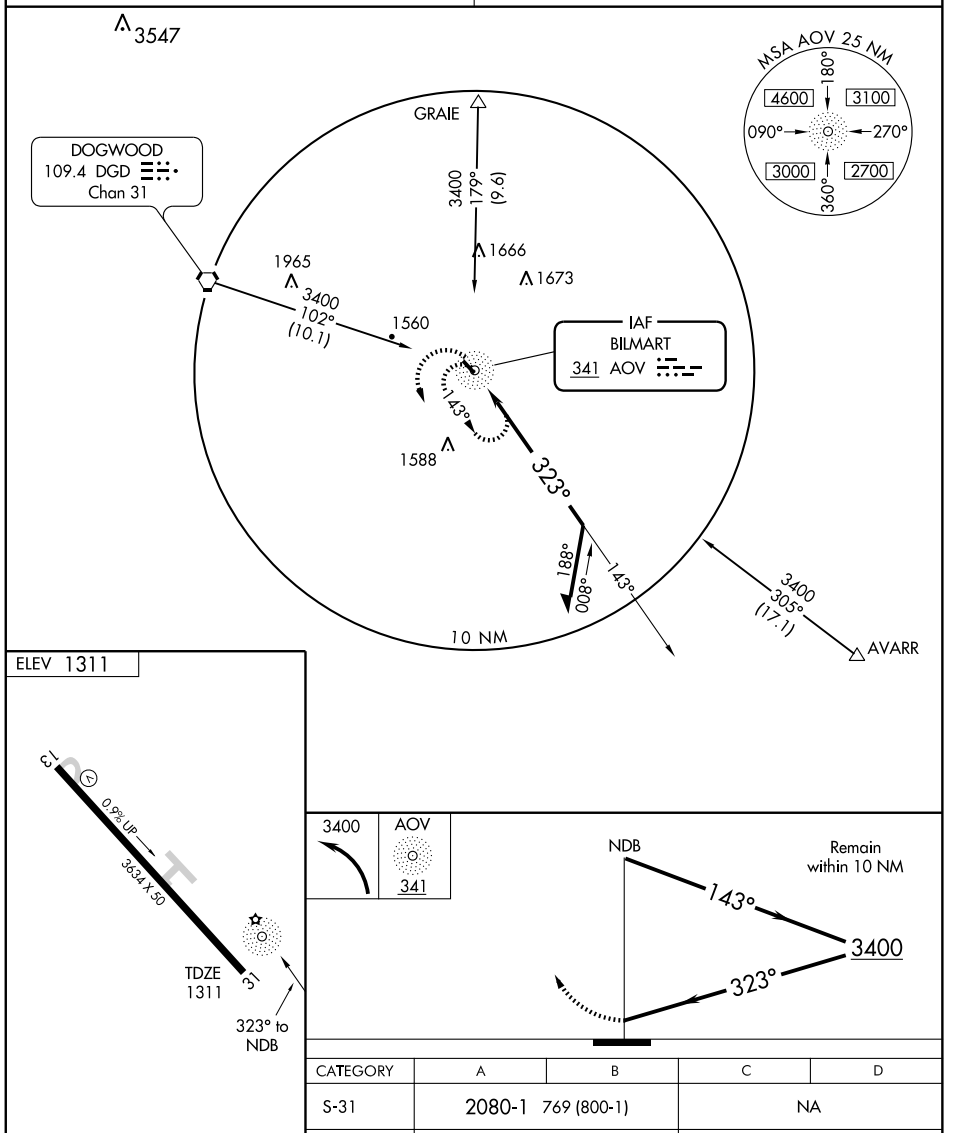
NC-3. 08 APR 2010 to 06 MAY 2010

NDB AOV	APP CRS	Rwy Idg	3634
341	323°	TDZE	1311
		Apt Elev	1311

NDB RWY 31

AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L



CATEGORY	A	B	C	D
S-31	2080-1	769 (800-1)	NA	
CIRCLING	2080-1	769 (800-1)	NA	

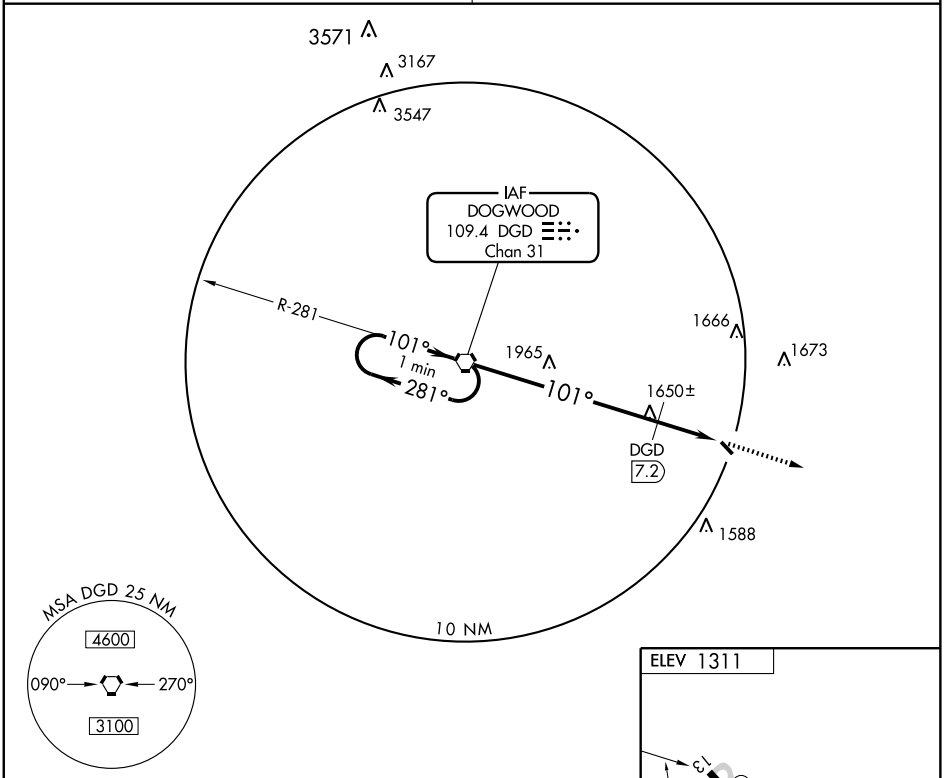
NC-3. 08 APR 2010 to 06 MAY 2010

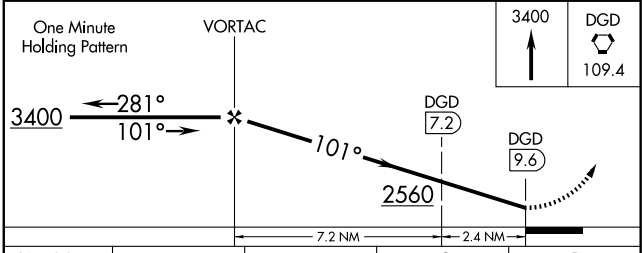
VORTAC DGD 109.4 Chan 31	APP CRS 101°	Rwy Idg N/A TDZE N/A Apt Elev 1311

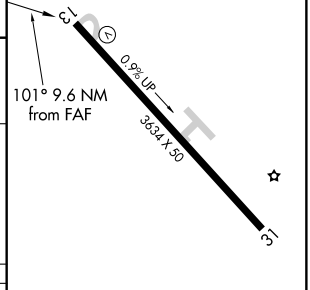
VOR-A

AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2560-1¼ 1249 (1300-1¼)	2560-1½ 1249 (1300-1½)	NA	
DME MINIMUMS				
CIRCLING	2000-1 689 (700-1)		NA	

MIRL Rwy 13-31 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
179°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 18

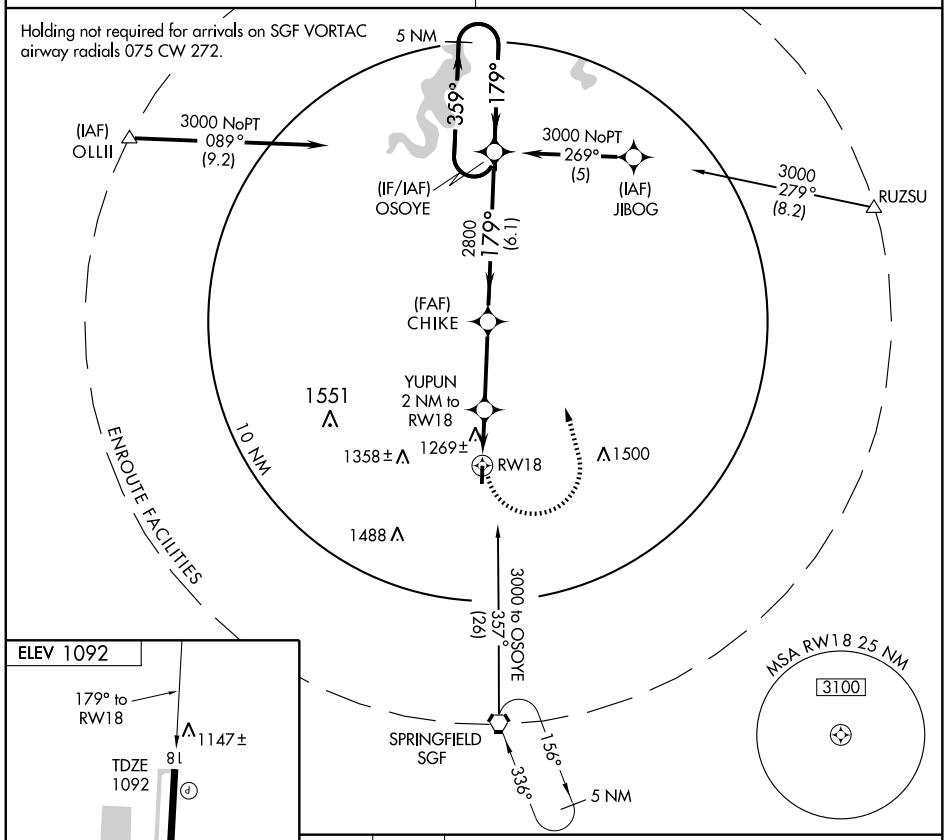
BOLIVAR MUNI (M17)

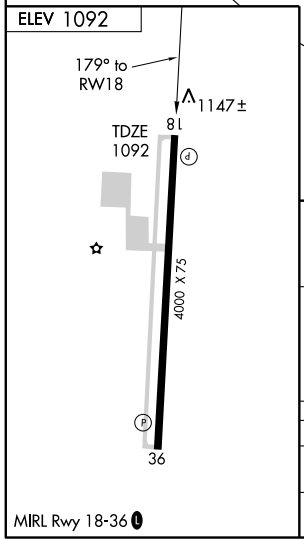
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

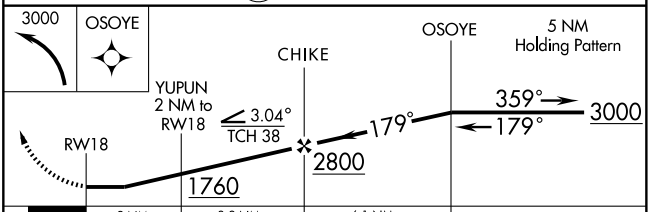
MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	123.0 (CTAF) L

Holding not required for arrivals on SGF VORTAC airway radials 075 CW 272.







CATEGORY	A	B	C	D
LNAV MDA	1600-1 508 (600-1)		1600-1½ 508 (600-1½)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 78303	359°	TDZE	1092
W36A		Apt Elev	1092

RNAV (GPS) RWY 36
BOLIVAR MUNI (M17)

DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) L

NoPT for arrival on SGF VORTAC airway radials 075 CW 236.

MISSED APCH FIX
5 NM 359° 179° OSOYE

1358 ± 1500
RW36
1488 1249 ±
CITSI
2.1 NM to RW36
(FAF)
ZOXBY
2800
359° (6)
(IF)
UNHIC
3000
336° (3.1)
(IAF)
SPRINGFIELD
SGF
156°
336°
5 NM
2029

MSA RW36 25 NM
3600

ELEV 1092
MIRL Rwy 18-36 L

1147 ±
18
4000 X 75
TDZE
1092
36
359° to RW36

VGSI and RNAV glidepath not coincident.
3000
OSOYE
*LNAV only

Procedure Turn NA
UNHIC
3000
359°
ZOXBY
CITSI
2.1 NM to RW36
RW36
GS 3.00°
TCH 40
2800
*1800
6 NM
3.1 NM
2.1 NM

CATEGORY	A	B	C	D
LPV DA	1448-1¼ 356 (400-1¼)			NA
LNAV MDA	1580-1 488 (500-1)		1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092

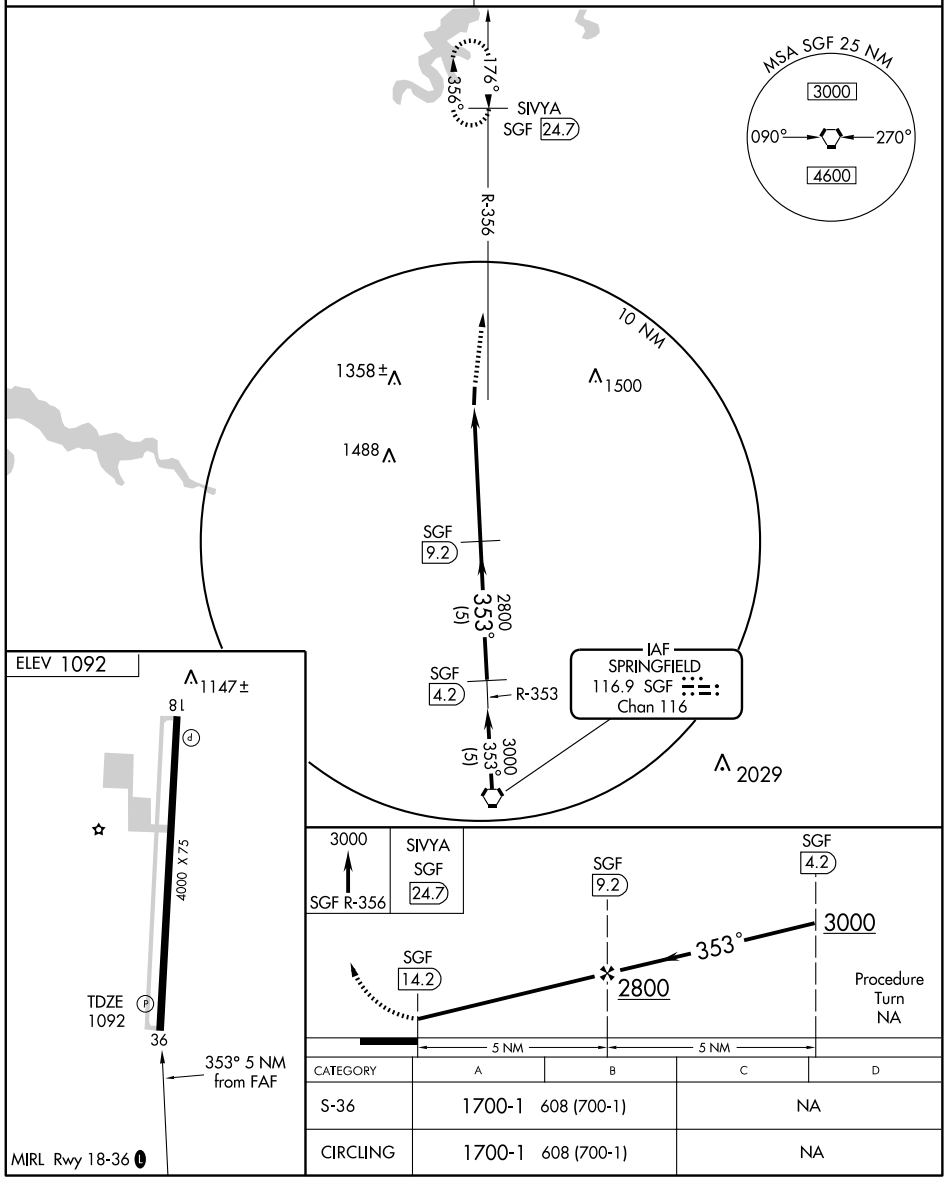
VOR/DME RWY 36

BOLIVAR MUNI (M17)

T NA — Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-36	1700-1	608 (700-1)	NA	
CIRCLING	1700-1	608 (700-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 72703	183°	TDZE	715
W18A		Apt Elev	715

RNAV (GPS) RWY 18

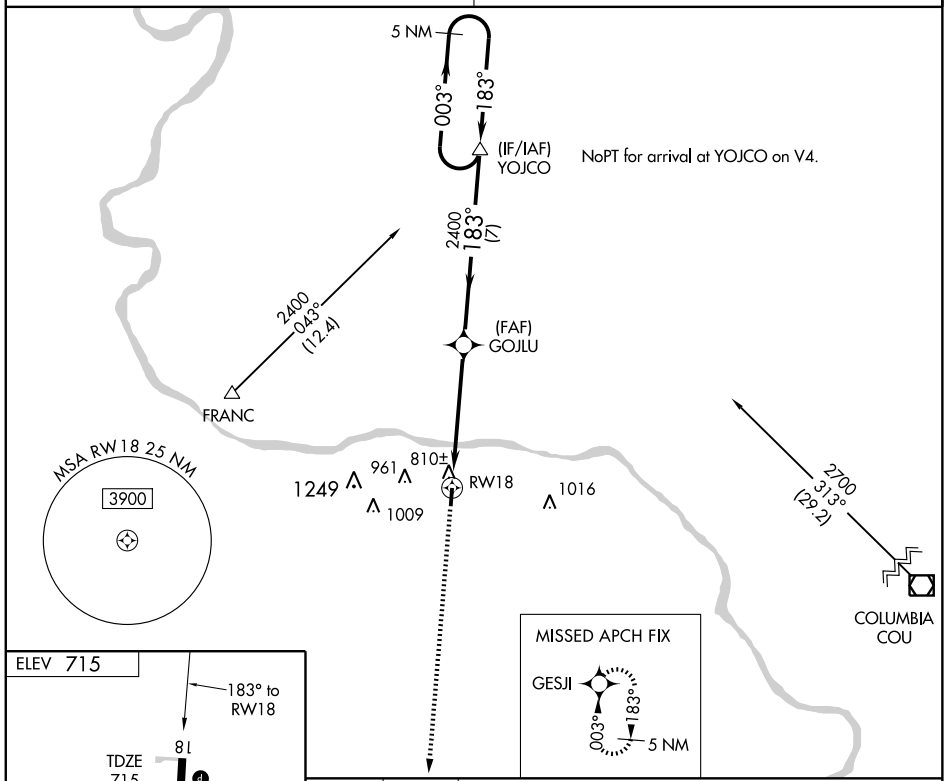
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

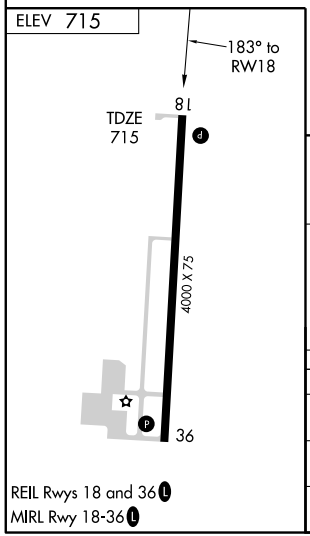
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct GESJI and hold.

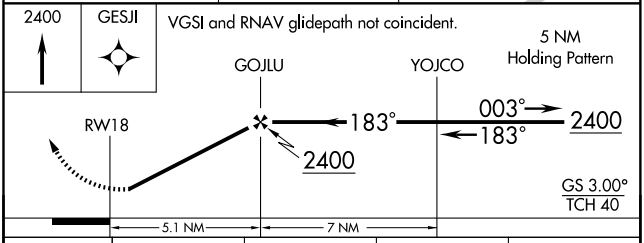
MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1103-1½ 388 (400-1½)			NA
LNAV MDA	1140-1 425 (500-1)		1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1 485 (500-1)		1340-1¾ 625 (700-1¾)	NA

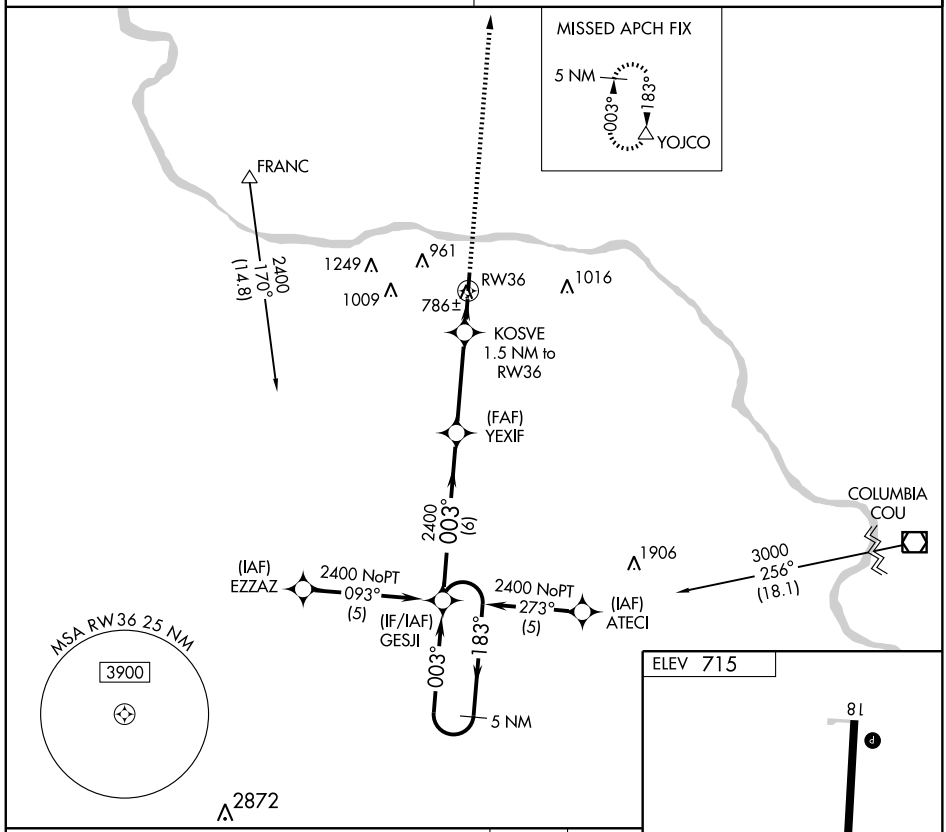
NC-3. 08 APR 2010 to 06 MAY 2010

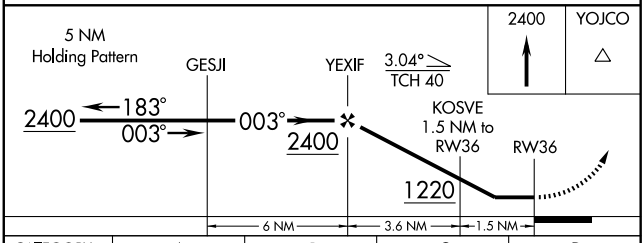
APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

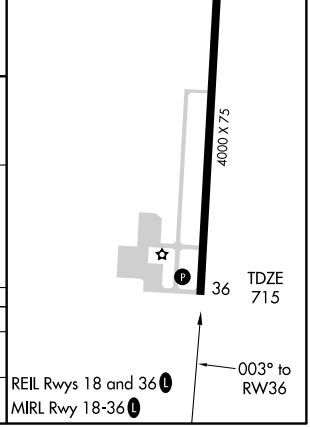
RNAV (GPS) RWY 36

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.	MISSED APPROACH: Climb to 2400 direct YOJCO and hold.
MIZZU APP CON **124.375**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC HLV	APP CRS	Rwy Idg	N/A
114.2	243°	TDZE	N/A
Chan 89		Apt Elev	715

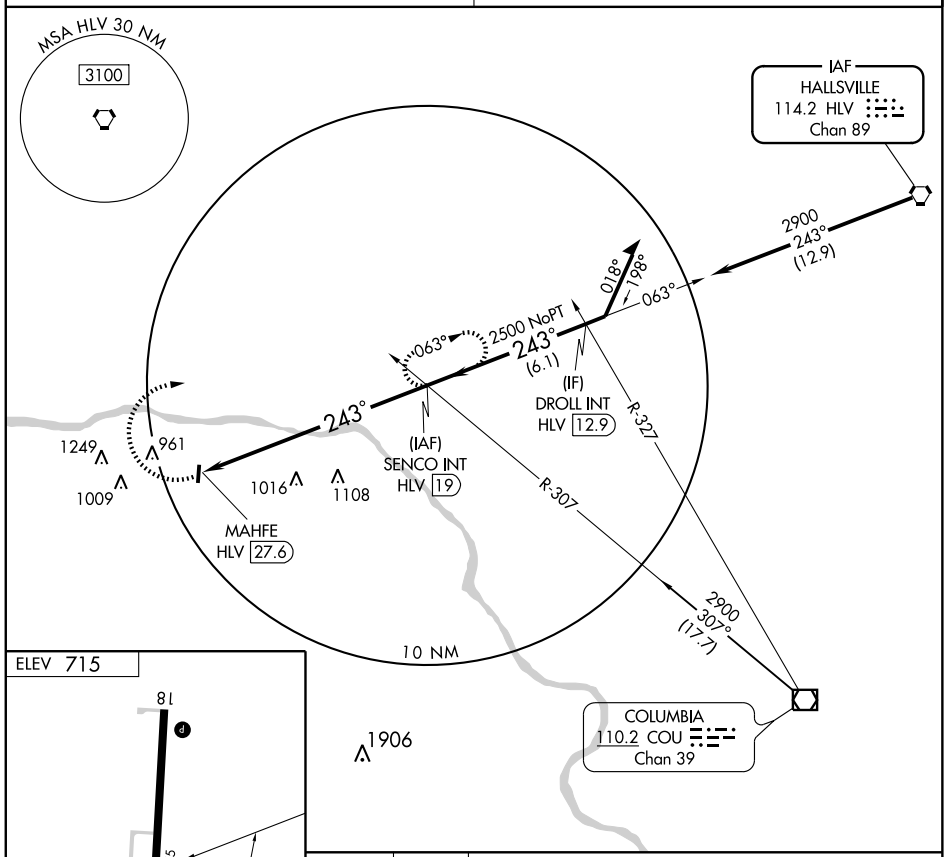
VOR-A

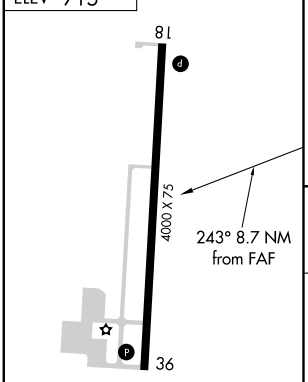
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

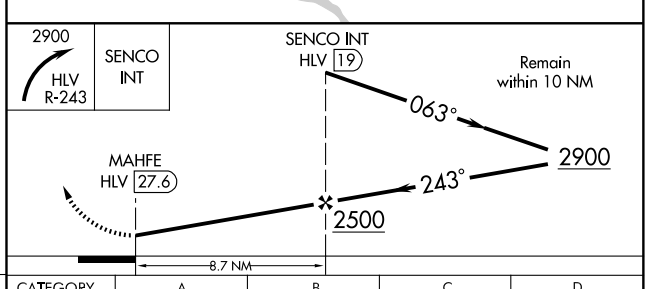
T NA — Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L







FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3204
133°	TDZE	886
	Apt Elev	886

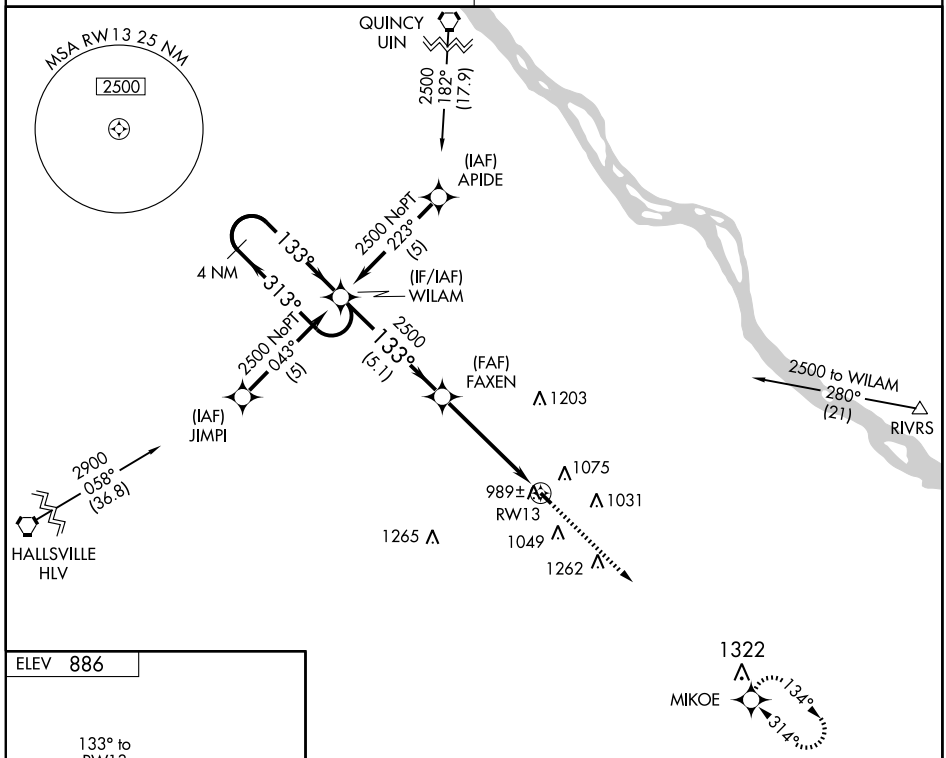
RNAV (GPS) RWY 13
BOWLING GREEN MUNI (H19)

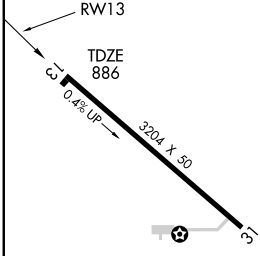
T
NA

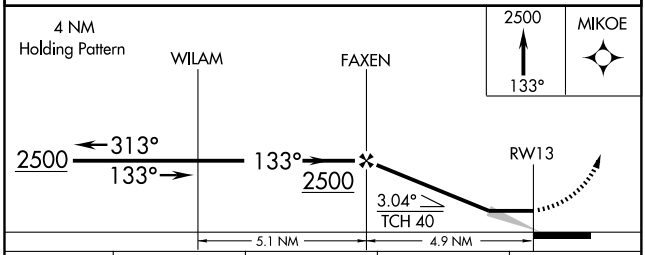
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

LIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3204
314°	TDZE	886
	Apt Elev	886

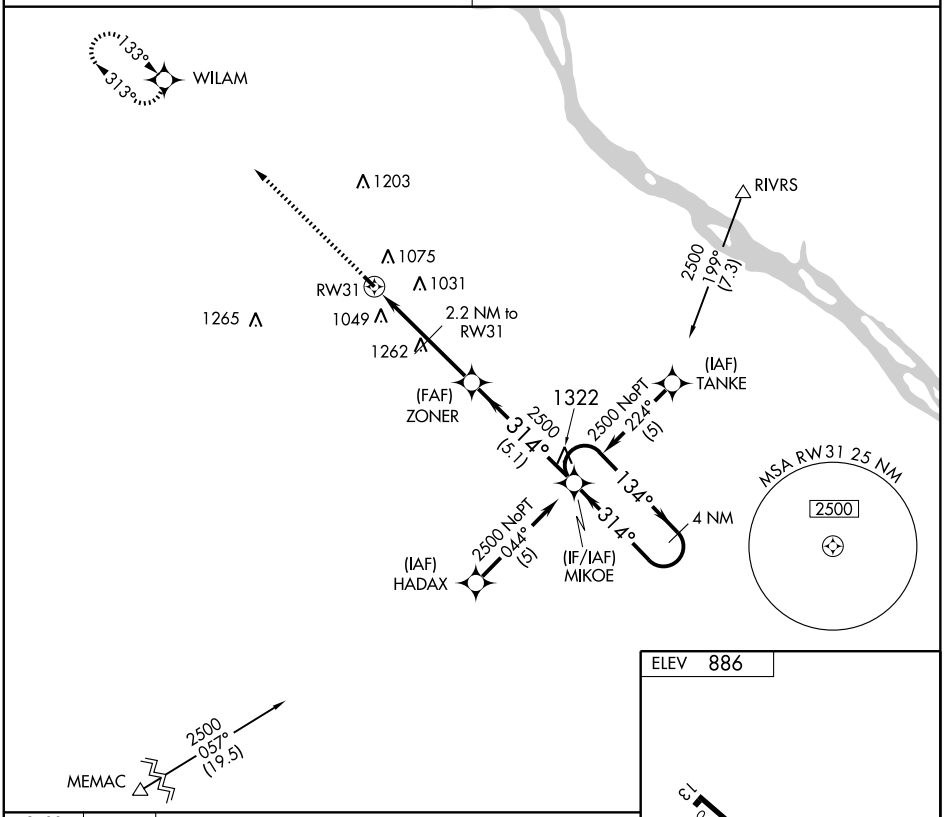
RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

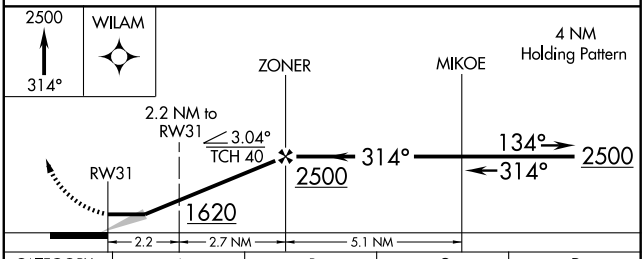
T
NA

Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

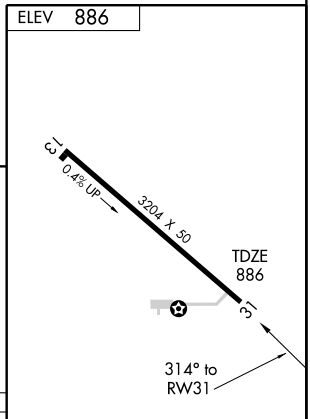
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	574 (600-1)	NA	
CIRCLNG	1520-1	634 (700-1)	NA	



LIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	169°	TDZE	N/A
Chan 83		Apt Elev	886

VOR/DME-A

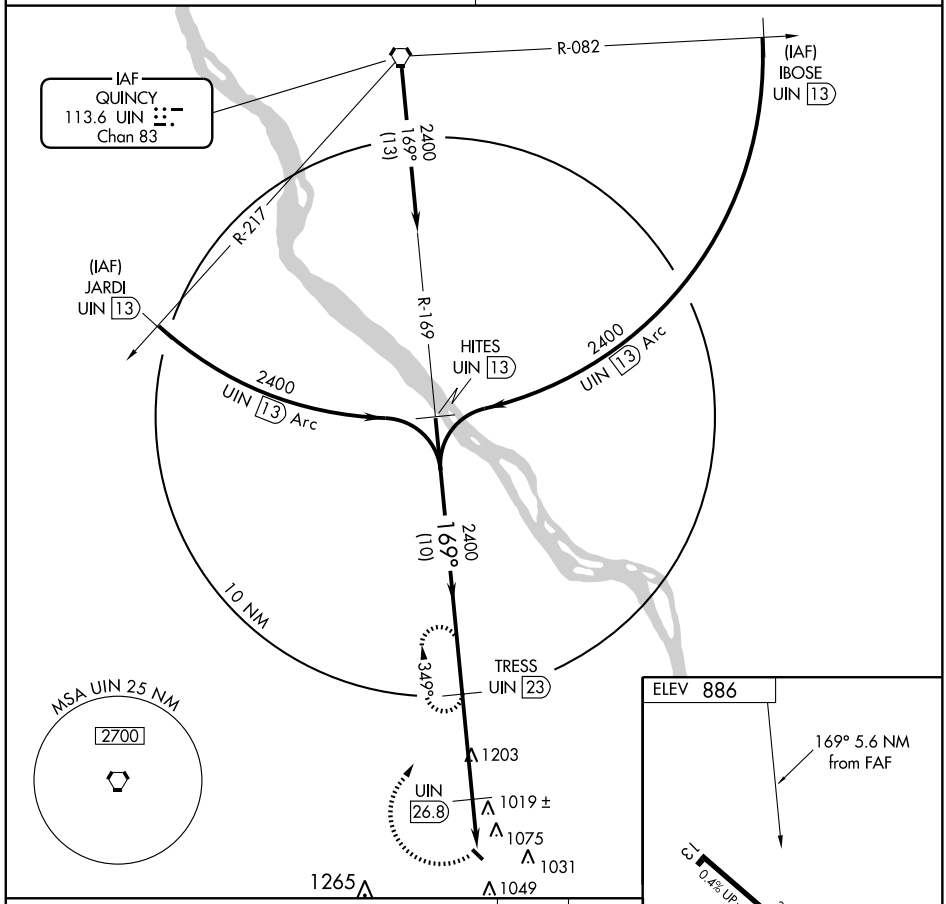
BOWLING GREEN MUNI (H19)

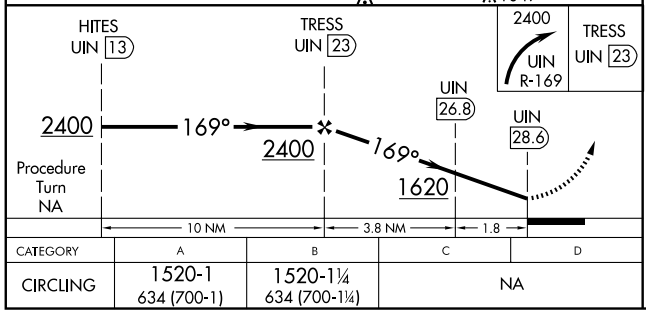
Use Quincy altimeter setting.

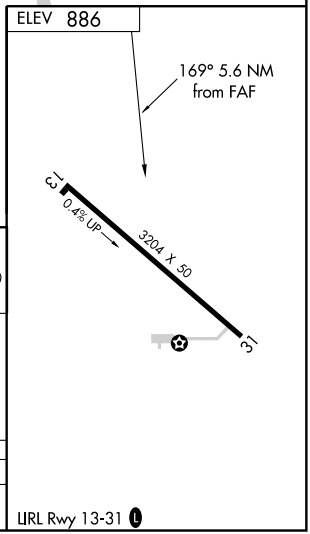
NA

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	

LIRL Rwy 13-31

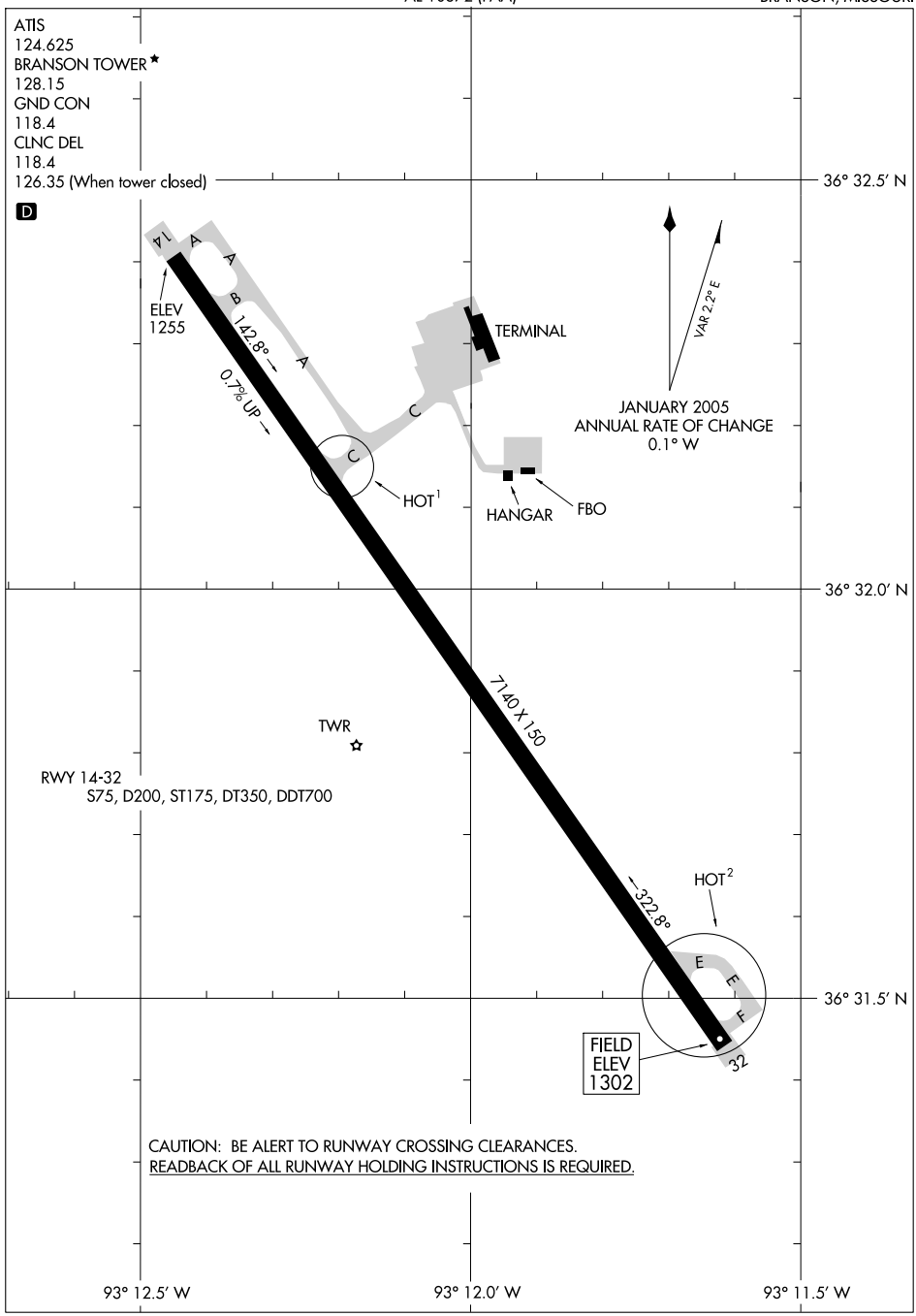
NC-3. 08 APR 2010 to 06 MAY 2010

10042

AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 32

BRANSON (BBG)

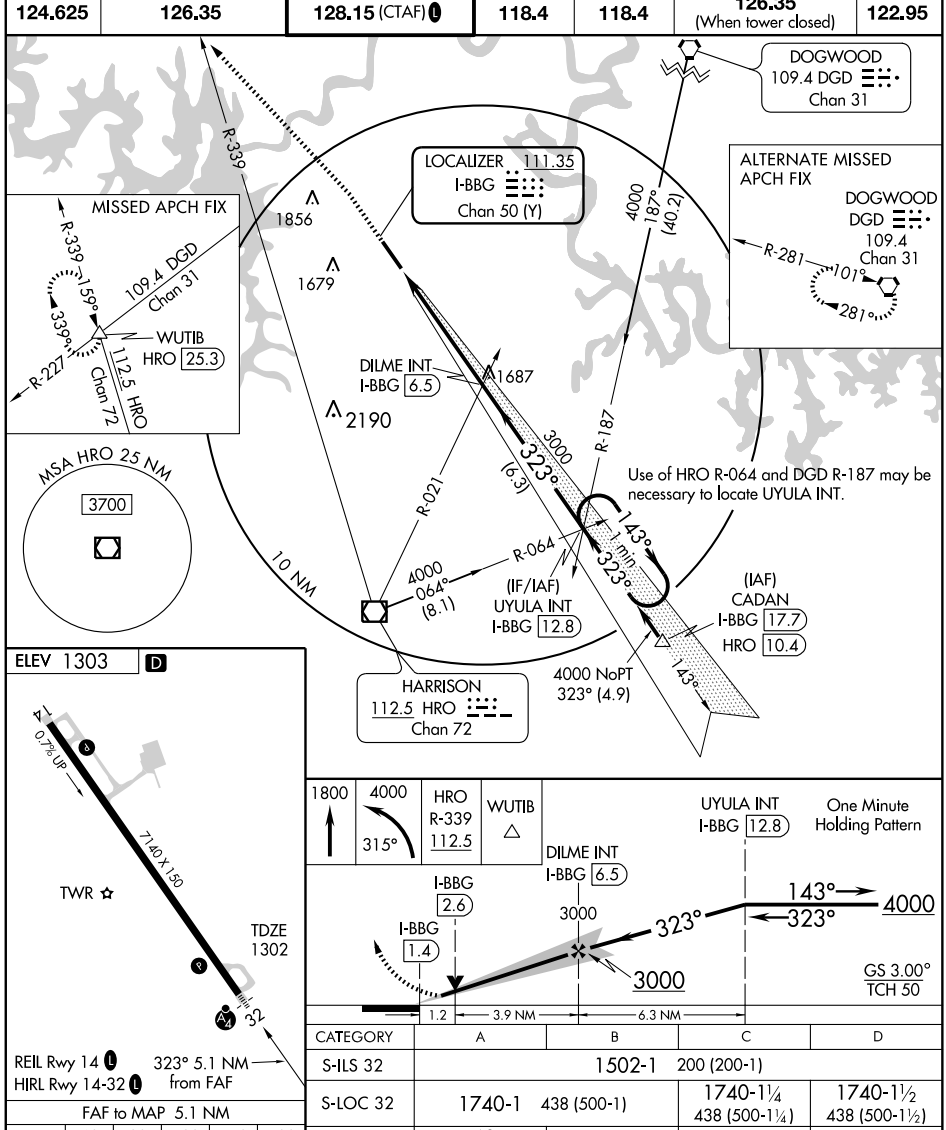
LOC/DME I-BBG	APP CRS	Rwy Idg	7140
111.35	323°	TDZE	1302
Chan 50 (Y)		Apt Elev	1303

T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 32	1502-1 200 (200-1)			
S-LOC 32	1740-1 438 (500-1)		1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

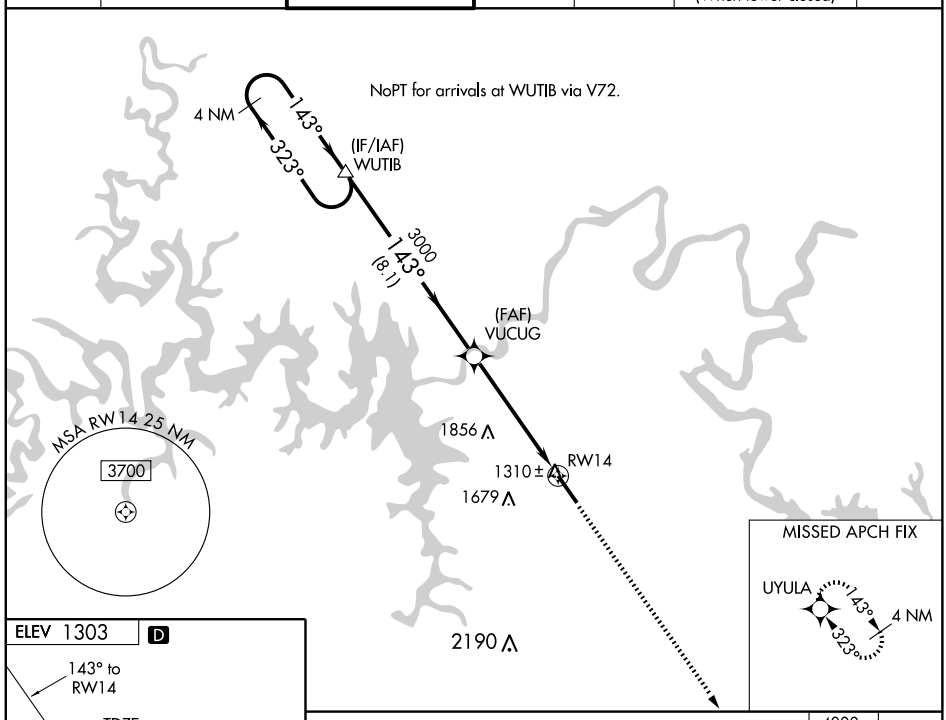
WAAS CH 49111 W14A	APP CRS 143°	Rwy Idg 7140 TDZE 1275 Apt Elev 1303

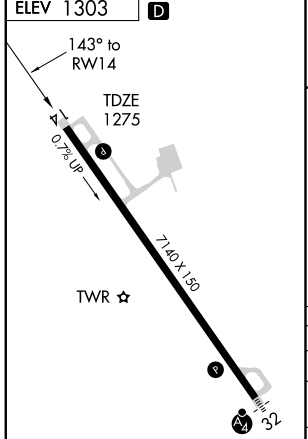
RNAV (GPS) RWY 14
BRANSON (BBG)

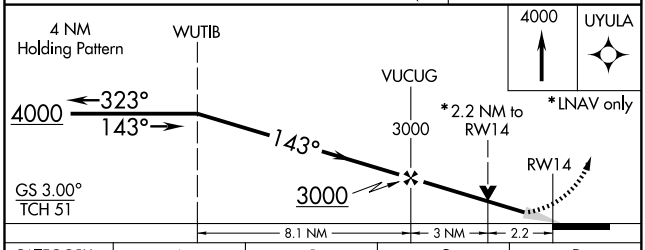
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 93911 W32A	APP CRS 323°	Rwy Idg 7140 TDZE 1302 Apt Elev 1303

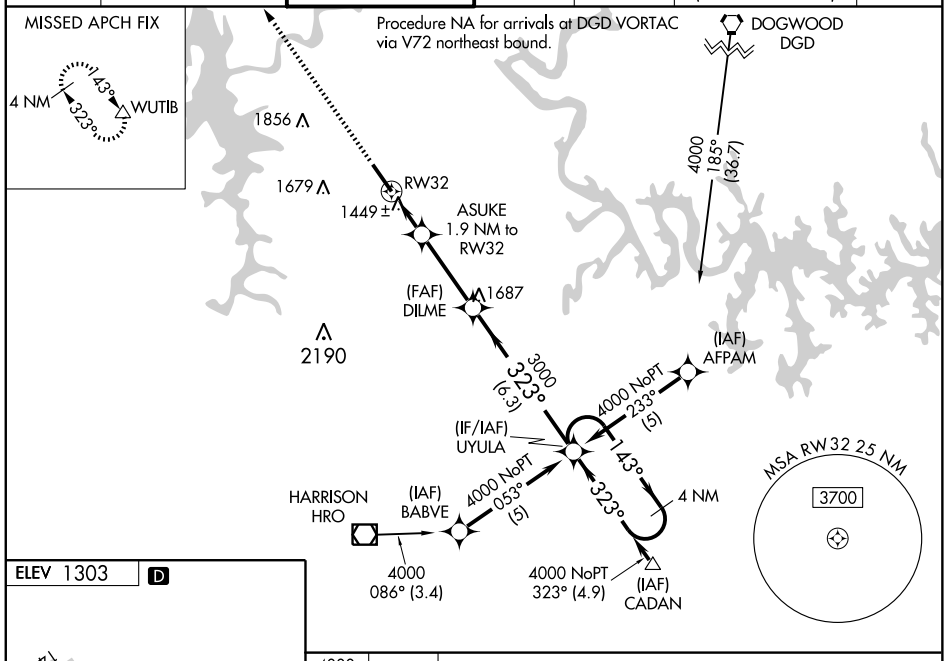
RNAV (GPS) RWY 32
BRANSON (BBG)

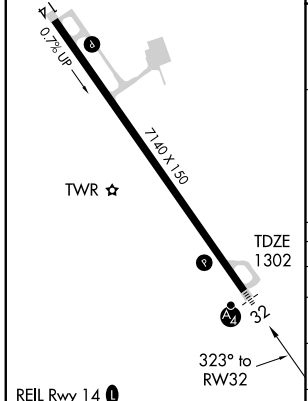
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

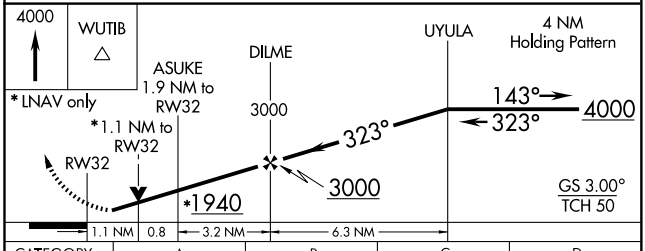
MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1502-1 200 (200-1)			
LNAV/VNAV DA	1757-1½ 455 (500-1½)			
LNAV MDA	1700-1 398 (400-1)			1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 4003
CH 42715	179°	TDZE 843
W18A		Apt Elev 843

RNAV (GPS) RWY 18

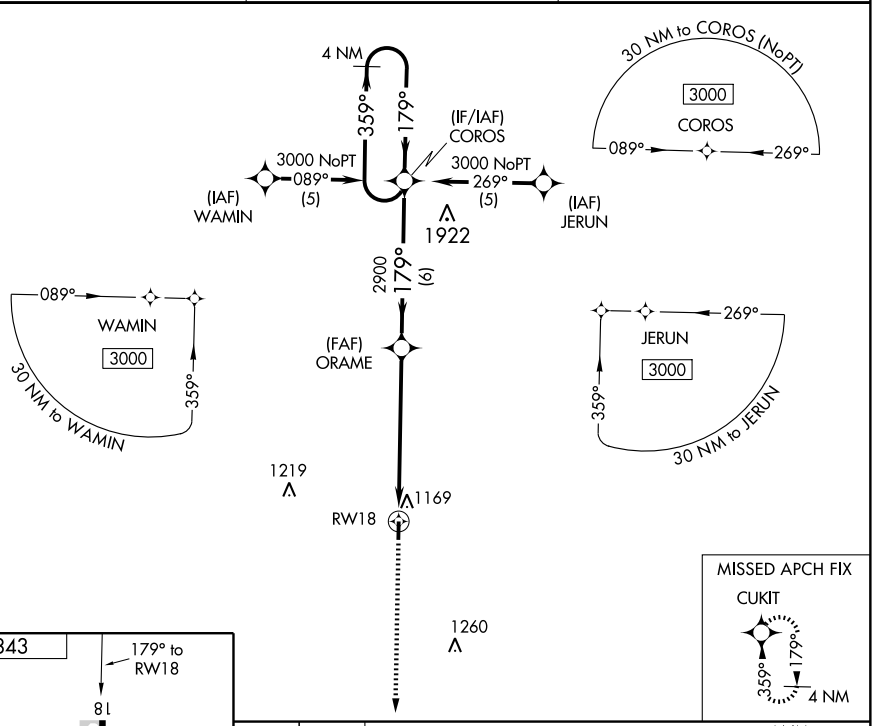
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

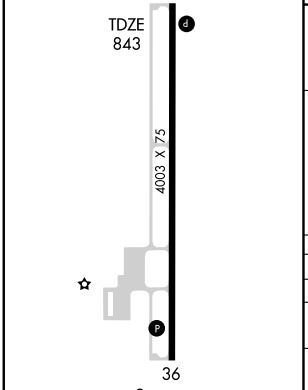
NA

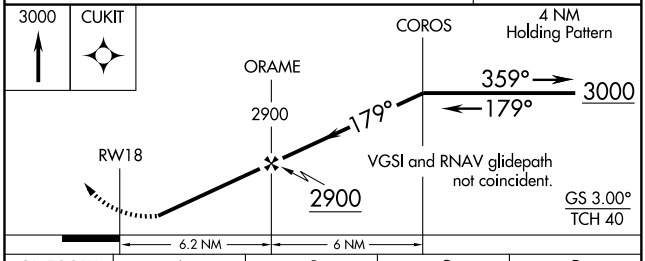
MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L



MISSED APCH FIX
CUKIT
179°
359°
4 NM





CATEGORY	A	B	C	D
LPV DA	1188-1¼ 345 (400-1¼)			NA
LNAV/VNAV DA	1529-2½ 686 (700-2½)			NA
LNAV MDA	1560-1 717 (800-1)		1560-2 717 (800-2)	NA
CIRCLING	1560-1 717 (800-1)		1560-2 717 (800-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4003
CH 93715	359°	TDZE	835
W36A		Apt Elev	843

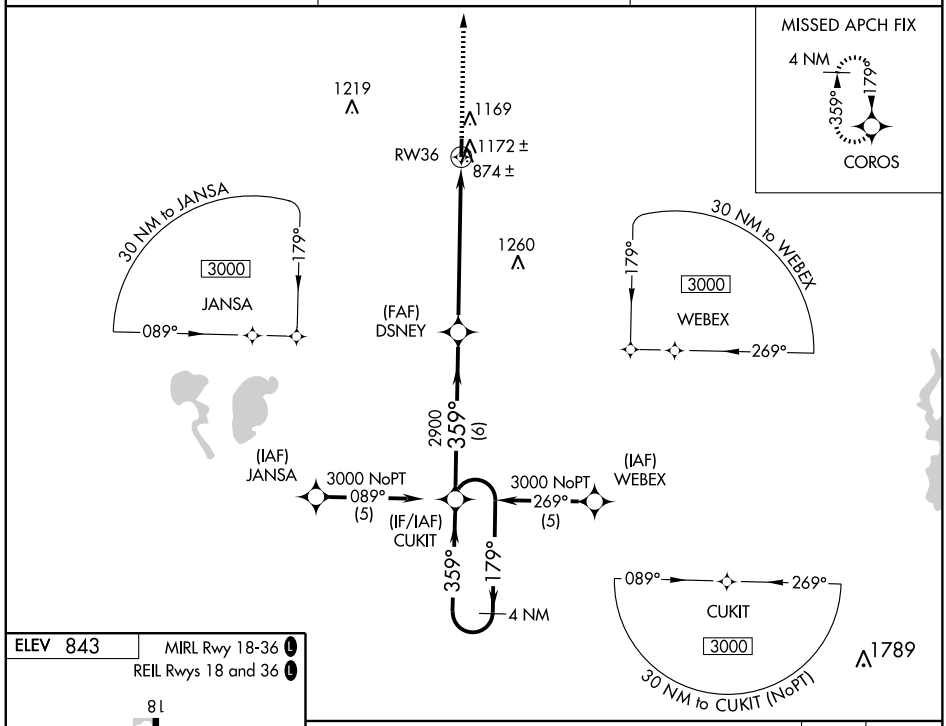
RNAV (GPS) RWY 36

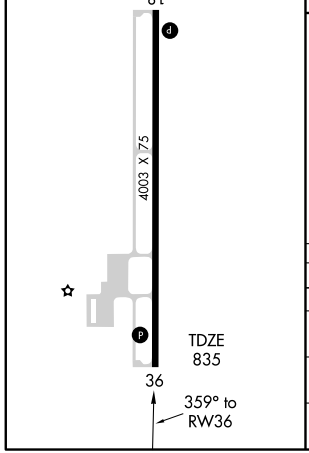
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

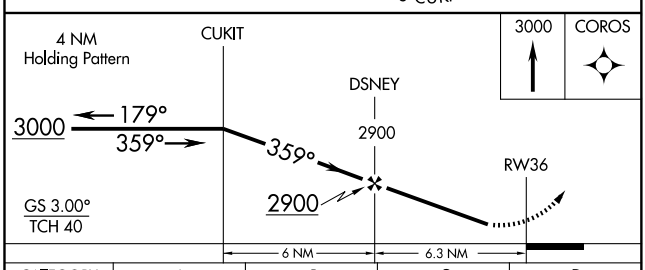
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COROS and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L







CATEGORY	A	B	C	D
LPV DA	1238-1½ 403 (400-1½)			NA
LNAV/VNAV DA	1315-1¾ 480 (500-1¾)			NA
LNAV MDA	1500-1 665 (700-1)		1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1 697 (700-1)		1540-2 697 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
178°	TDZE	888
	Apt Elev	892

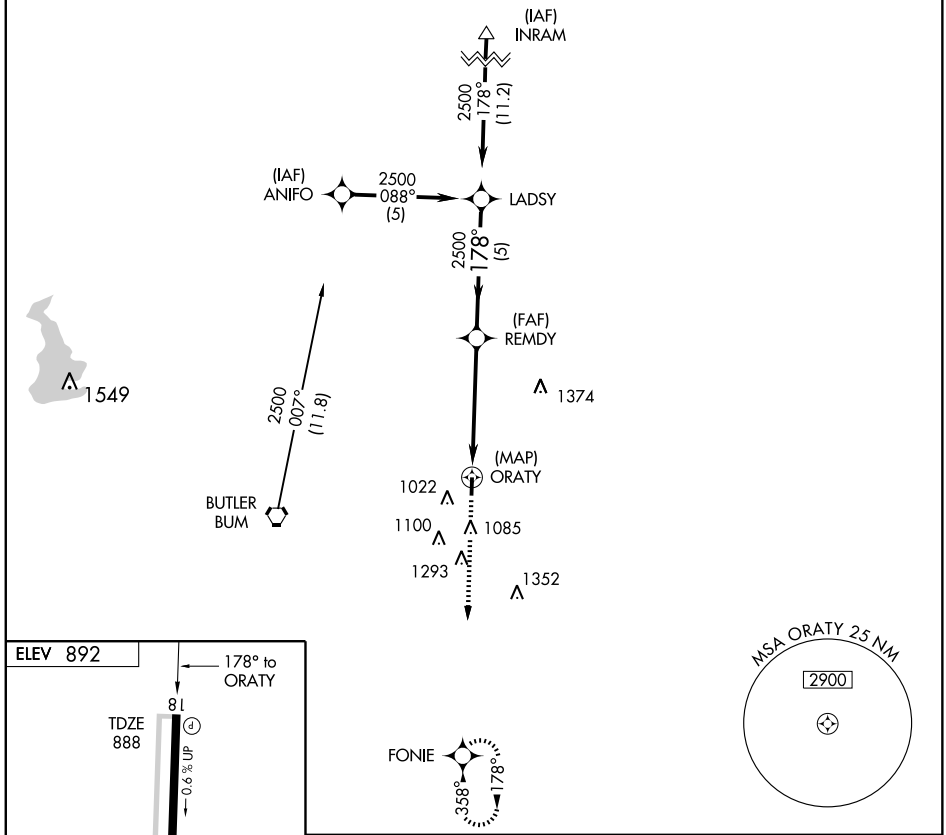
GPS RWY 18
BUTLER MEMORIAL (BUM)

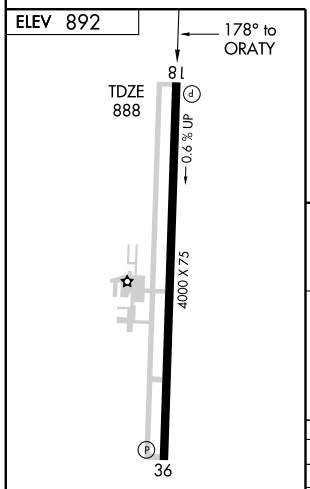
NA

Use Charles B.Wheeler Downtown altimeter setting.

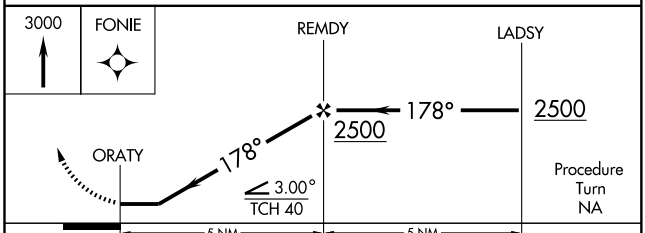
MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9





MIRL Rwy 18-36



CATEGORY	A	B	C	D
S-18	1400-1	512 (600-1)	NA	
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

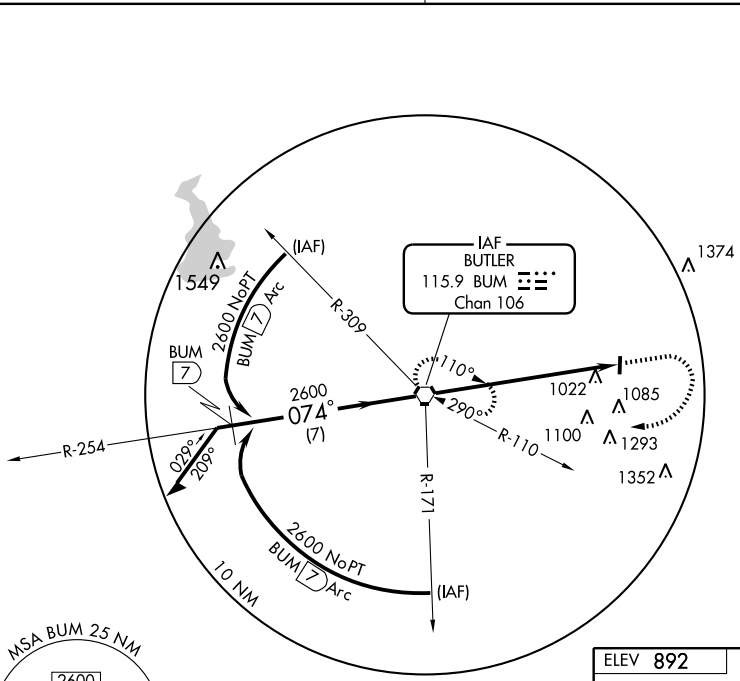
NC-3. 08 APR 2010 to 06 MAY 2010

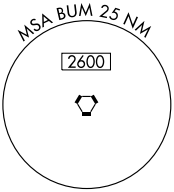
VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg N/A TDZE N/A Apt Elev 892

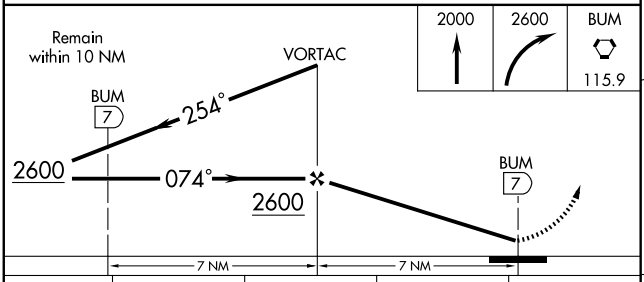
VOR-A

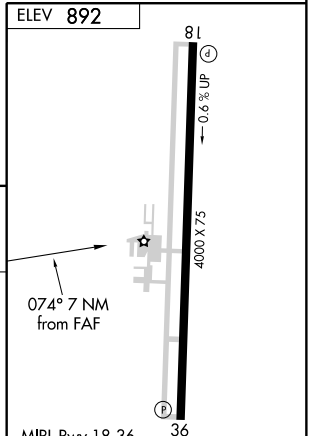
BUTLER MEMORIAL (BUM)

⚠ NA Use Charles B. Wheeler Downtown altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.
KANSAS CITY CENTER **125.55 327.0**	CTAF **122.9**









CATEGORY	A	B	C	D
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-3. 08 APR 2010 to 06 MAY 2010

CABOOL, MISSOURI

AL-6584 (FAA)

APP CRS	Rwy Idg	3002
210°	TDZE	1220
	Apt Elev	1220

RNAV (GPS) RWY 21

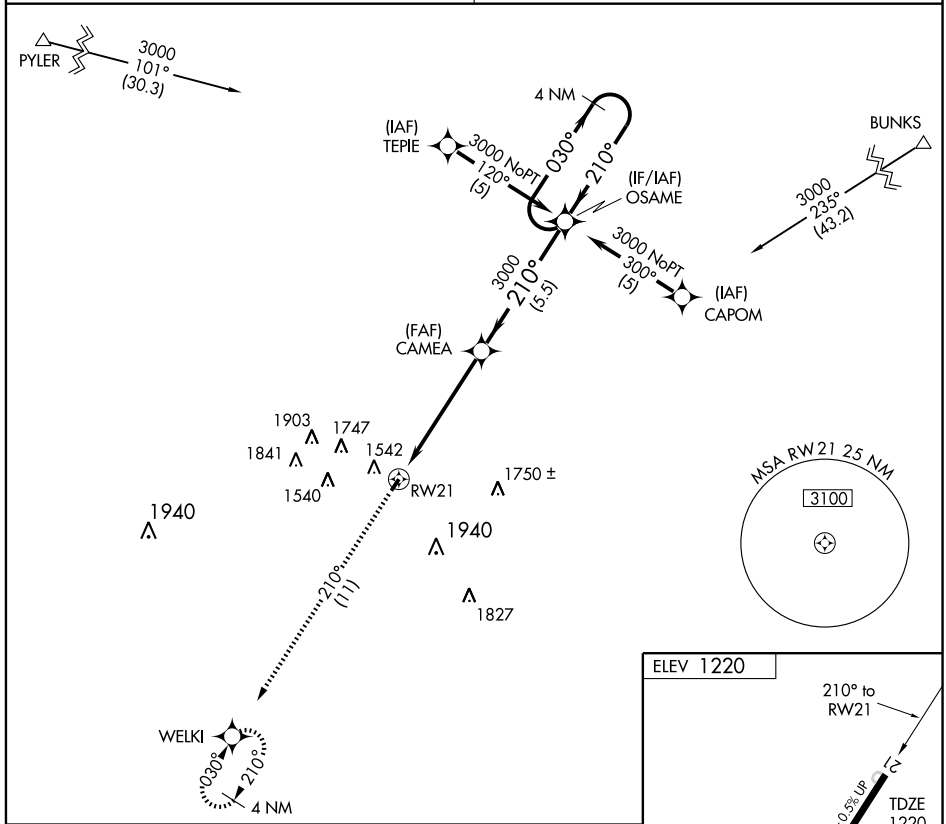
CABOOL MEMORIAL (TVB)

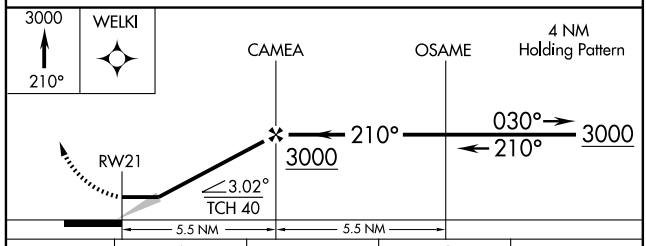
T
A NA — Use West Plains Muni altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

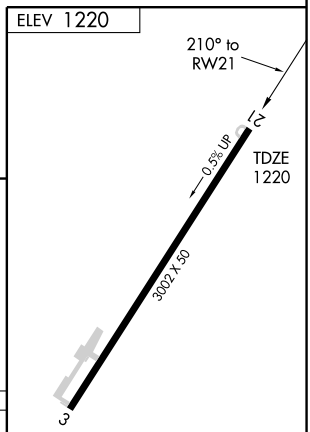
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1780-1 560 (600-1)		1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA



MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

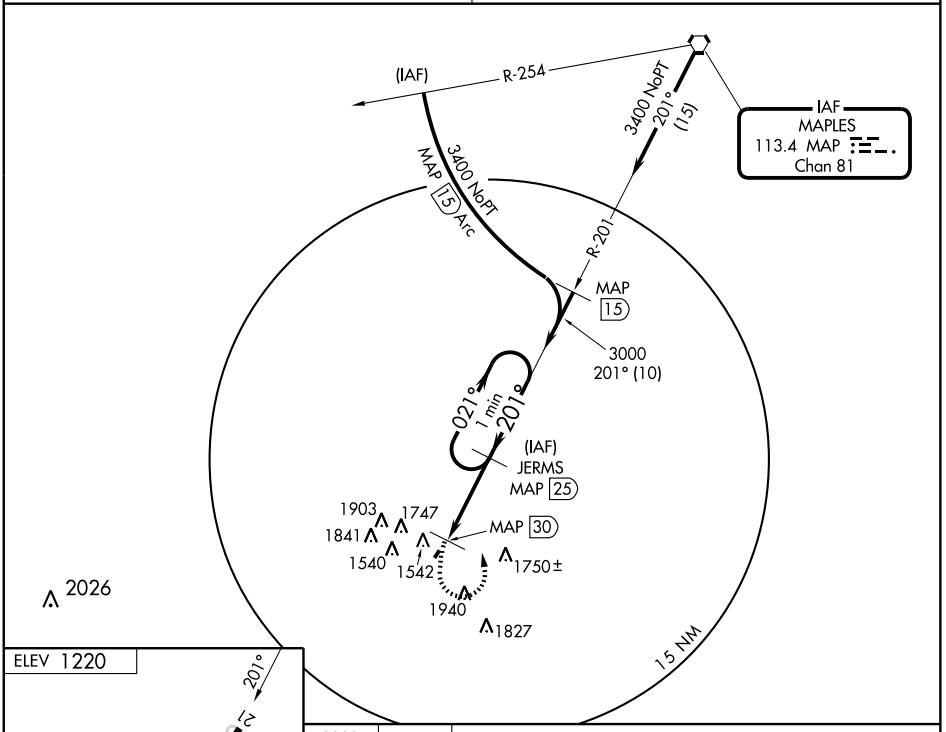
VORTAC MAP	APP CRS	Rwy Idg	3002
113.4	201°	TDZE	1217
Chan 81		Apt Elev	1220

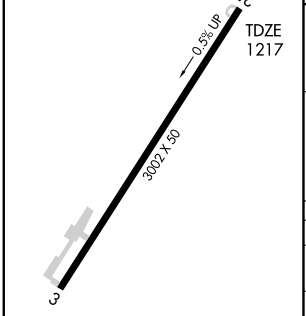
VOR/DME RWY 21
CABOOL MEMORIAL (TVB)

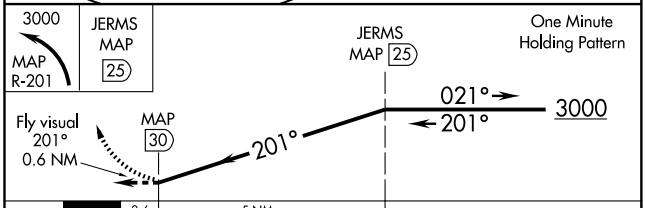
Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







CATEGORY	A	B	C	D
S-21	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
CIRCLING	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA

MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
332°	TDZE	1062
	Apt Elev	1062

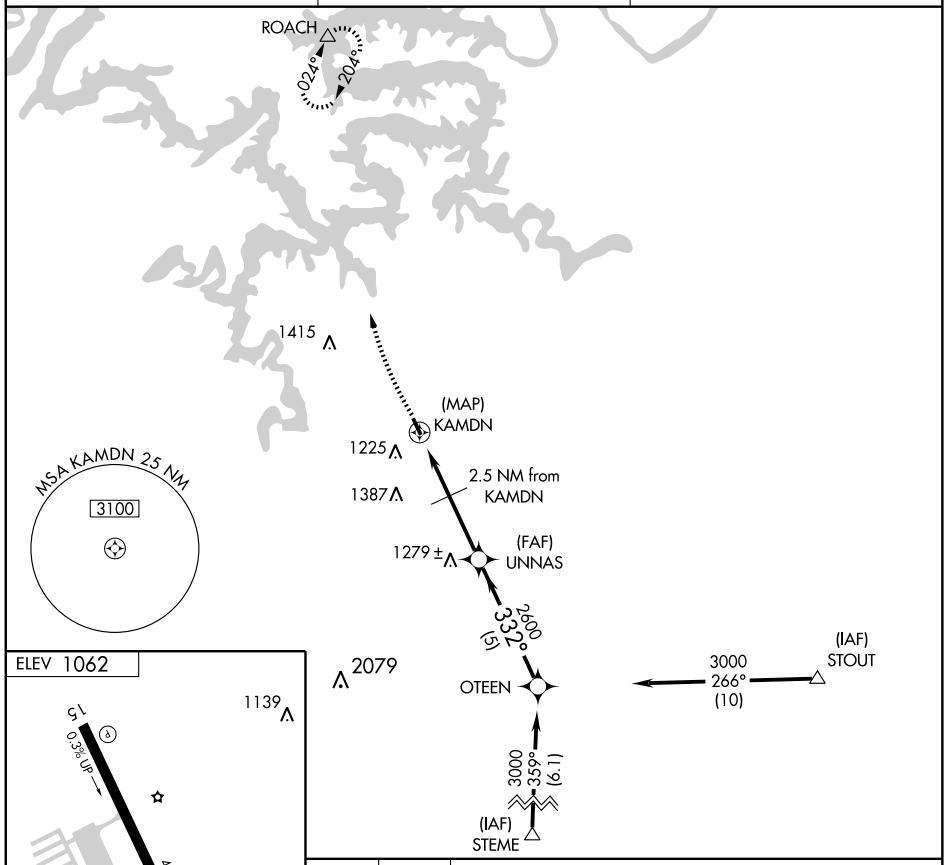
GPS RWY 33
CAMDENTON MEMORIAL (H21)

T
A NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1440-1	378 (400-1)	NA	
CIRCLING	1580-1	518 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 222°	Rwy Idg N/A TDZE N/A Apt Elev 1062

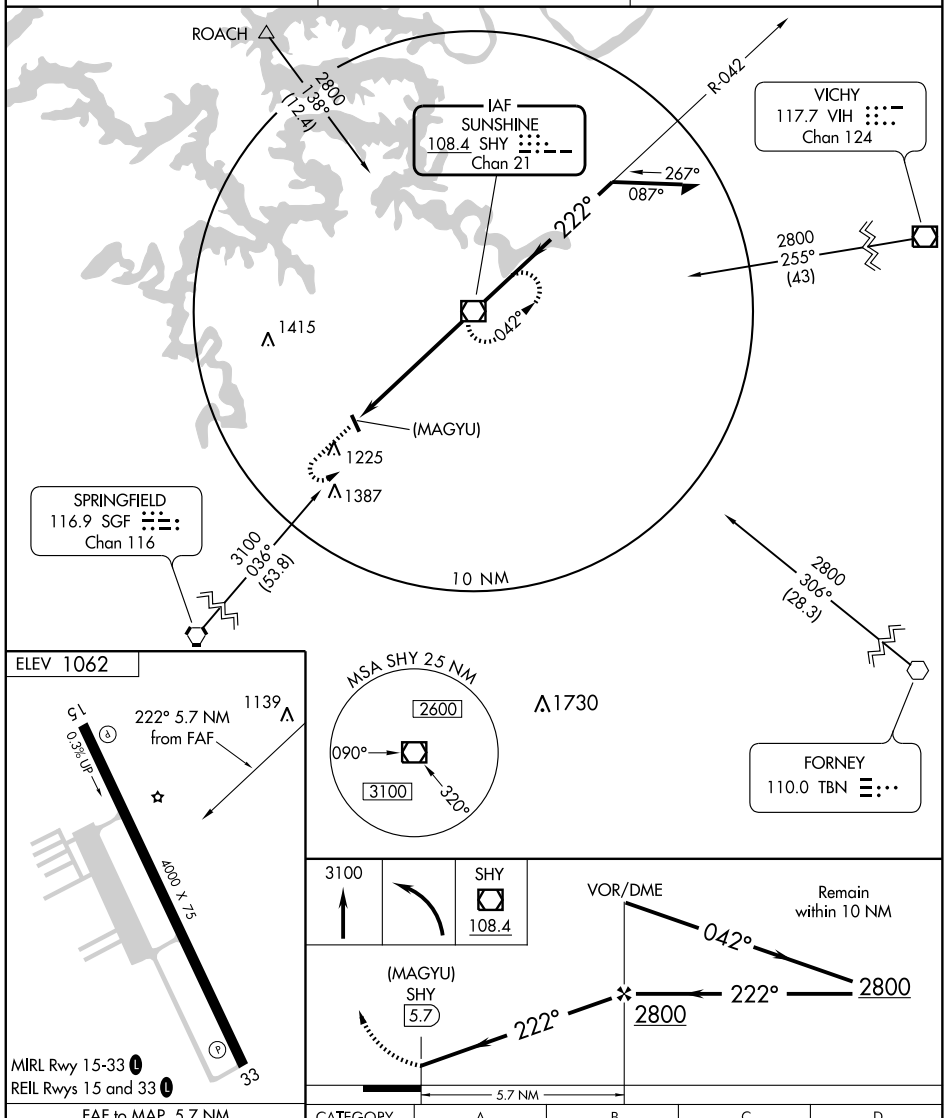
VOR or GPS-A
CAMDENTON MEMORIAL (H21)

NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) L



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	1580-1 518 (600-1)		1580-1½ 518 (600-1½)	1620-2 558 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

10098

NDB RWY 35

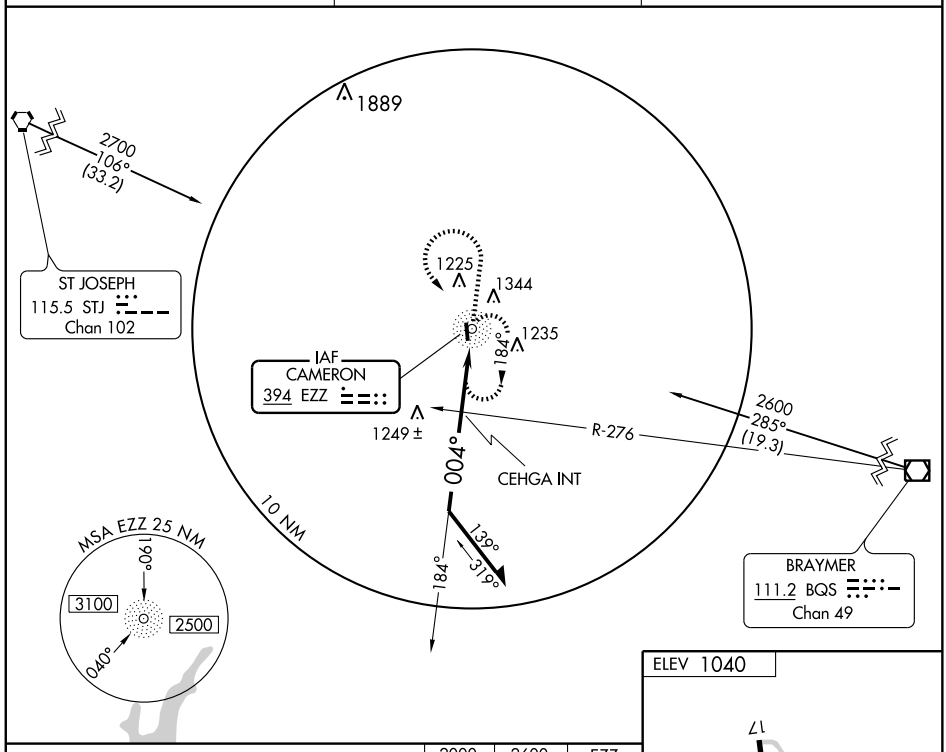
CAMERON MEMORIAL (EZZ)

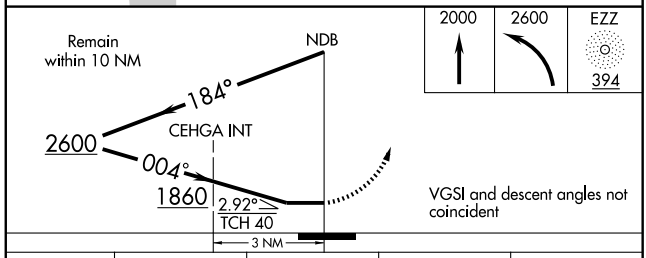
NDB EZZ 394	APP CRS 004°	Rwy ldg 4000 TDZE 1035 Apt Elev 1040

NA Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

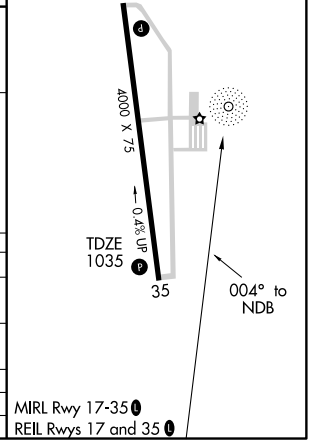
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	1860-1 825 (900-1)	1860-1¼ 825 (900-1¼)	NA	
CIRCLING	1860-1 820 (900-1)	1860-1¼ 820 (900-1¼)	NA	
CEHGA FIX MINIMUMS				
S-35	1640-1	605 (600-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 4000
CH 82017	172°	TDZE 1040
W17A		Apt Elev 1040

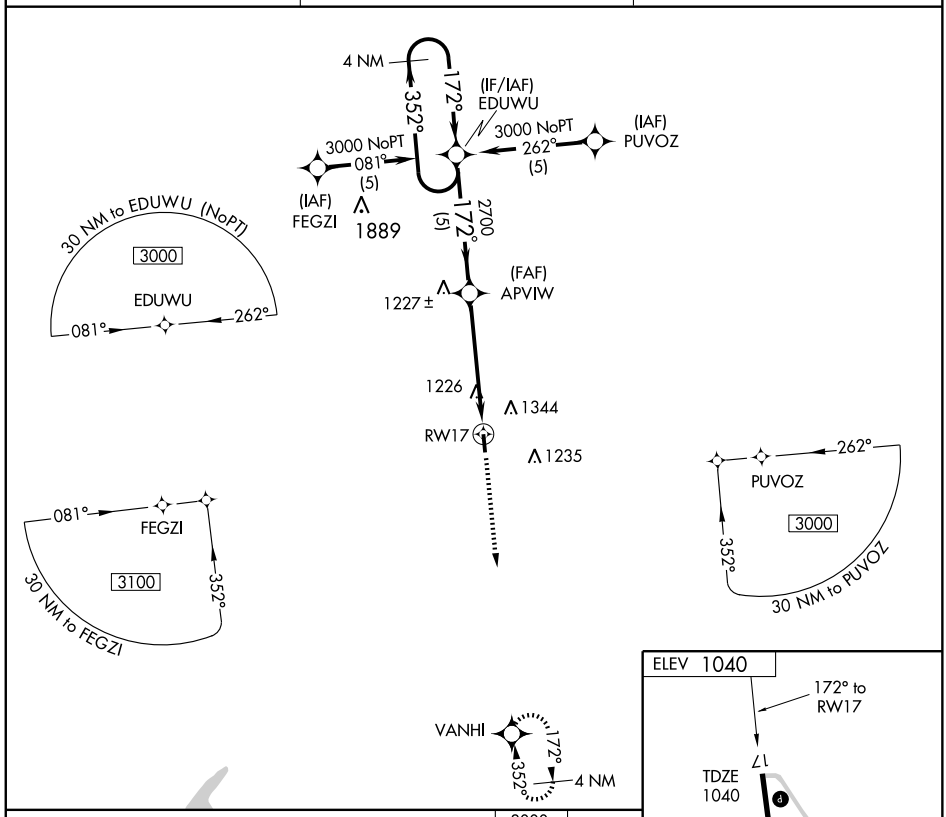
RNAV (GPS) RWY 17
CAMERON MEMORIAL (EZZ)

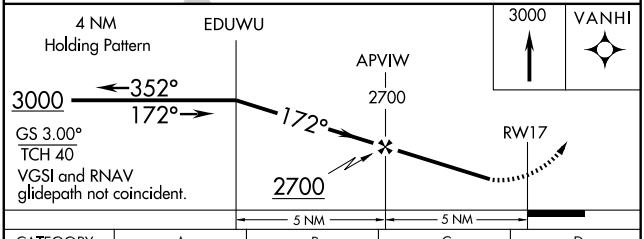
T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

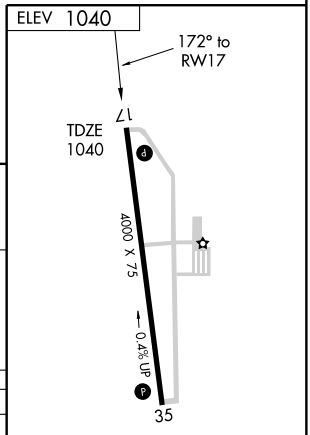
MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1368-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1621-2	581 (600-2)	NA	
LNAV MDA	1560-1	520 (600-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg 4000 TDZE 1035 Apt Elev 1040

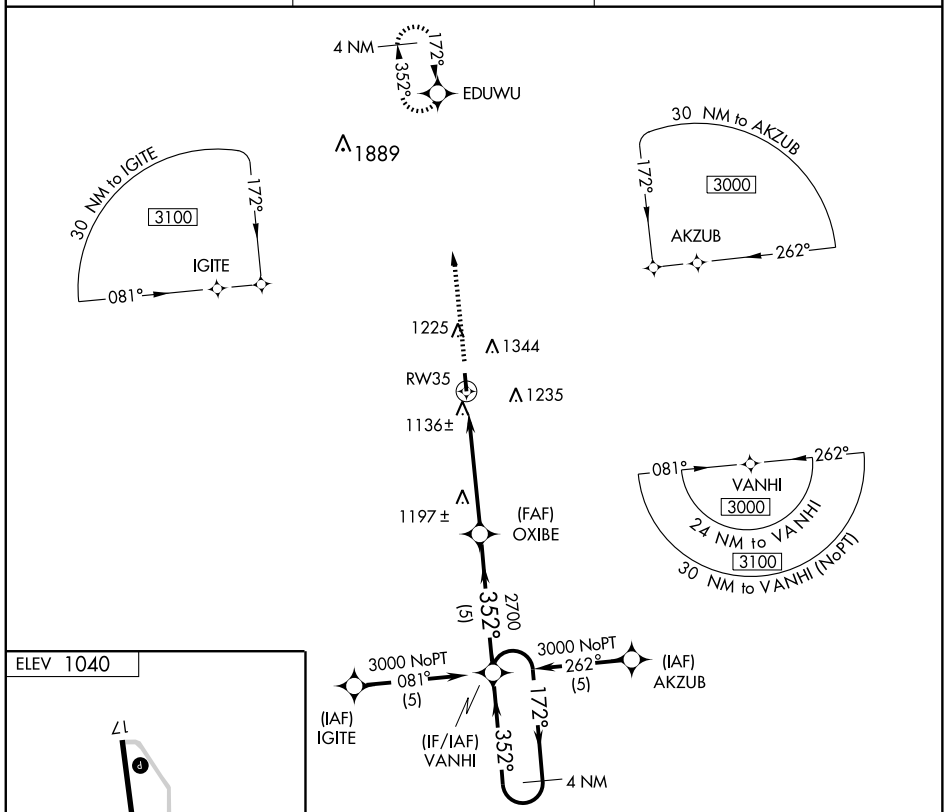
RNAV (GPS) RWY 35

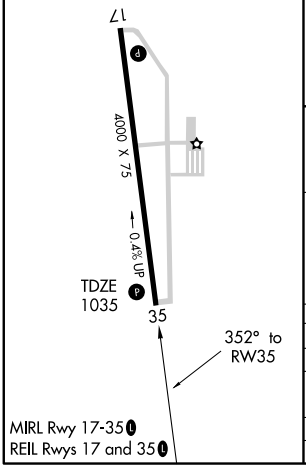
CAMERON MEMORIAL (EZZ)

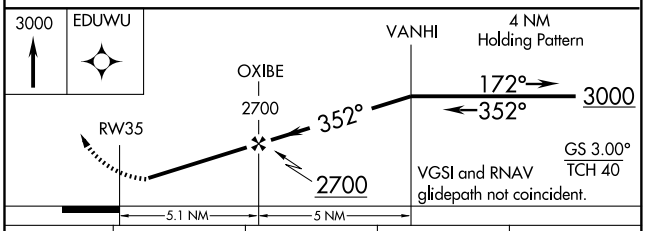
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1363-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1515-1¾	480 (500-1¾)	NA	
LNAV MDA	1520-1	485 (500-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	

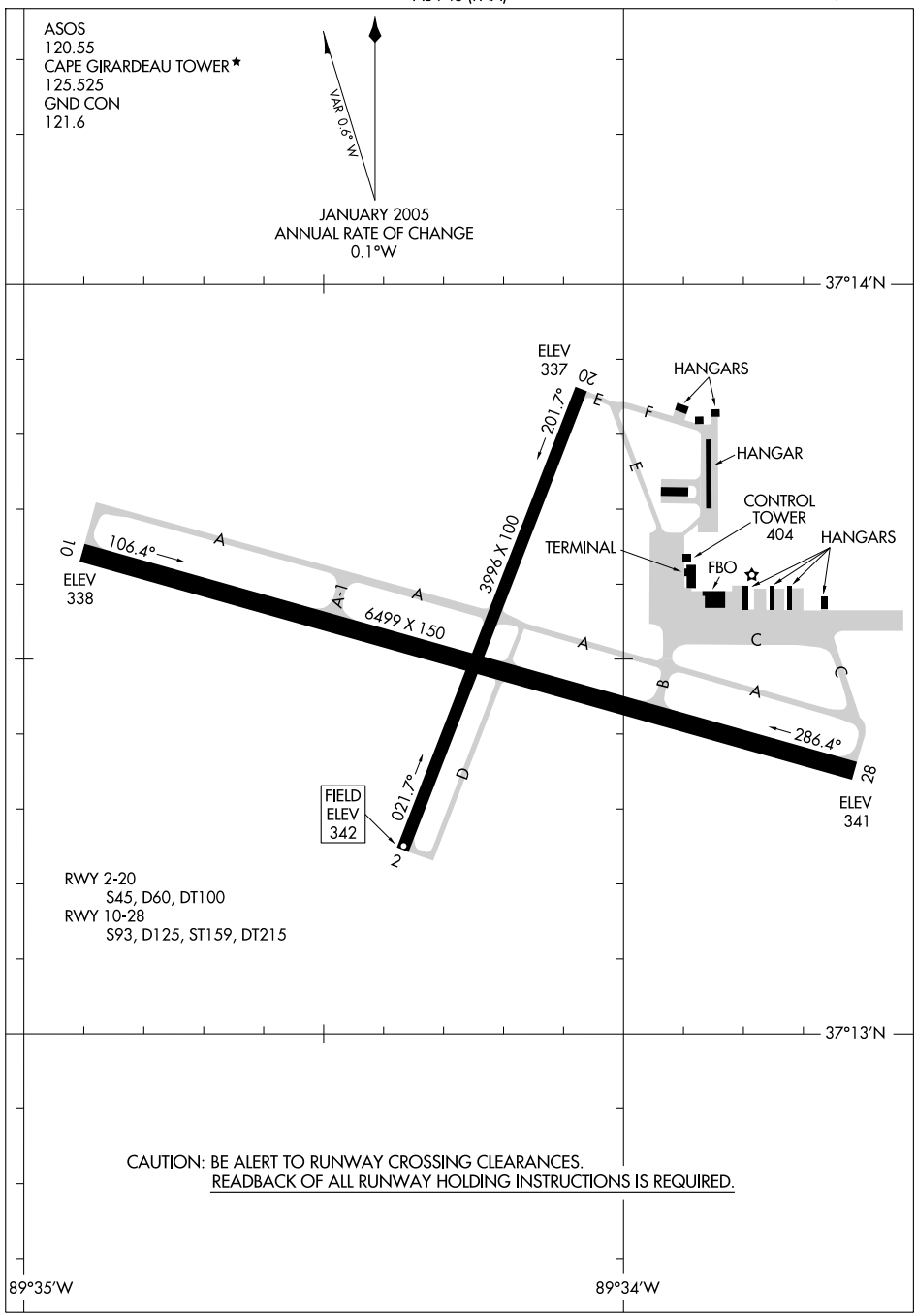
NC-3. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	105°	TDZE	338
Chan 32		Apt Elev	342

ILS or LOC RWY 10

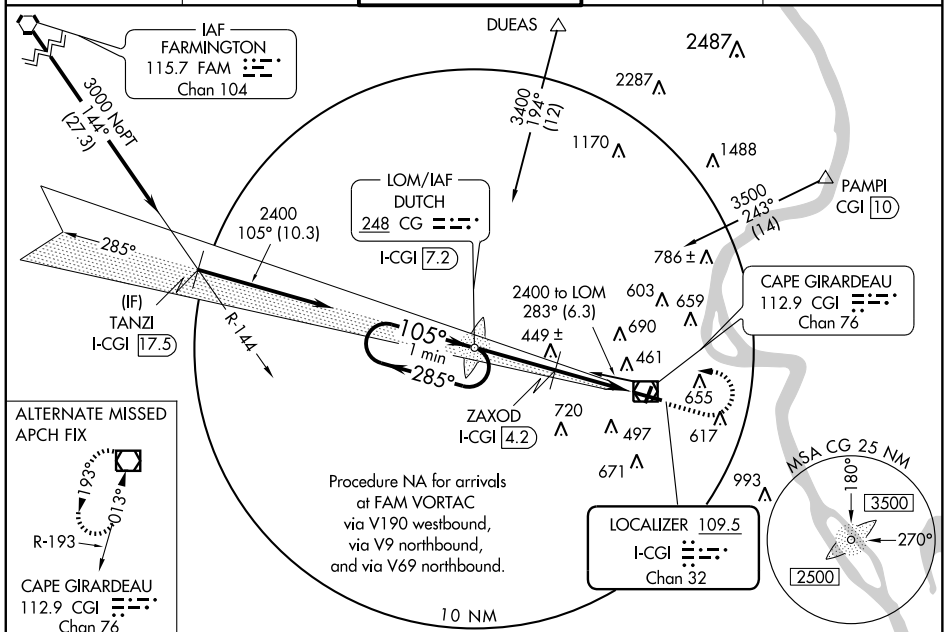
CAPE GIRARDEAU RGNL (CGI)

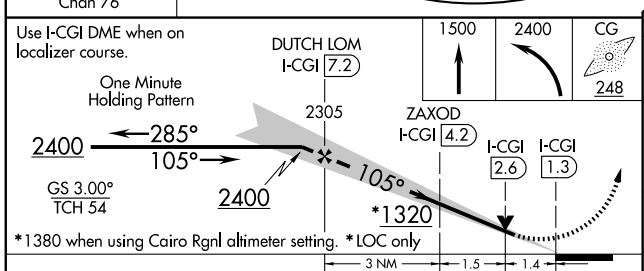
When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

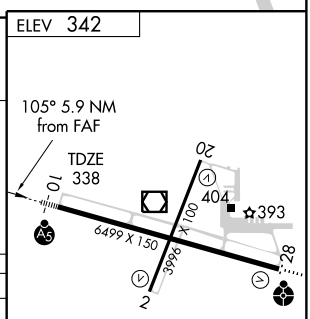
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER*	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)		860-1 522 (600-1)	860-1¼ 522 (600-1¼)
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	285°	TDZE	341
Chan 32		Apt Elev	342

LOC/DME BC RWY 28

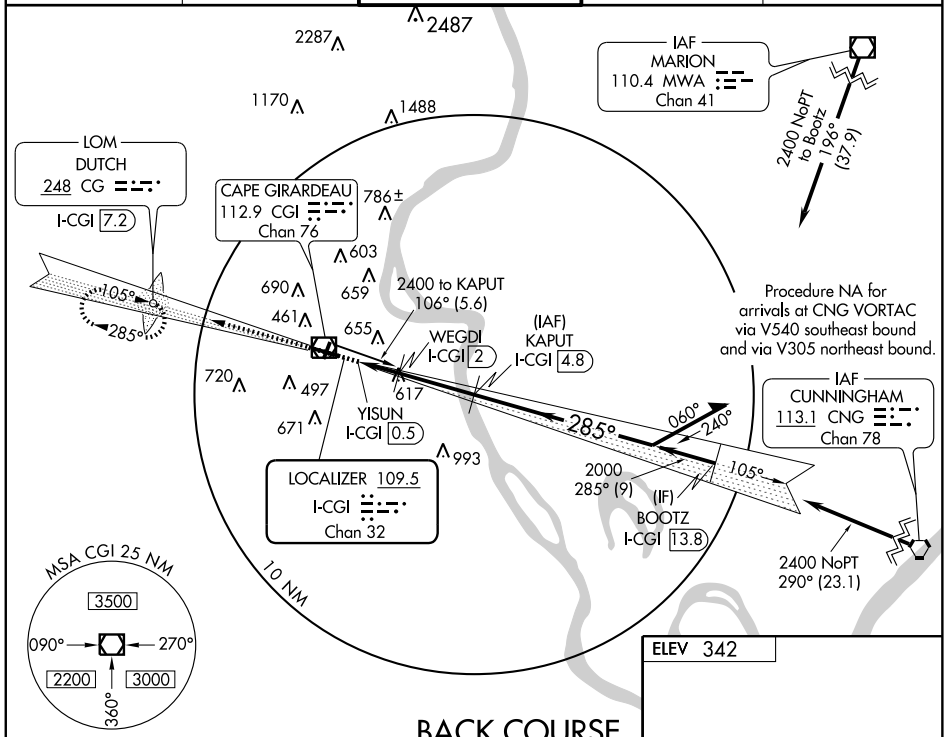
CAPE GIRARDEAU RGNL (CGI)

Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95

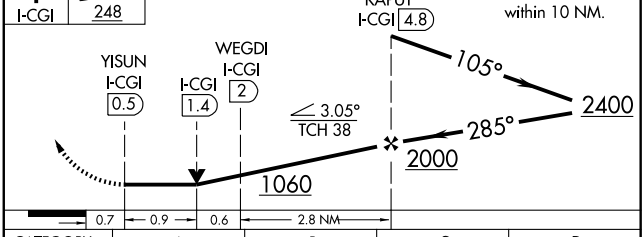


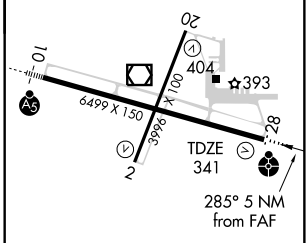
BACK COURSE

2400 I-CGI

CG 248

Use I-CGI DME when on localizer course.
Disregard glide slope indications.





CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6499
CH 61399	105°	TDZE	338
W10A		Apt Elev	342

RNAV (GPS) RWY 10

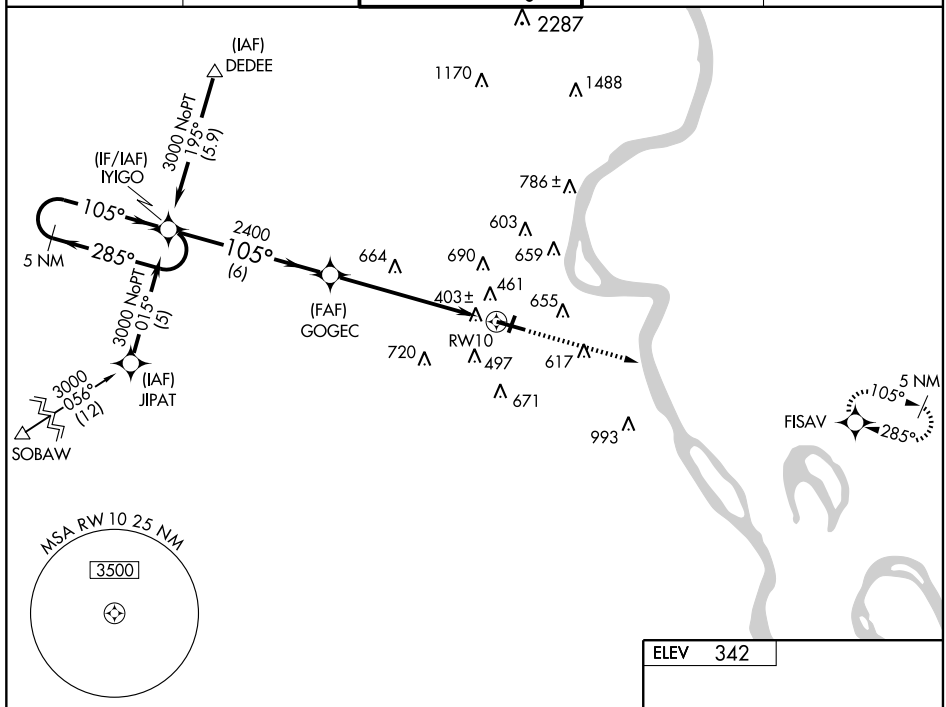
CAPE GIRARDEAU RGNL (CGI)

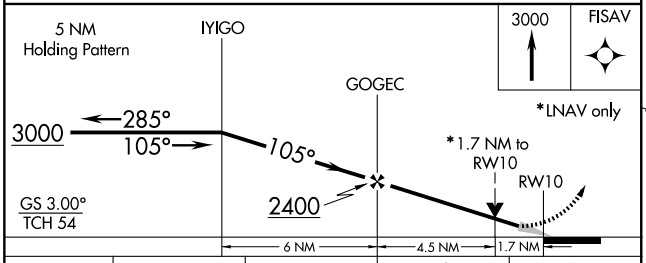
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

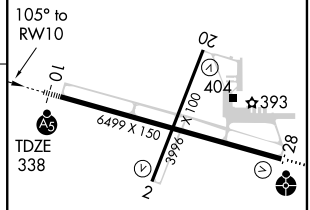
MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	588-½ 250 (300-½)			
LNAV/VNAV DA	723-¾ 385 (400-¾)			
LNAV MDA	940-½ 602 (600-½)		940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6499
CH 90199	285°	TDZE	341
W28A		Apt Elev	342

RNAV (GPS) RWY 28

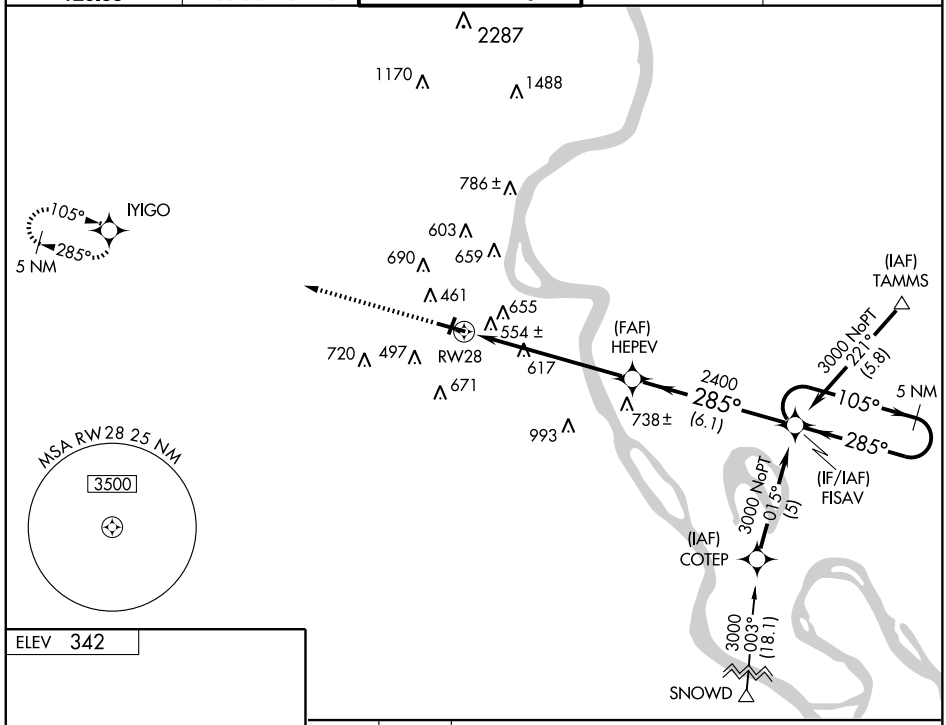
CAPE GIRARDEAU RGNL (CGI)

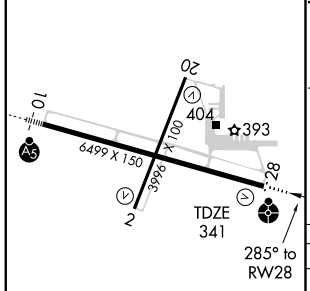
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

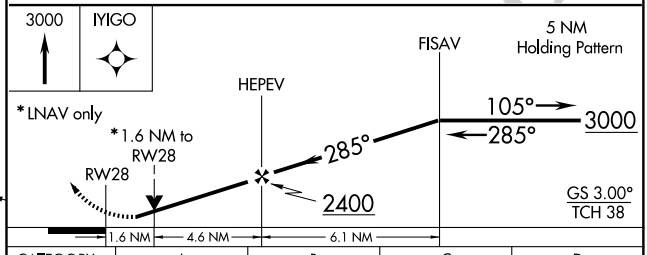
ODALS

MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	718-1¼ 377 (400-1¼)			
LNAV/VNAV DA	948-2¼ 607 (700-2¼)			
LNAV MDA	880- ¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	960-2 ¼ 618 (700-2¼)			1000-2¼ 658 (700-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

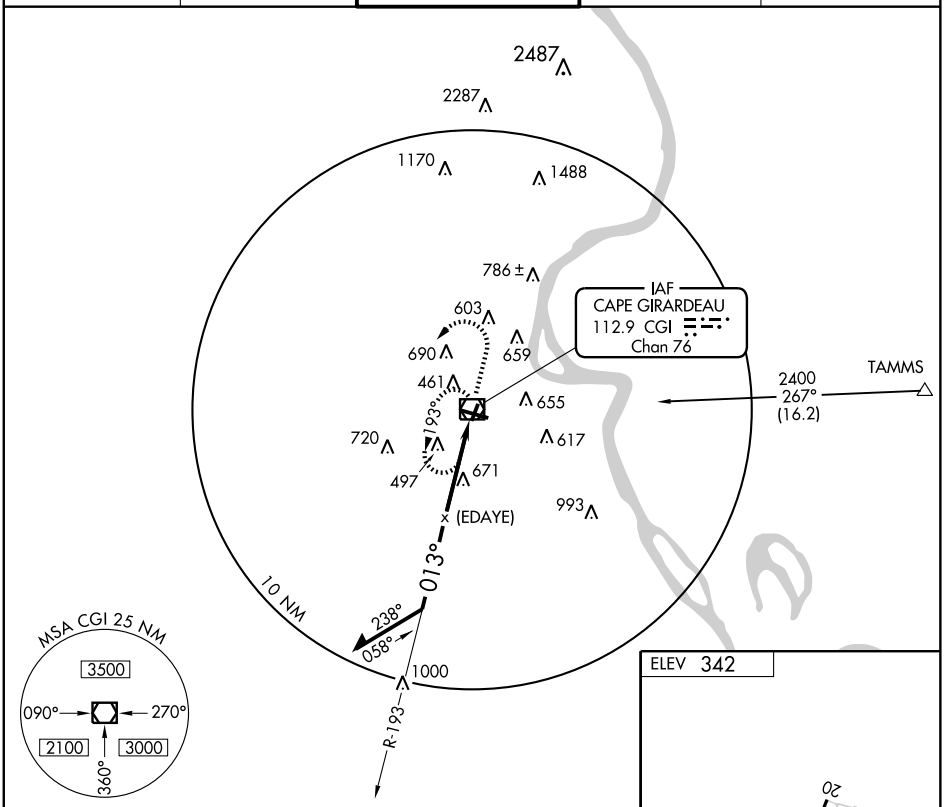
VOR/DME CGI	APP CRS	Rwy Idg 3996
112.9	013°	TDZE 342
Chan 76		Apt Elev 342

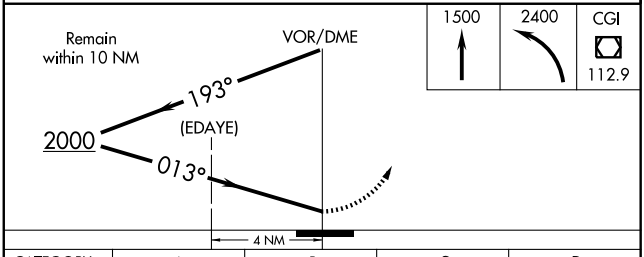
VOR or GPS RWY 2

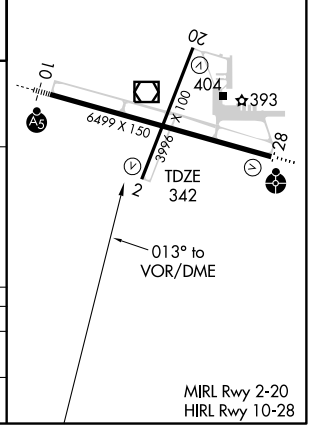
CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95







CATEGORY	A	B	C	D
S-2	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

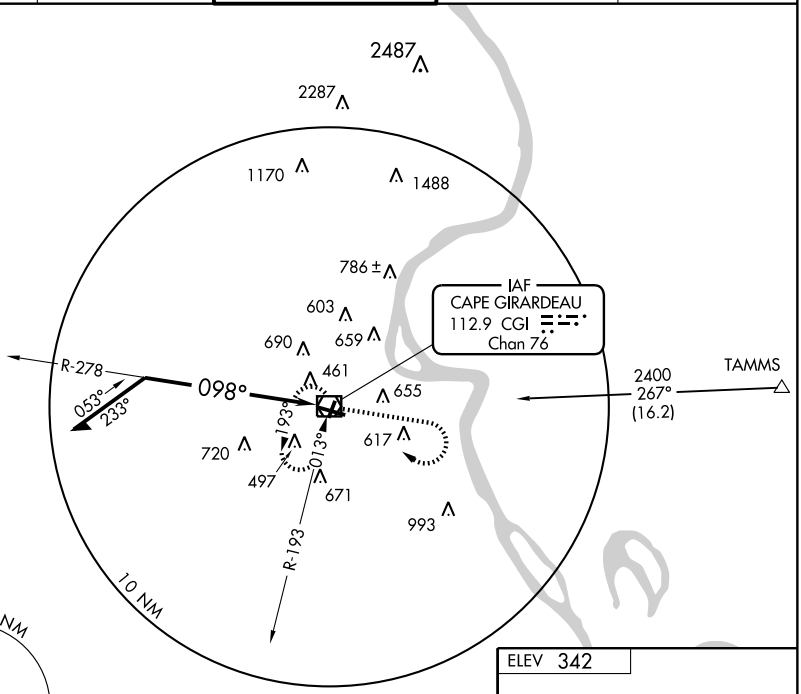
VOR/DME CGI	APP CRS	Rwy Idg 6499
112.9	098°	TDZE 338
Chan 76		Apt Elev 342

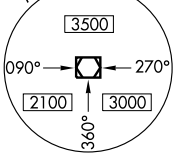
VOR RWY 10
CAPE GIRARDEAU RGNL (CGI)

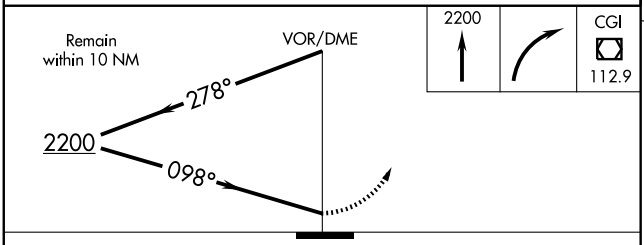
MALSR

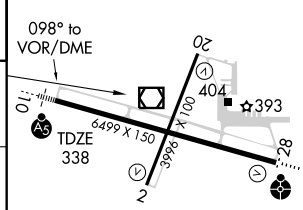
MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95









CATEGORY	A	B	C	D
S-10	980-½ 642 (700-½)		980-1¼ 642 (700-1¼)	980-1½ 642 (700-1½)
CIRCLING	980-1 638 (700-1)		980-1¾ 638 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

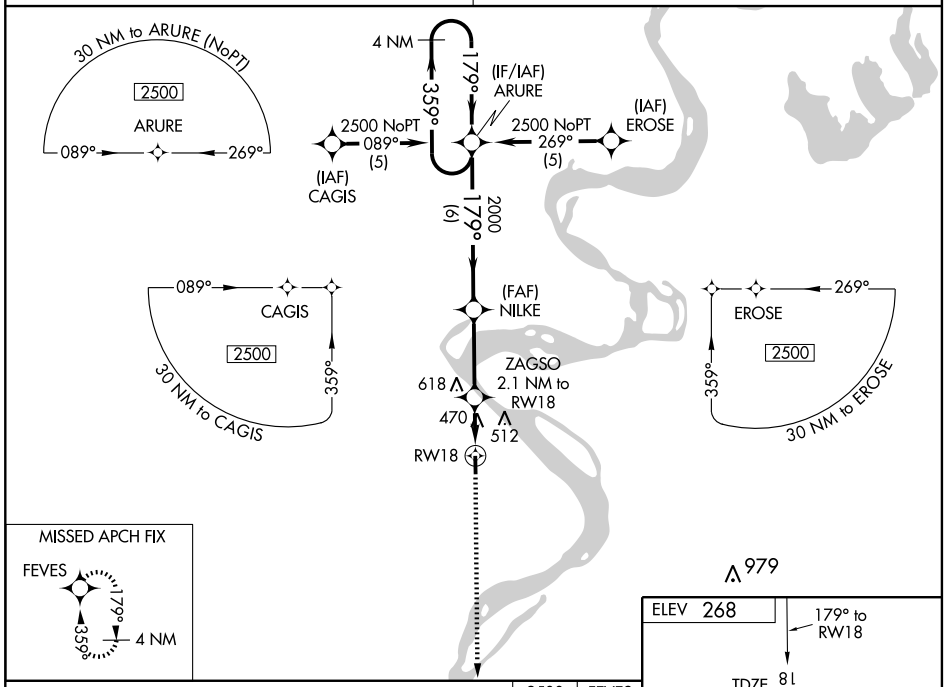
WAAS CH 78109 W18A	APP CRS 179°	Rwy Idg 4005 TDZE 268 Apt Elev 268

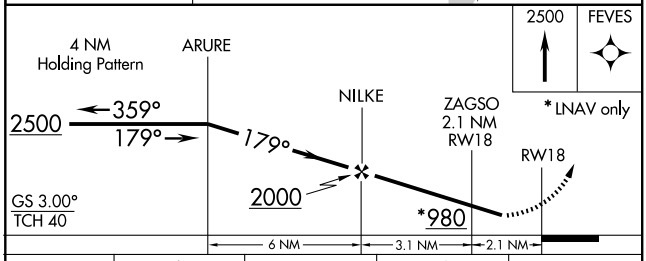
RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

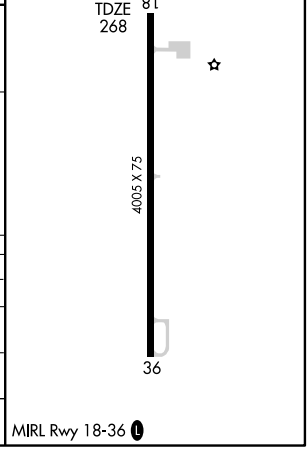
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
NA
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L







CATEGORY	A	B	C	D
LPV DA	806-2 538 (600-2)			NA
LNAV/VNAV DA	829-2 561 (600-2)			NA
LNAV MDA	760-1 492 (500-1)		760-1¼ 492 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4005
CH 77609	359°	TDZE	266
W36A		Apt Elev	268

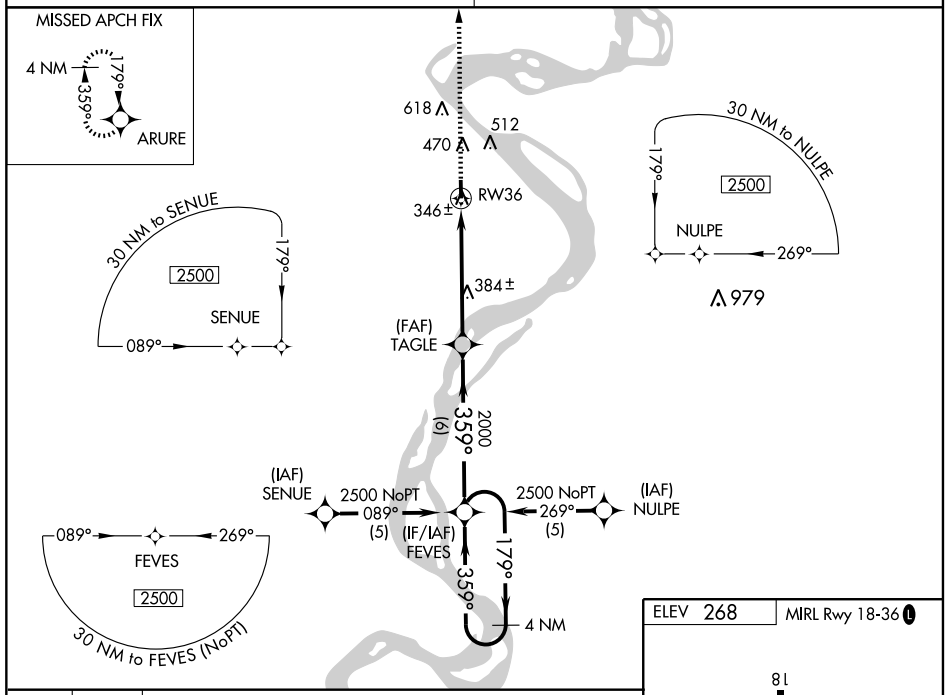
RNAV (GPS) RWY 36
CARUTHERSVILLE MEMORIAL (M05)

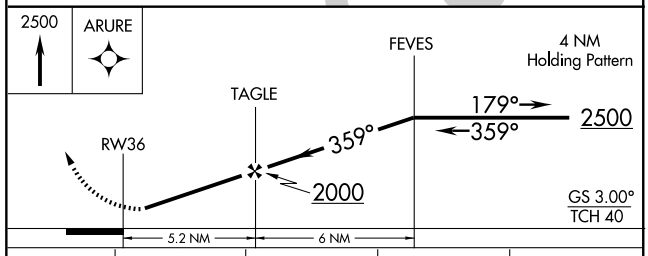
T
NA

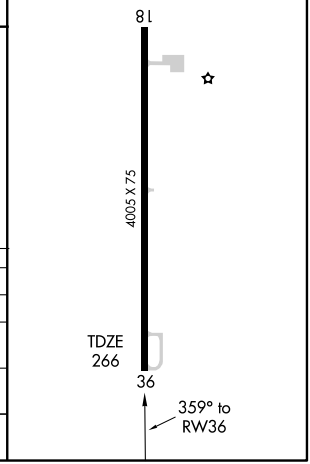
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L







CATEGORY	A	B	C	D
LPV DA	631-1¼ 365 (400-1¼)			NA
LNAV/VNAV DA	695-1½ 429 (500-1½)			NA
LNAV MDA	680-1 414 (500-1)		680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAW 111.2 Chan 49	APP CRS 150°	Rwy Idg 4005 TDZE 268 Apt Elev 268

VOR/DME RWY 18

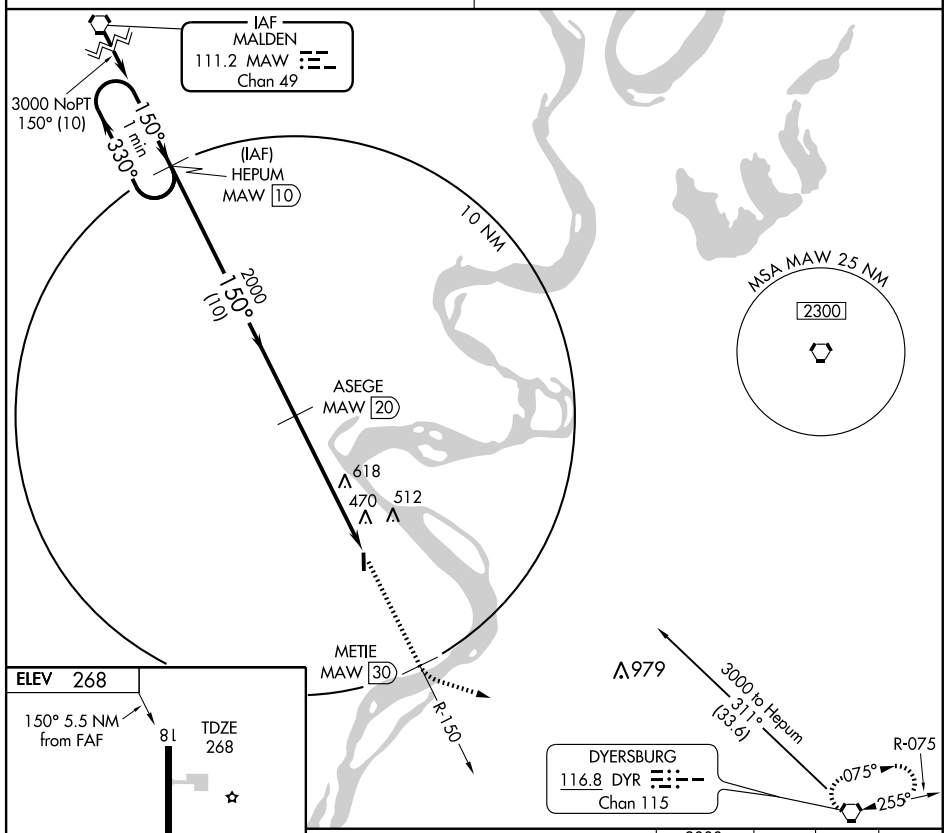
CARUTHERSVILLE MEMORIAL (M05)

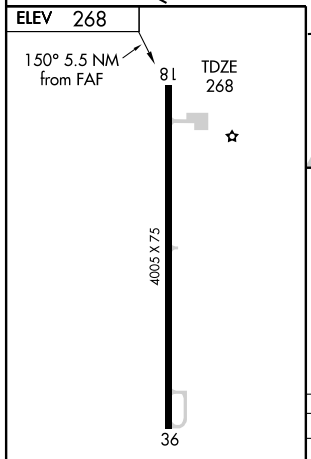
NA

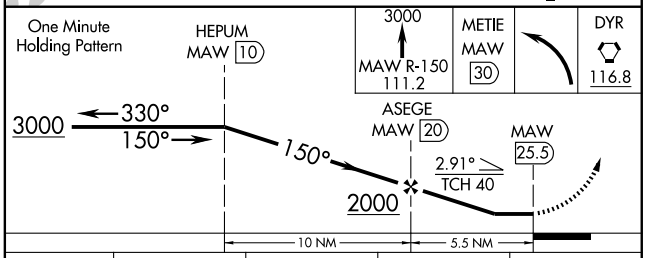
Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L







CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

CASSVILLE, MISSOURI

AL-6454 (FAA)

VOR/DME EOS	APP CRS	Rwy Idg 3600
117.3	102°	TDZE 1482
Chan 120		Apt Elev 1482

VOR or GPS RWY 9

CASSVILLE MUNI (94K)

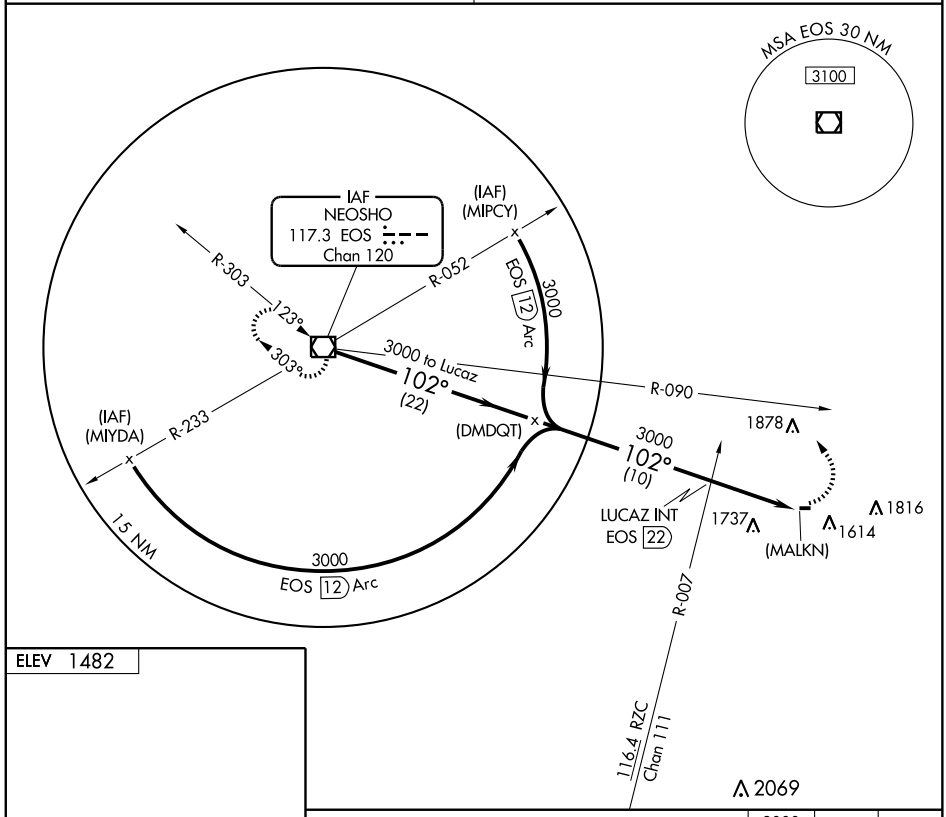
NA

Use Joplin, MO altimeter setting.

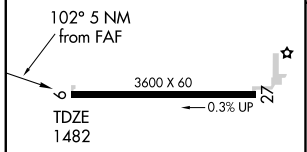
MISSED APPROACH: Climbing left turn to 3000 via heading 320° and EOS R-090 to EOS VOR/DME and hold.

SPRINGFIELD APP CON
124.95 318.2

CTAF
122.9 L

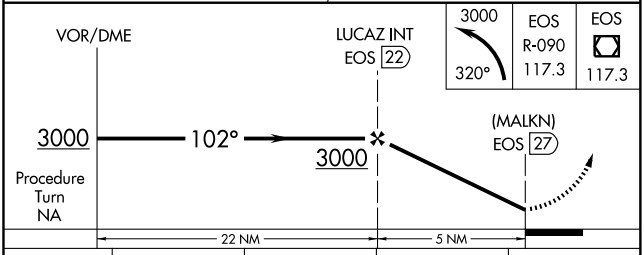


ELEV 1482



MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-9	2160-1 678 (700-1)	2160-1¼ 678 (700-1¼)	2160-2 678 (700-2)	NA
CIRCLING	2160-1 678 (700-1)	2160-1¼ 678 (700-1¼)	2160-2 678 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB CHQ 208	APP CRS 009°	Rwy Idg 3196 TDZE 313 Apt Elev 313

NDB or GPS RWY 36

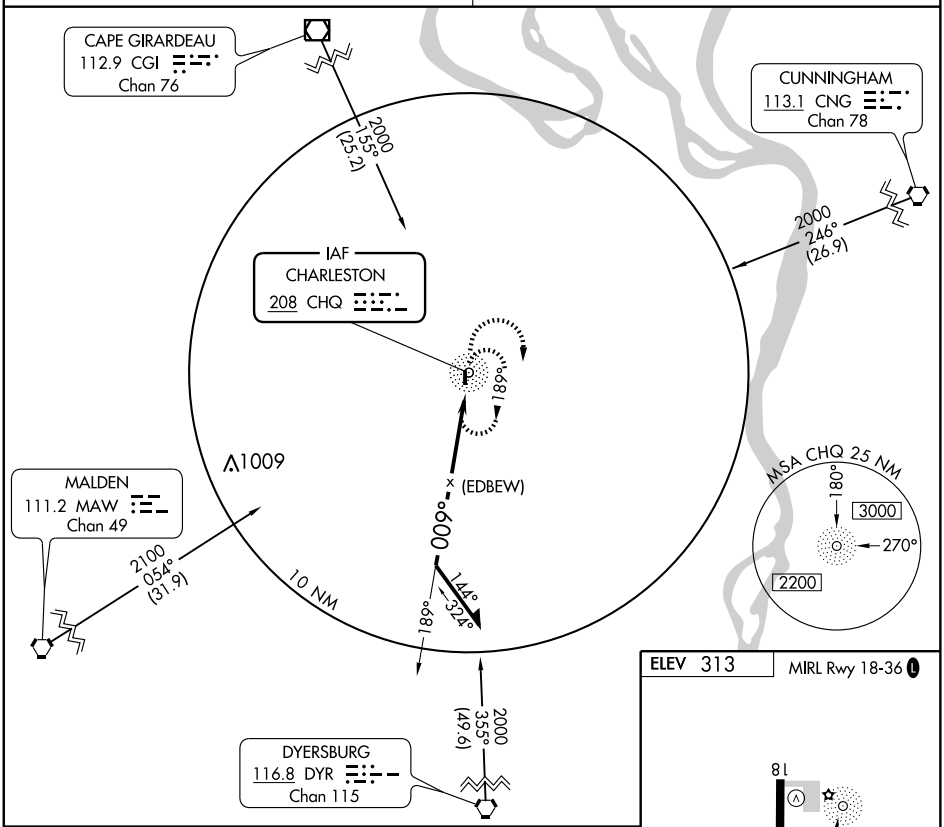
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

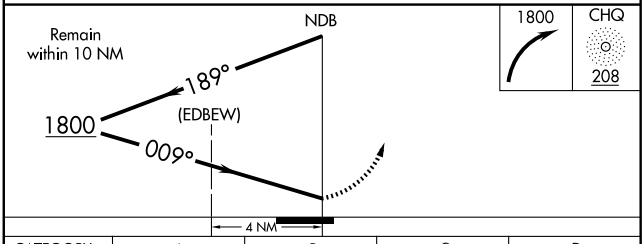
⚠ NA

Use Cape Girardeau altimeter setting.

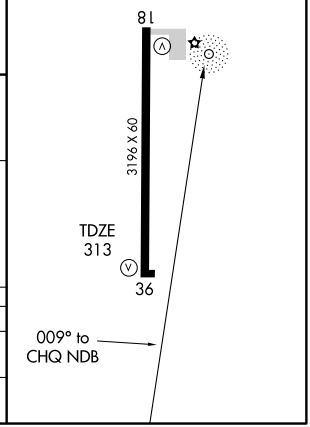
MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

MEMPHIS CENTER	CTAF
133.65 292.15	122.9 (L)





CATEGORY	A	B	C	D
S-36	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	NA
CIRCLING	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

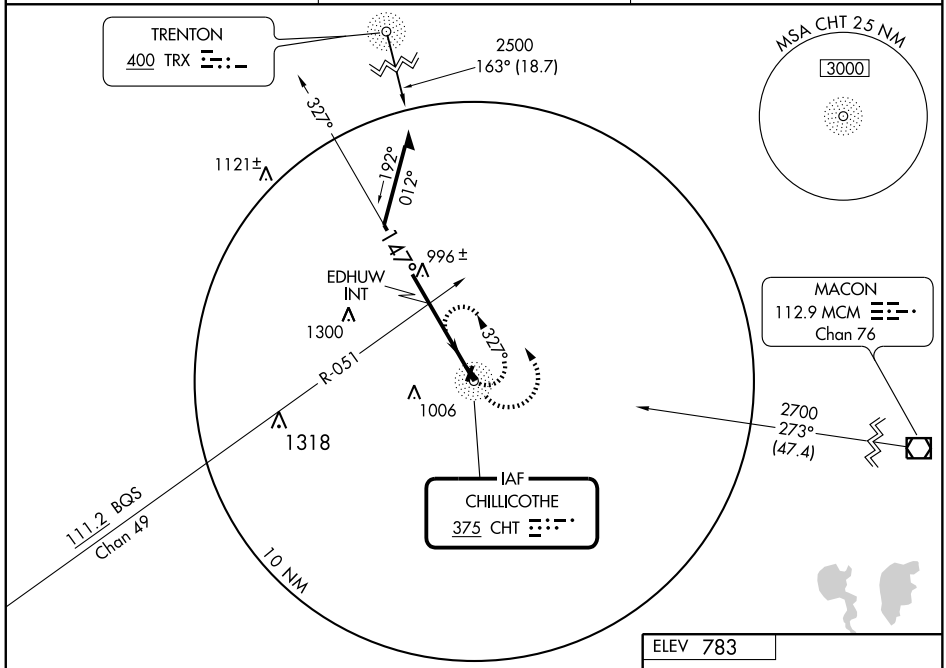
NDB CHT	APP CRS		
375	147°	Rwy Idg	3899
		TDZE	783
		Apt Elev	783

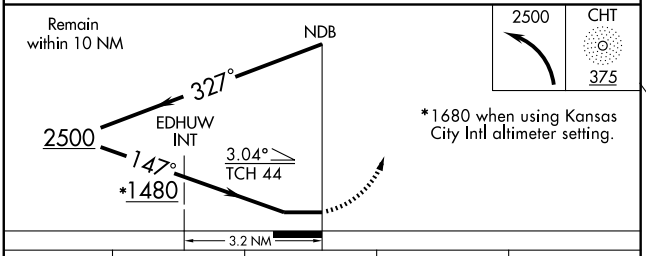
NDB RWY 14
CHILLICOTHE MUNI (CHT)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

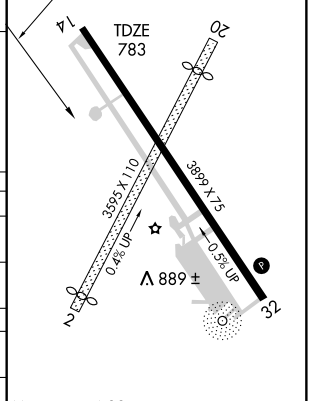
AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF)





*1680 when using Kansas City Intl altimeter setting.

CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3899
140°	TDZE	783
	Apt Elev	783

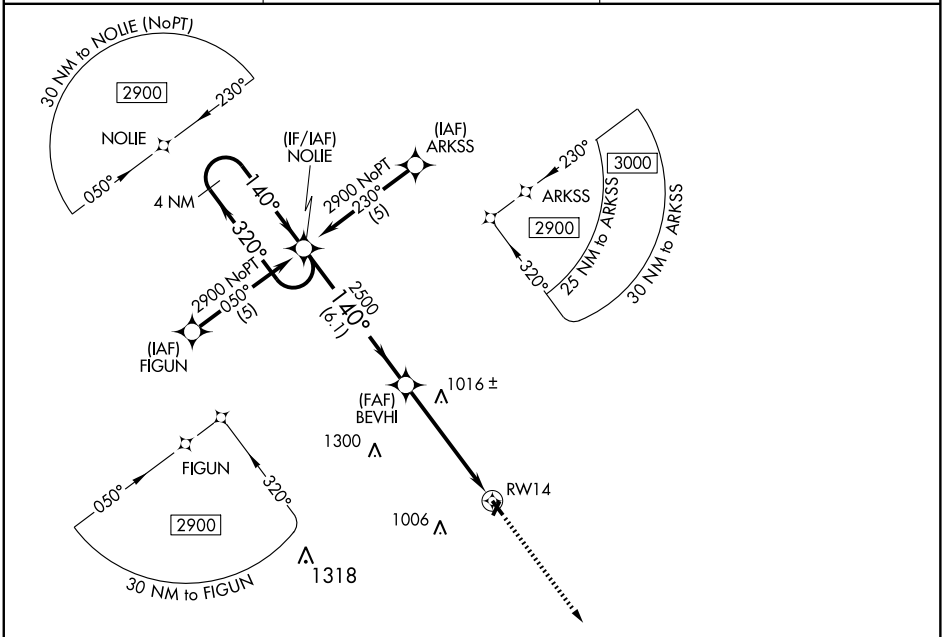
RNAV (GPS) RWY 14

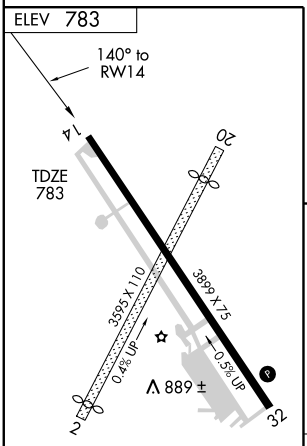
CHILLICOTHE MUNI (CHT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

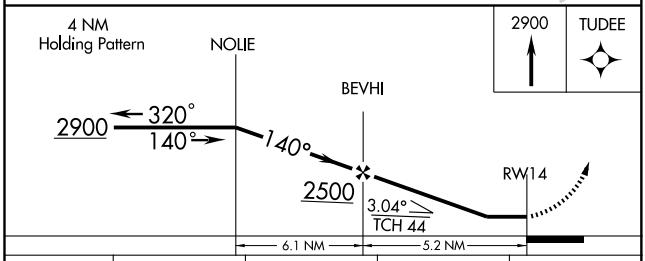
MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1280-1	497 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	

MIRL Rwy 14-32

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3899
CH 70413	320°	TDZE	782
W32A		Apt Elev	783

RNAV (GPS) RWY 32

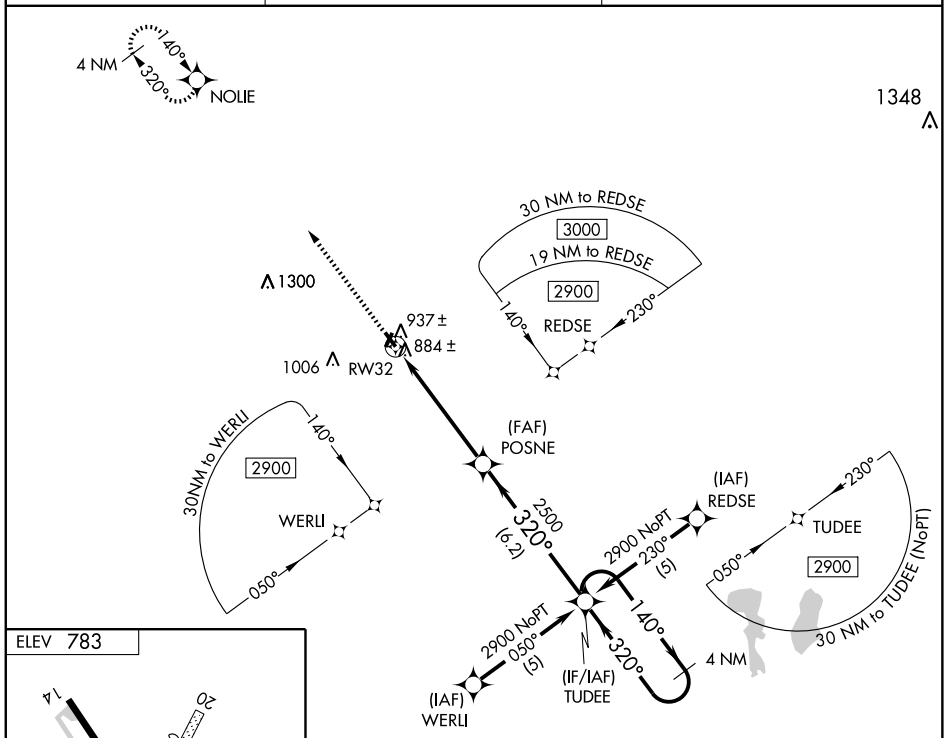
CHILLICOTHE MUNI (CHT)

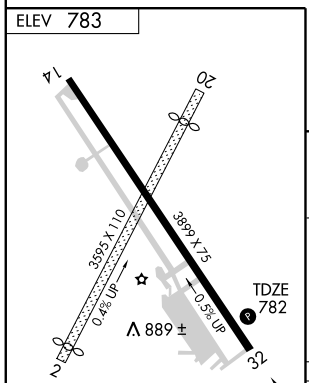
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

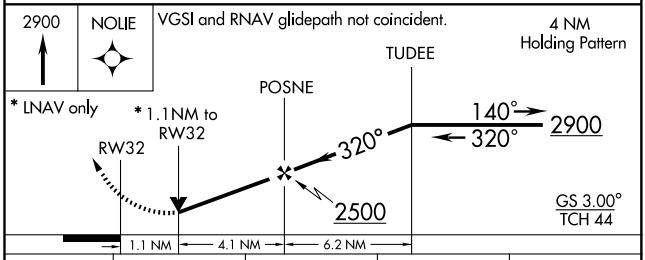
MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





MIRL Rwy 14-32



CATEGORY		A	B	C	D
LPV	DA	1148-1¼	366 (400-1¼)	NA	
LNAV/VNAV	DA	1154-1½	372 (400-1½)	NA	
LNAV	MDA	1200-1	418 (500-1)	NA	
CIRCLING		1280-1	497 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

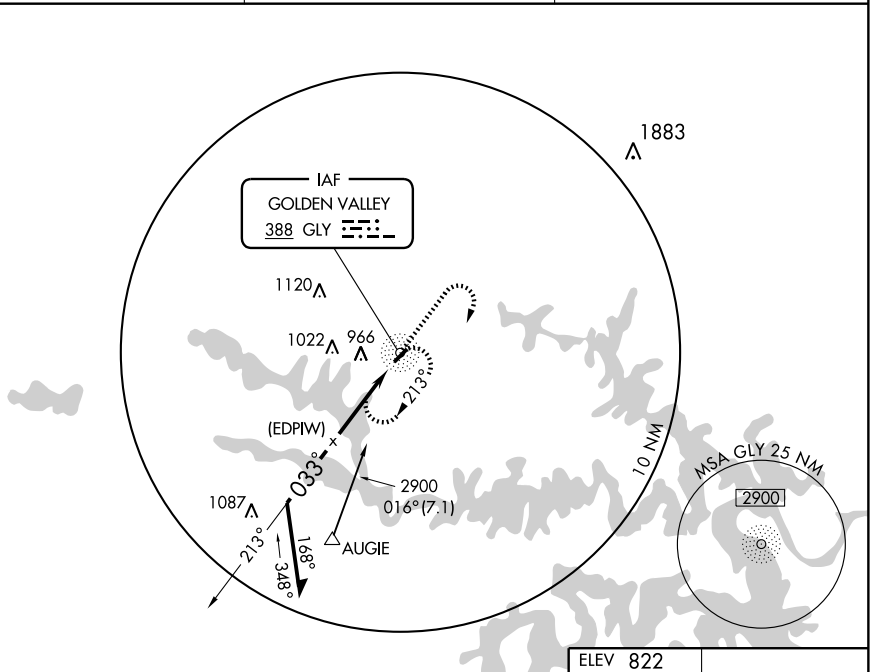
NDB GLY	APP CRS	Rwy Idg	4001
388	033°	TDZE	821
		Apt Elev	822

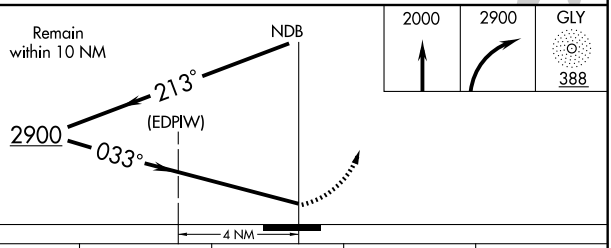
NDB or GPS RWY 4
CLINTON MEMORIAL (GLY)

NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

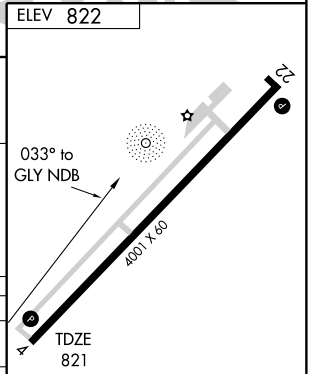
MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON★	UNICOM
120.475	127.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3. 08 APR 2010 to 06 MAY 2010

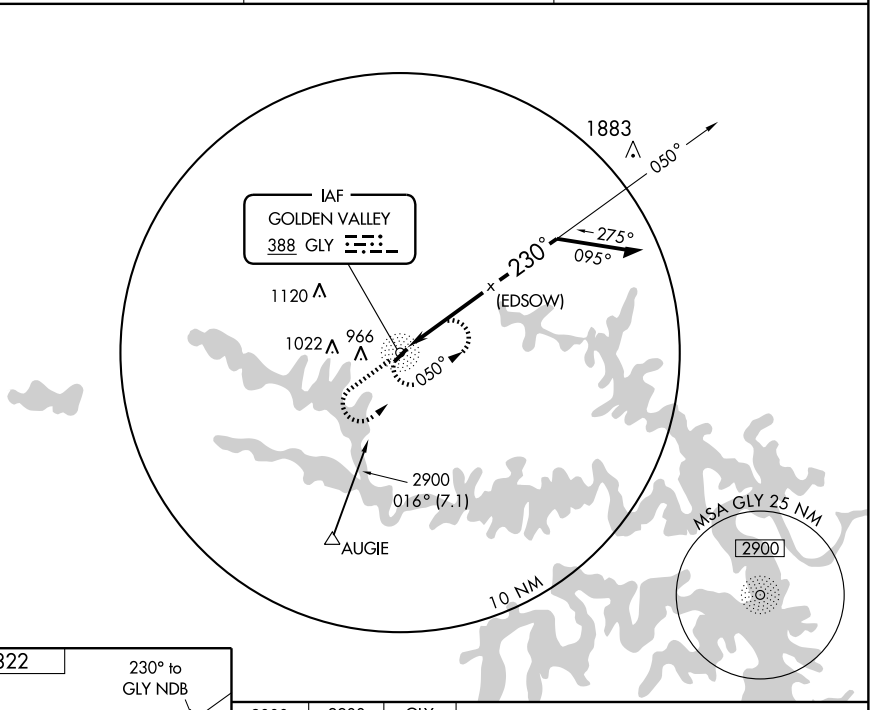
NDB GLY 388	APP CRS 230°	Rwy Idg 4001 TDZE 822 Apt Elev 822

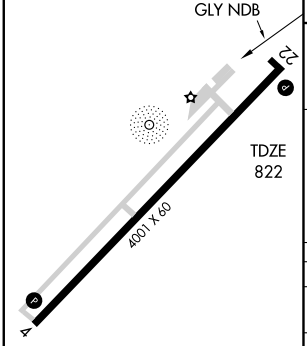
NDB or GPS RWY 22
CLINTON MEMORIAL (GLY)

NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

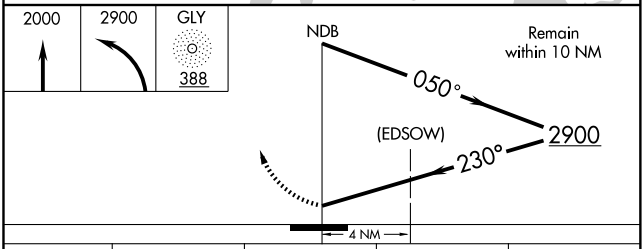
MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON*	UNICOM
120.475	127.45	122.8 (CTAF) L





REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L



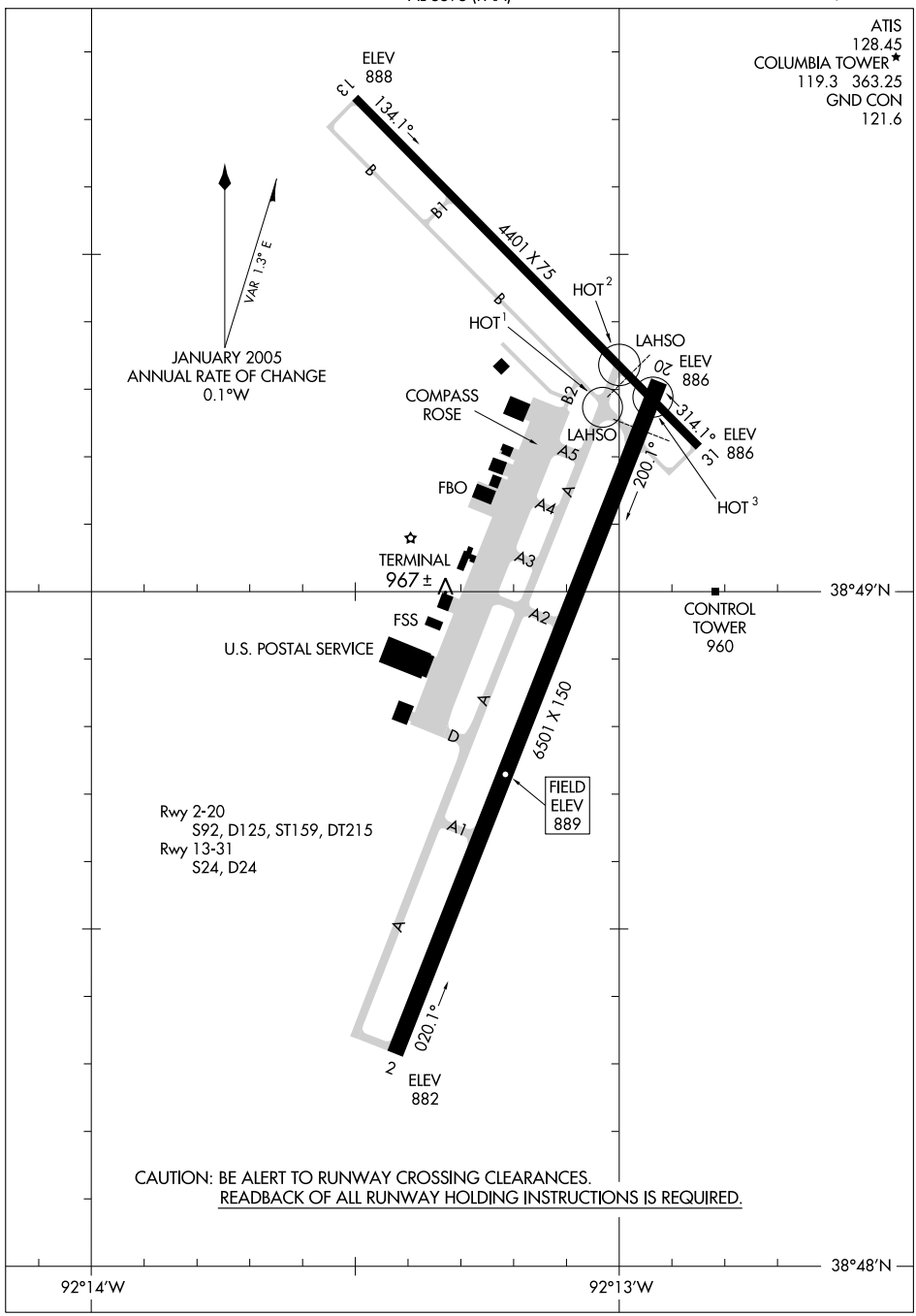
CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	018°	TDZE	889
Chan 44		Apt Elev	889

ILS or LOC/DME RWY 2

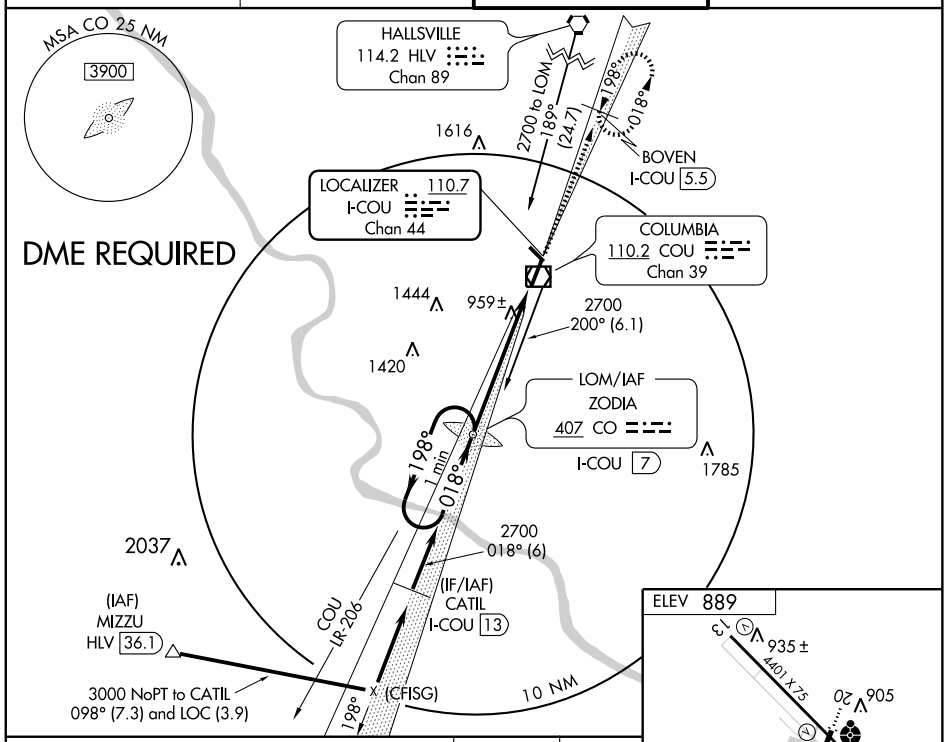
COLUMBIA RGNL (COU)

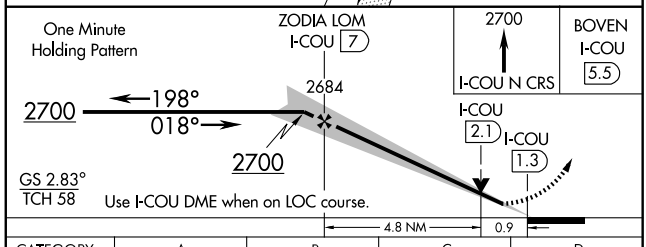
For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

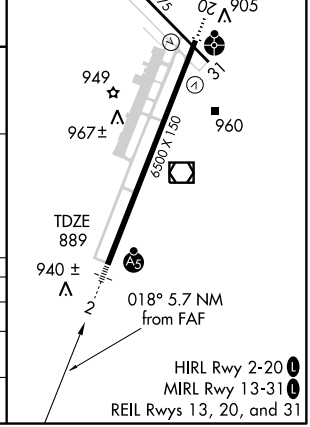
MALSR

MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

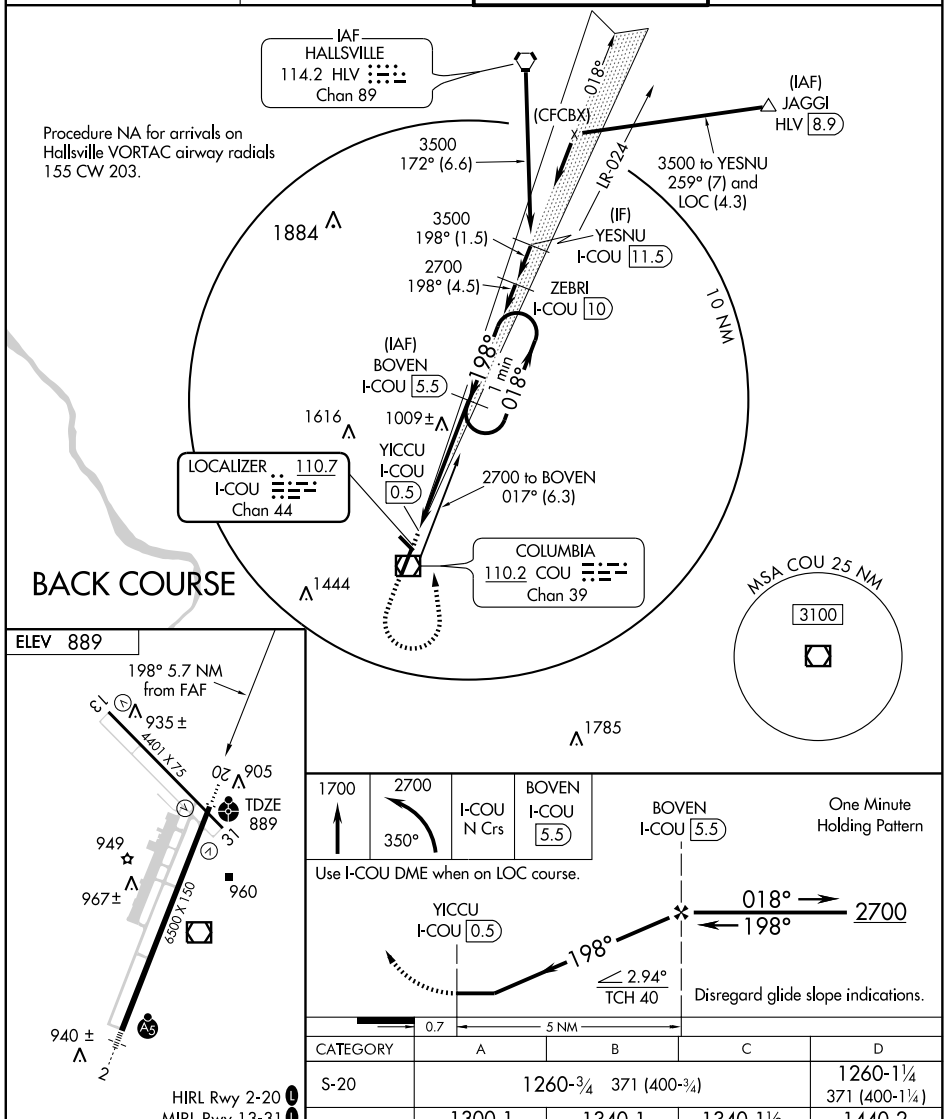
LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	198°	TDZE	889
Chan 44		Apt Elev	889

When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



1700	2700	I-COU	BOVEN
	350°	N Crs	I-COU 5.5

Use I-COU DME when on LOC course.

CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

WAAS	APP CRS	Rwy Idg	6500
CH 77599	018°	TDZE	889
W02A		Apt Elev	889

RNAV (GPS) RWY 2

COLUMBIA RGNL (COU)

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6

Procedure NA for arrival at HODGS on V44 southeast bound.

HALLSVILLE HLV

3100 to ULUFA 193° (29.8)

1616

MISSED APCH FIX

5 NM 018° 198°

AGVOY

MSA RW02 25 NM

3100

RW02

1444

1420

1030

(FAF) FECFE

1785

2500 018° (6)

2037

198° 018°

(IF/IAF) ULUFA

3100 NoPT 068° (9.4)

5 NM

(IAF) MIZZU

3100 276° (19.6)

HODGS

5 NM Holding Pattern

ULUFA

FECFE

3000

AGVOY

*LNAV only

3100 198° 018°

018°

*1.1 NM to RW02

RW02

2500

GS 3.00° TCH 45

6 NM 3.8 NM 1.1

CATEGORY	A	B	C	D
LPV DA	1139/24 250 (300-½)			
LNAV/VNAV DA	1190/24 301 (400-½)			1190/40 301 (400-¾)
LNAV MDA	1280/24 391 (400-½)			1280/50 391 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

ELEV 889

13

935±

4401 X 75

20

905

15

949

967±

960

6500 X 150

TDZE 889

940±

2

018° to RW02

HIRL Rwy 2-20 L

MIRL Rwy 13-31 L

REIL Rwys 13, 20, and 31

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

RNAV (GPS) RWY 13

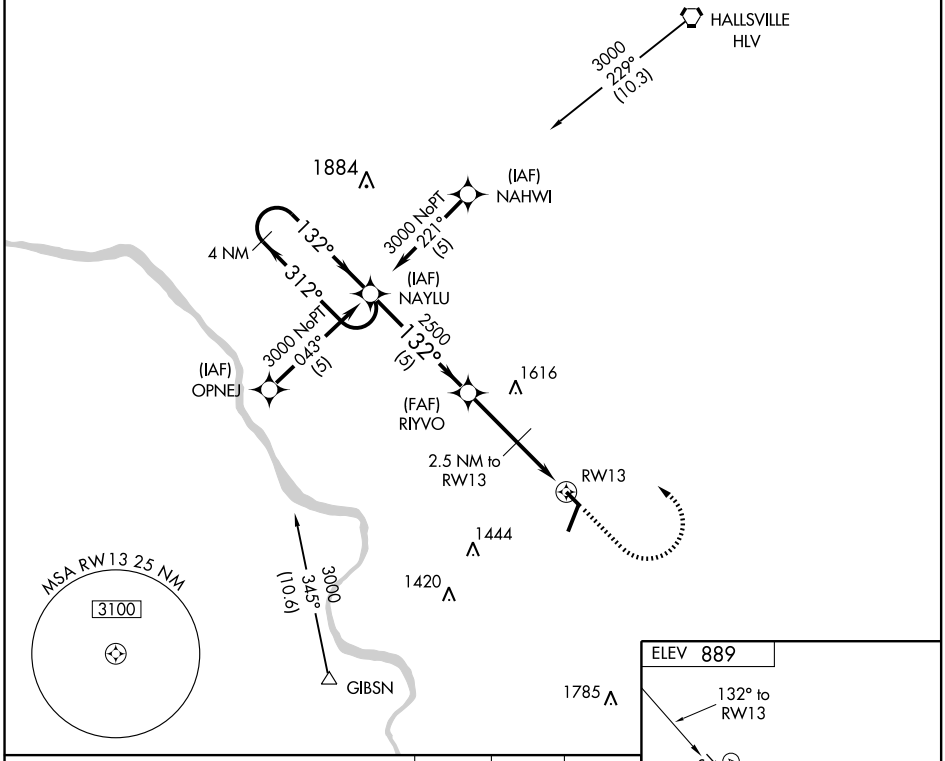
COLUMBIA RGNL (COU)

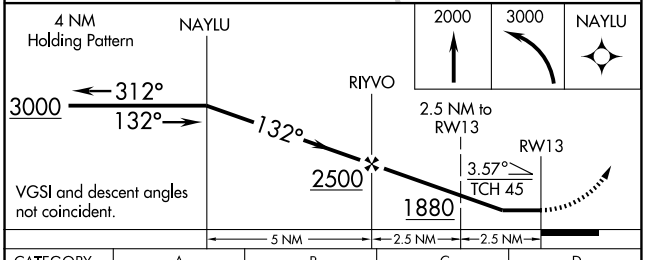
APP CRS	Rwy Idg	4401
132°	TDZE	888
	Apt Elev	889

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

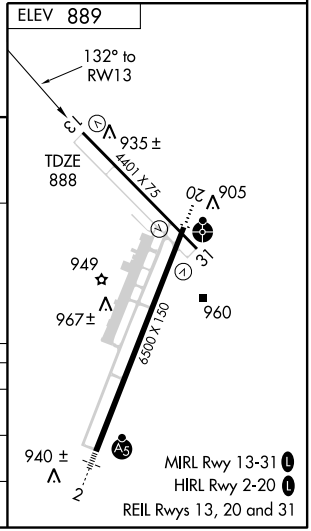
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



NC-3, 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

WAAS	APP CRS	Rwy Idg	6500
CH 93599	198°	TDZE	889
W20A		Apt Elev	889

DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6

Procedure NA for arrival at STITH on V12 eastbound.

(IAF) HALLSVILLE HLV
3000
178° (7.4)

(IAF) YEGSA
3000
108°
(5)

(IF) AGVOY

3000
289°
(5)

(IAF) UZOTY

2500
198°
(6)

(FAF) FEZFY

1616

RW20

3000
345°
(10.4)

STITH

1444

1420

3000
021°
(20)

GIBSN

MSA RW 20 25 NM
3100

1785

2037

ULUFA

5 NM
198°
018°

ELEV 889

198° to RW20

935 ±

4401 X 75

905

TDZE 889

949

967 ±

960

6500 X 150

940 ±

MIRL Rwy 13-31 L
HIRL Rwy 2-20 L
REIL Rwys 13, 20, and 31

3000 ULUFA

*LNAV only *0.9 NM to RW20

FEZFY

AGVOY

Procedure Turn NA

198° 3000

2500

GS 3.00°
TCH 39

0.9 4 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
LNAV/VNAV DA	1185-¾ 296 (300-¾)			1185-1 296 (300-1)
LNAV MDA	1220-¾ 331 (400-¾)			1220-1 331 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

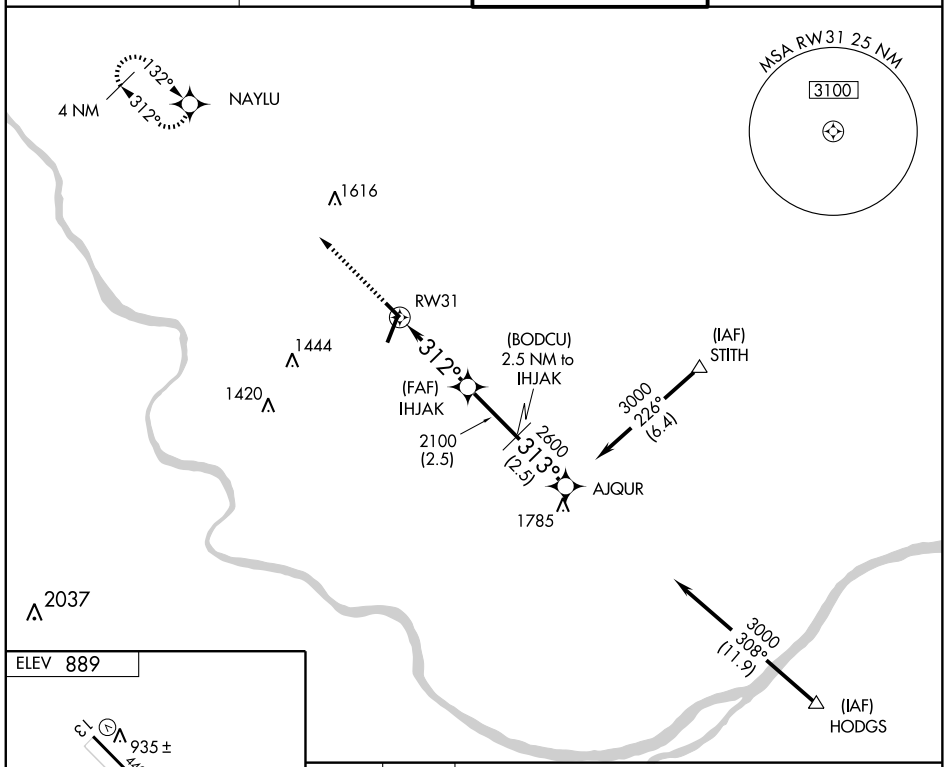
COLUMBIA RGNL (COU)

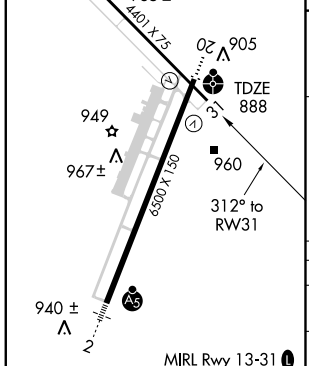
APP CRS	Rwy Idg	4401
312°	TDZE	888
	Apt Elev	889

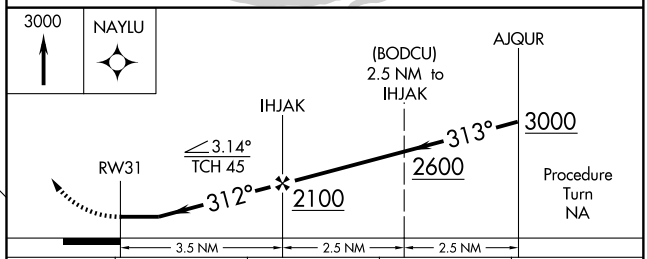
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy Idg 6500 TDZE 889 Apt Elev 889

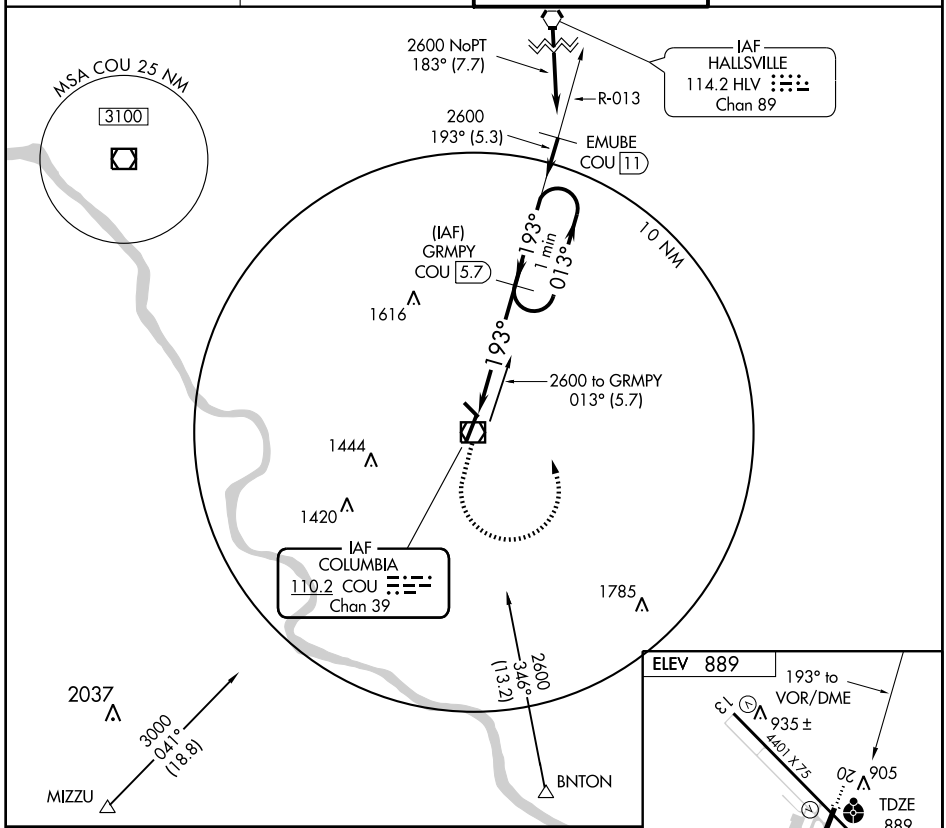
VOR/DME RWY 20

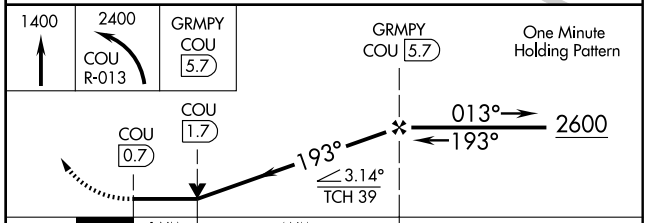
COLUMBIA RGNL (COU)

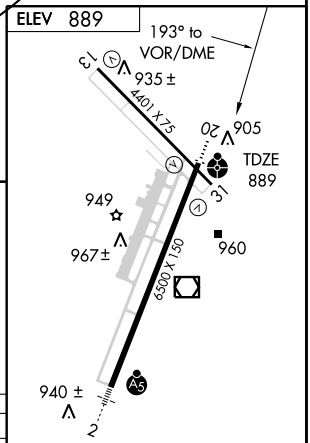
ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

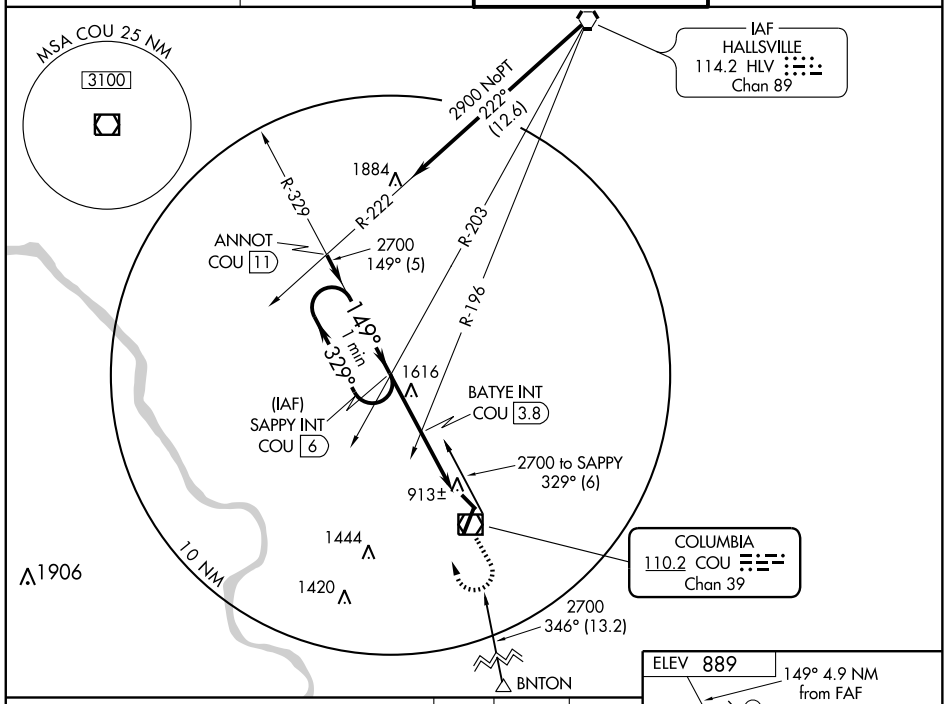
NC-3. 08 APR 2010 to 06 MAY 2010

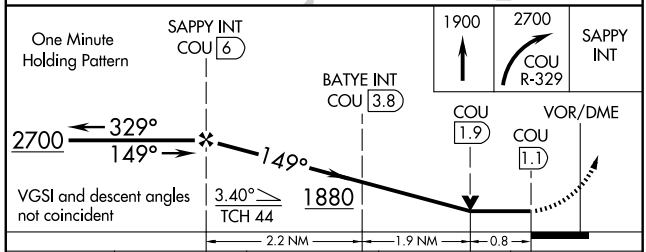
VOR/DME COU 110.2 Chan 39	APP CRS 149°	Rwy Idg 4401 TDZE 888 Apt Elev 889

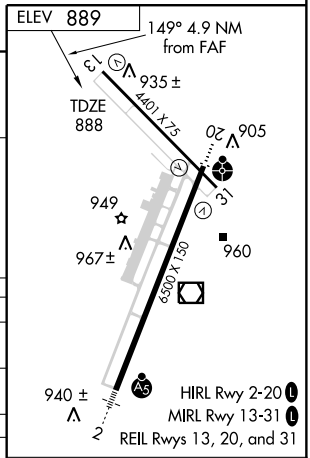
VOR RWY 13
COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME COU	APP CRS	Rwy Idg	6500
110.2	196°	TDZE	889
Chan 39		Apt Elev	889

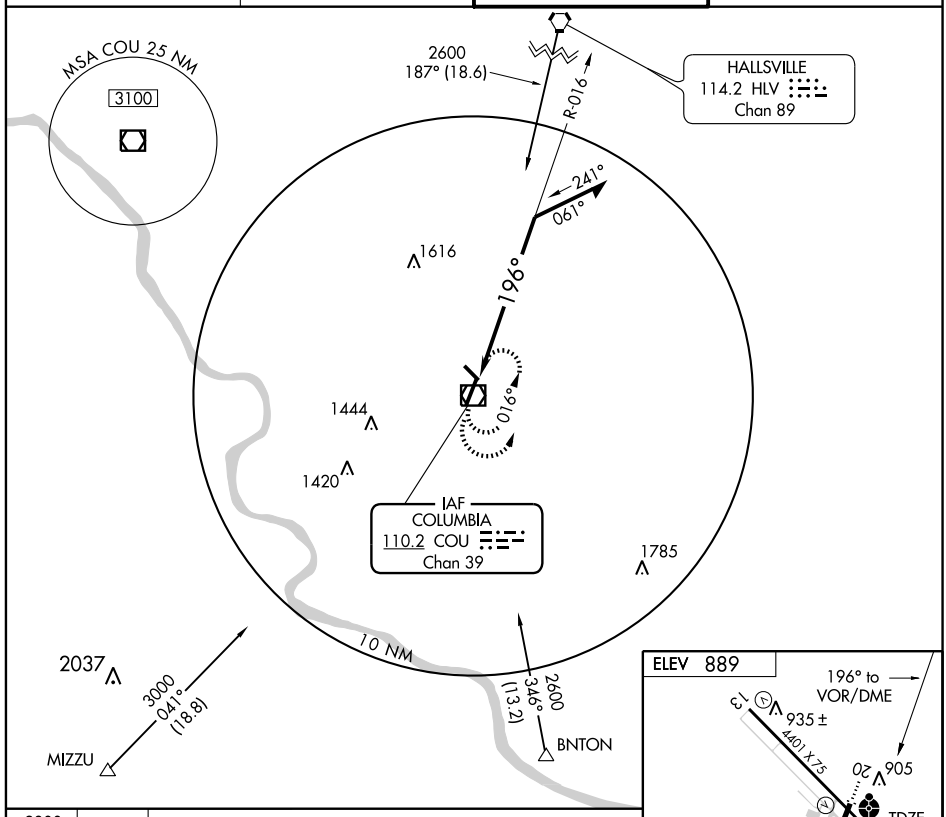
VOR RWY 20
COLUMBIA RGNL (COU)

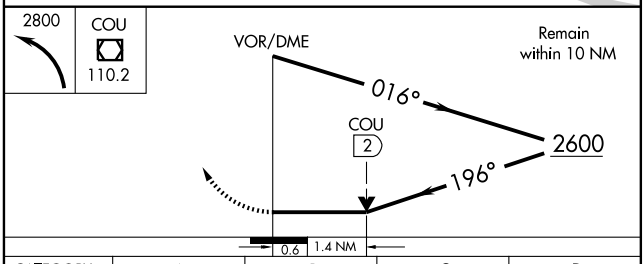
T Inoperative table does not apply to Cat C.

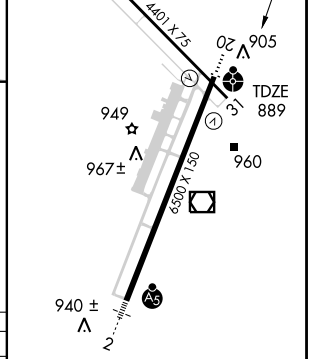
ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-20	1360-¾ 471 (500-¾)		1360-1¼ 471 (500-1¼)	
CIRCLING	1360-1 471 (500-1)		1360-1½ 471 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

NC-3. 08 APR 2010 to 06 MAY 2010

NDB UBX 380	APP CRS 030°	Rwy Idg N/A TDZE N/A Apt Elev 1023

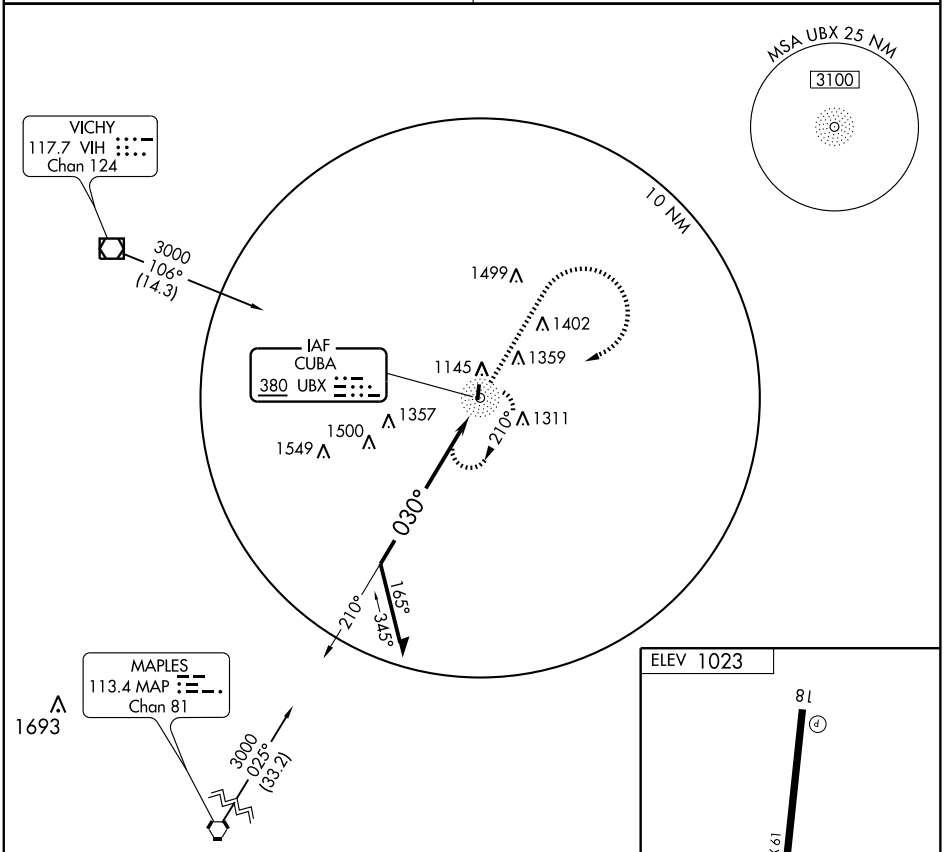
NDB-A
CUBA MUNI (UBX)

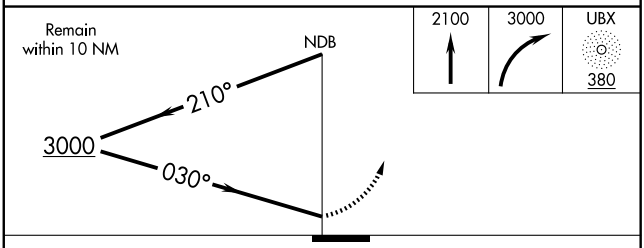
Use Rolla National altimeter setting.

NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	**122.8** (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1640-1	617 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 62808	182°	TDZE	304
W18A		Apt Elev	304

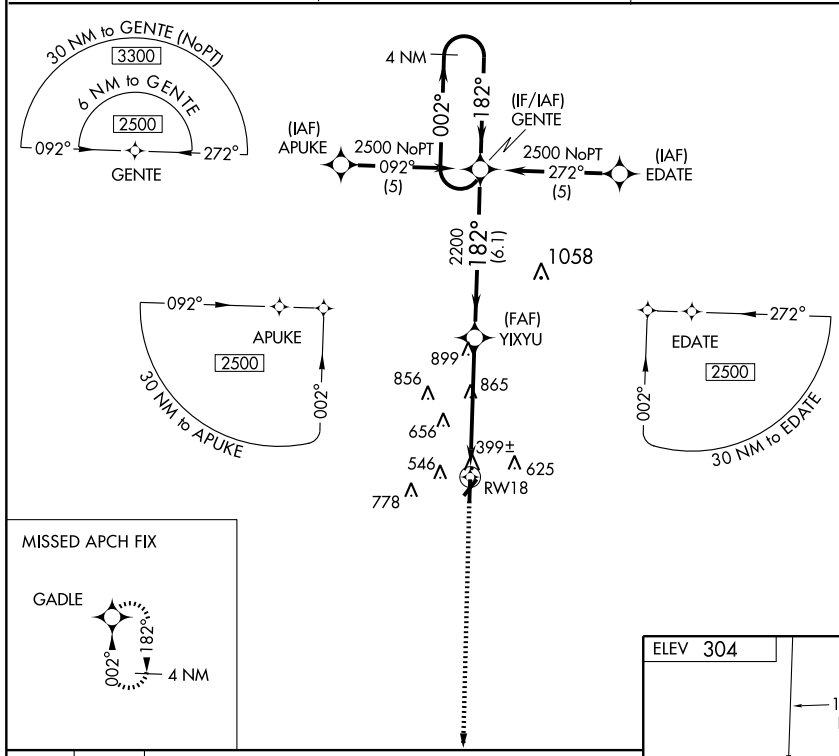
RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

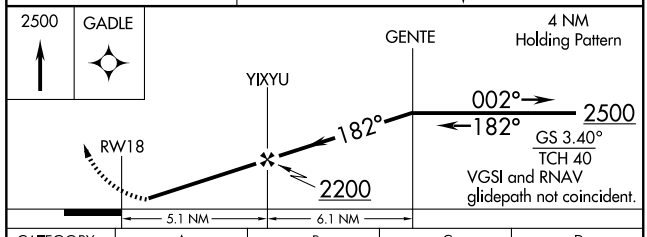
T
A NA

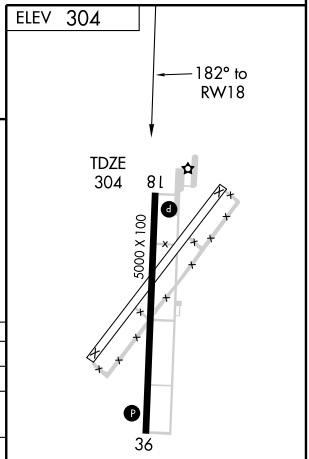
BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	724-1¼ 420 (500-1¼)			NA
LNAV/VNAV DA	854-1¾ 550 (600-1¾)			NA
LNAV MDA	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA

MIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

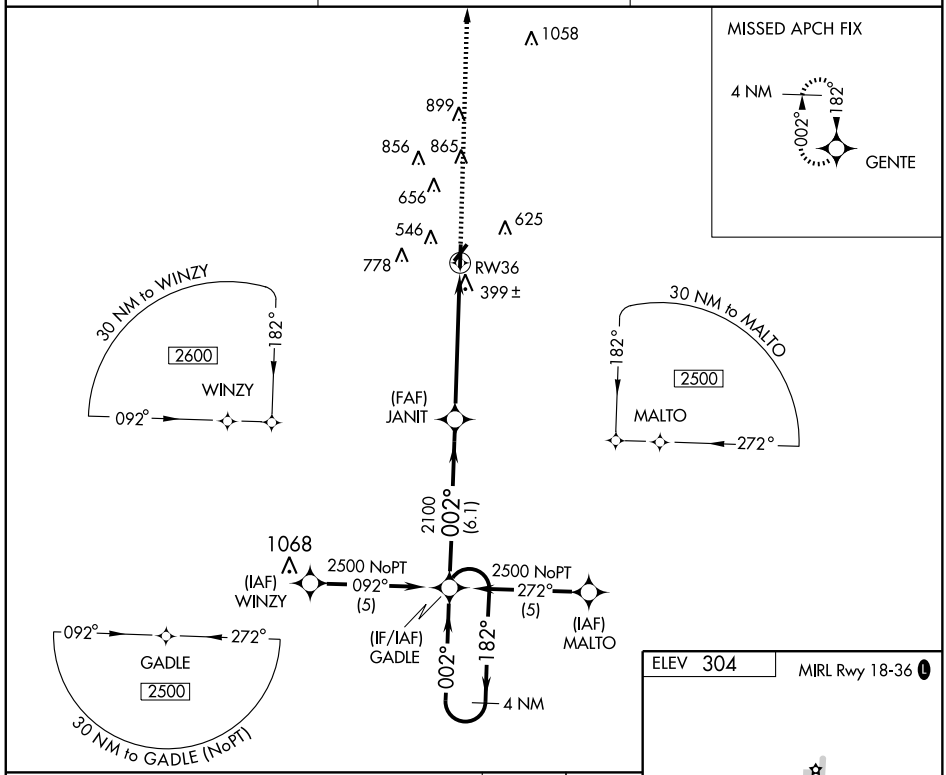
WAAS	APP CRS	Rwy Idg	5000
Ch 50507	002°	TDZE	298
W36A		Apt Elev	304

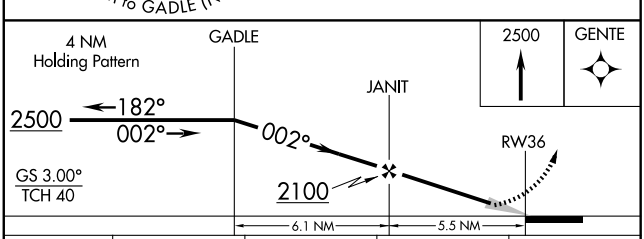
RNAV (GPS) RWY 36
DEXTER MUNI (DXE)

T NA Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GENTE and hold.

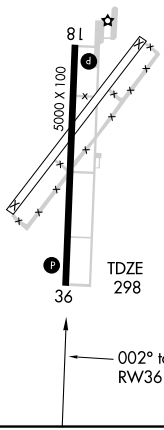
POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		595-1 297 (300-1)		
LNAV/VNAV DA		795-1¾ 497 (500-1¾)		
LNAV MDA	880-1 582 (600-1)		880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1 656 (700-1)		1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

ELEV 304 MIRL Rwy 18-36 L



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAW 111.2 Chan 49	APP CRS 351°	Rwy Idg 5000 TDZE 298 Apt Elev 304

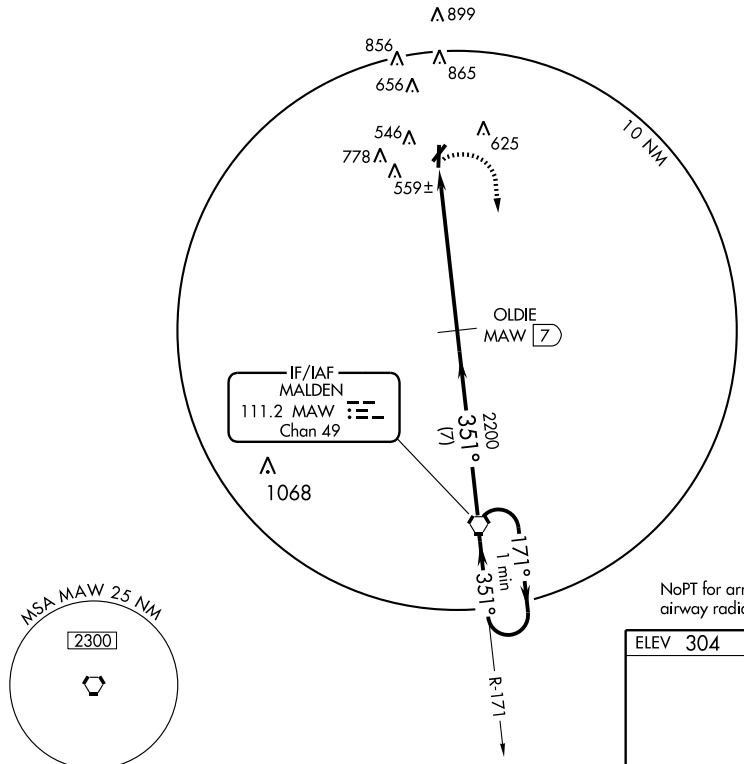
VOR/DME RWY 36

DEXTER MUNI (DXE)

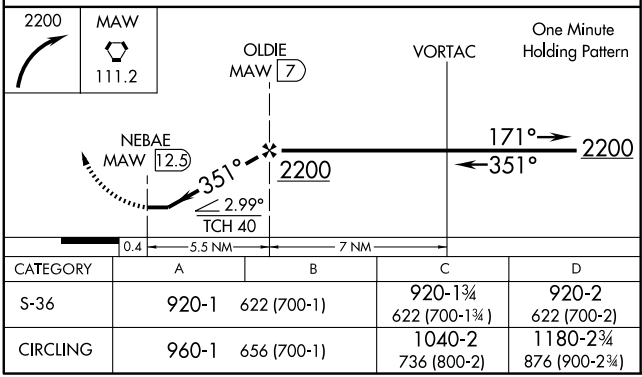
T NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

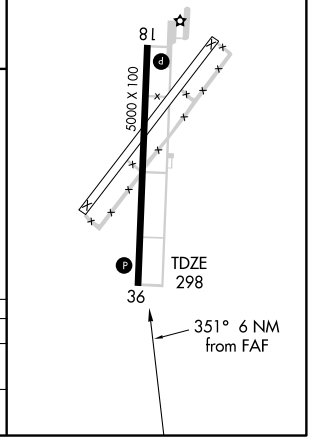
MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L



NoPT for arrival on MAW VORTAC airway radials 059 clockwise 239.





CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1¾ 622 (700-1¾)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 08 APR 2010 to 06 MAY 2010

EXCELSIOR SPRINGS, MISSOURI AL-6618 (FAA)

VORTAC ANX	APP CRS	Rwy Idg	2000
114.0	161°	TDZE	998
Chan 87		Apt Elev	998

VOR or GPS RWY 19

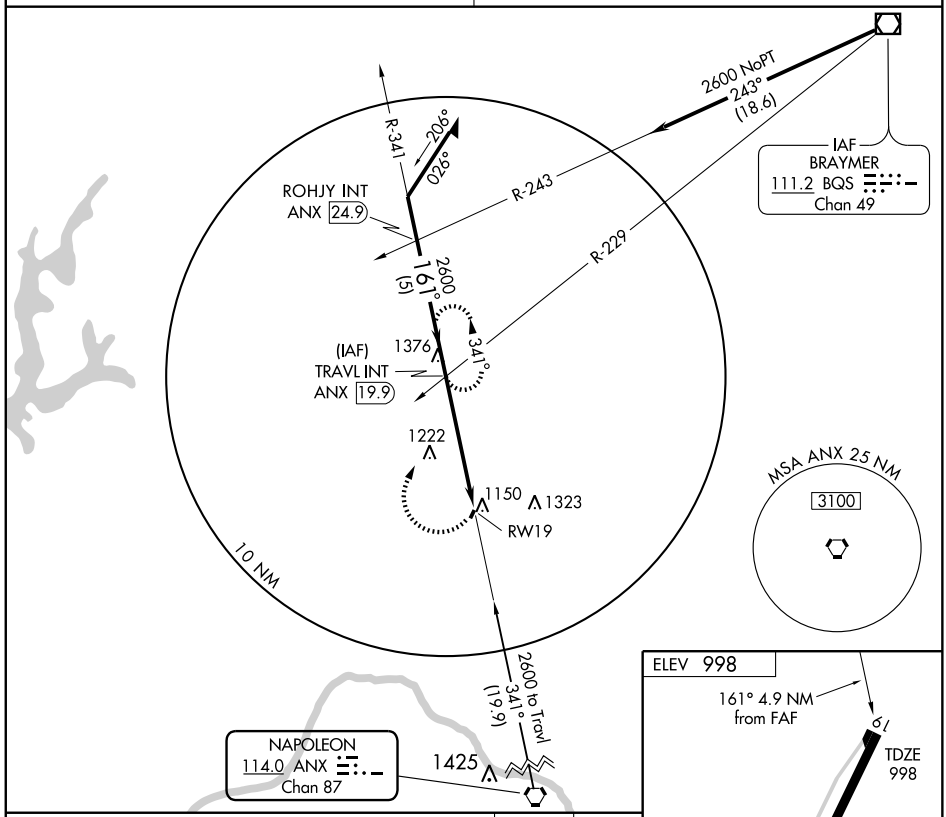
EXCELSIOR SPRINGS MEMORIAL (3EX)

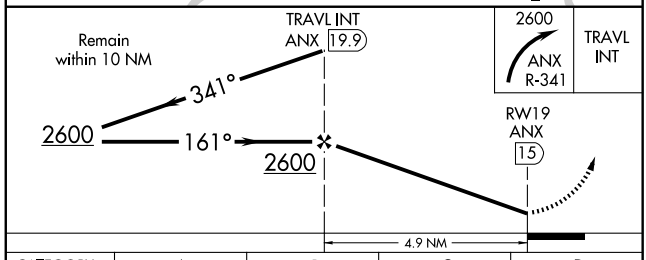
Use Charles B. Wheeler Downtown altimeter setting.

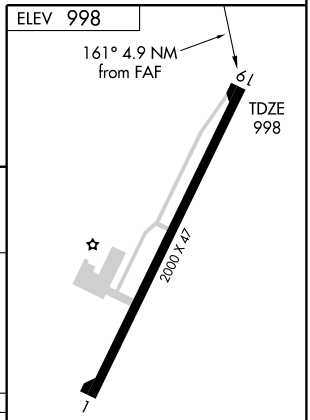
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON	UNICOM
118.4 294.7	122.7 (CTAF)







CATEGORY	A	B	C	D
S-19	1620-1	622 (700-1)	NA	
CIRCLING	1620-1	622 (700-1)	NA	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 08 APR 2010 to 06 MAY 2010

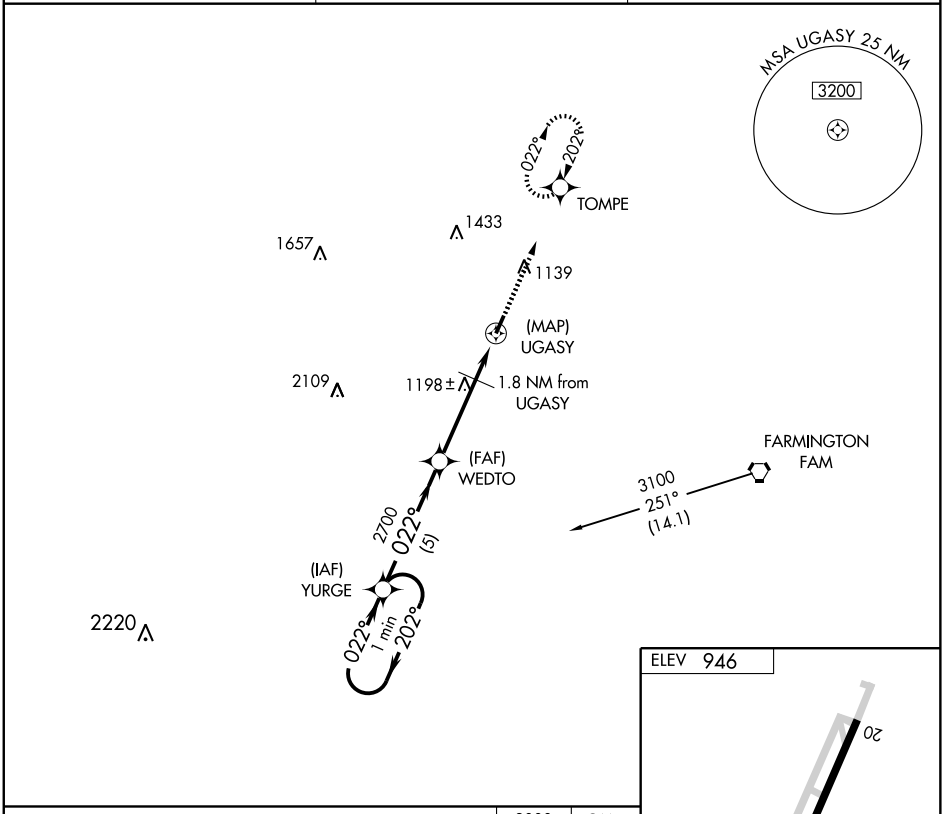
APP CRS	Rwy Idg	3999
022°	TDZE	946
	Apt Elev	946

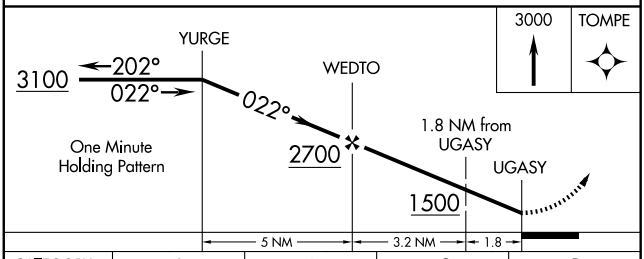
GPS RWY 2
FARMINGTON RGNL (FAM)

NA

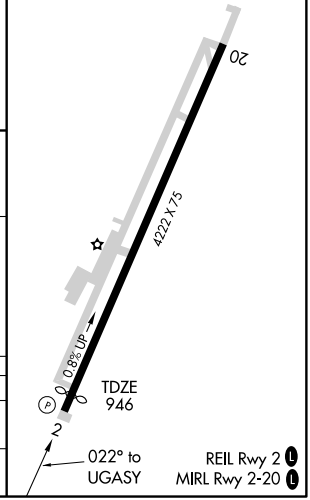
MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF)





CATEGORY	A	B	C	D
S-2	1300-1	354 (400-1)	NA	
CIRCLING	1440-1	494 (500-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

NDB PRI	APP CRS		
367	212°	Rwy Idg	4222
		TDZE	946
		Apt Elev	946

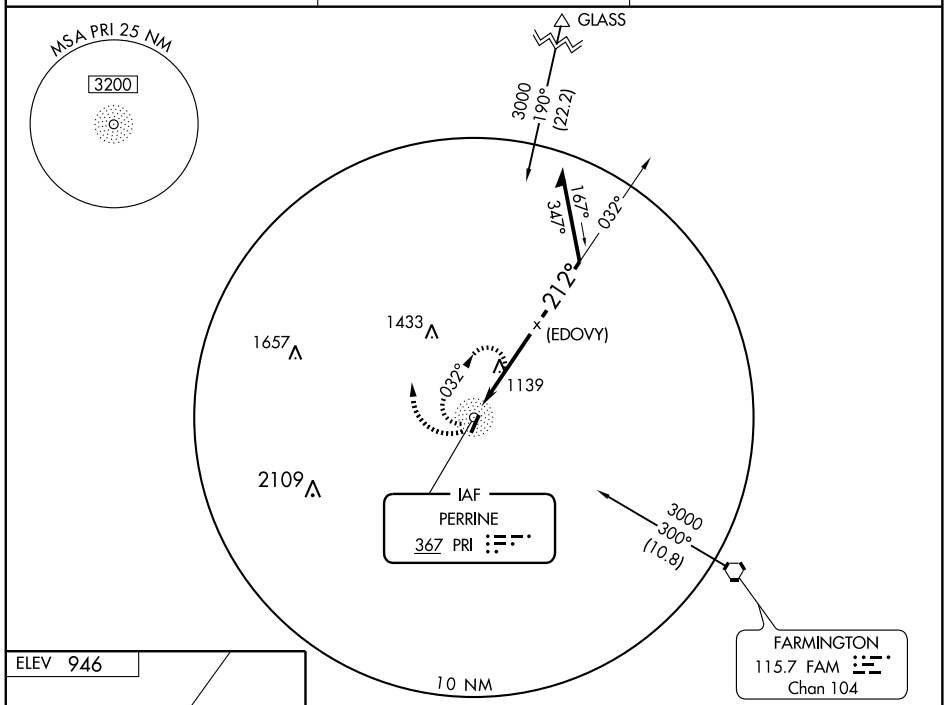
NDB or GPS RWY 20

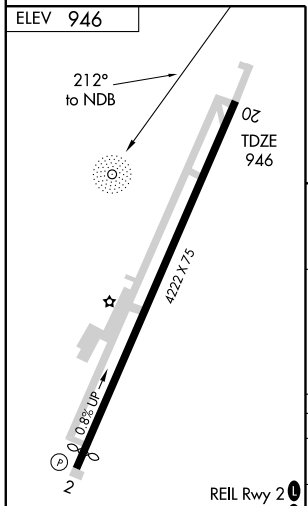
FARMINGTON RGNL (FAM)

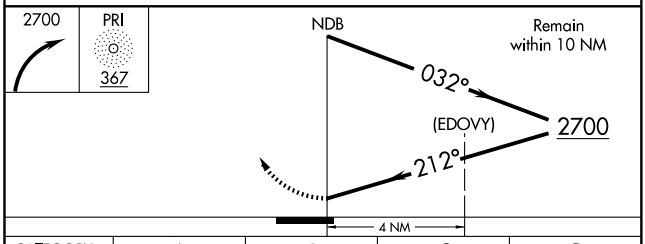
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	
CIRCLING	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

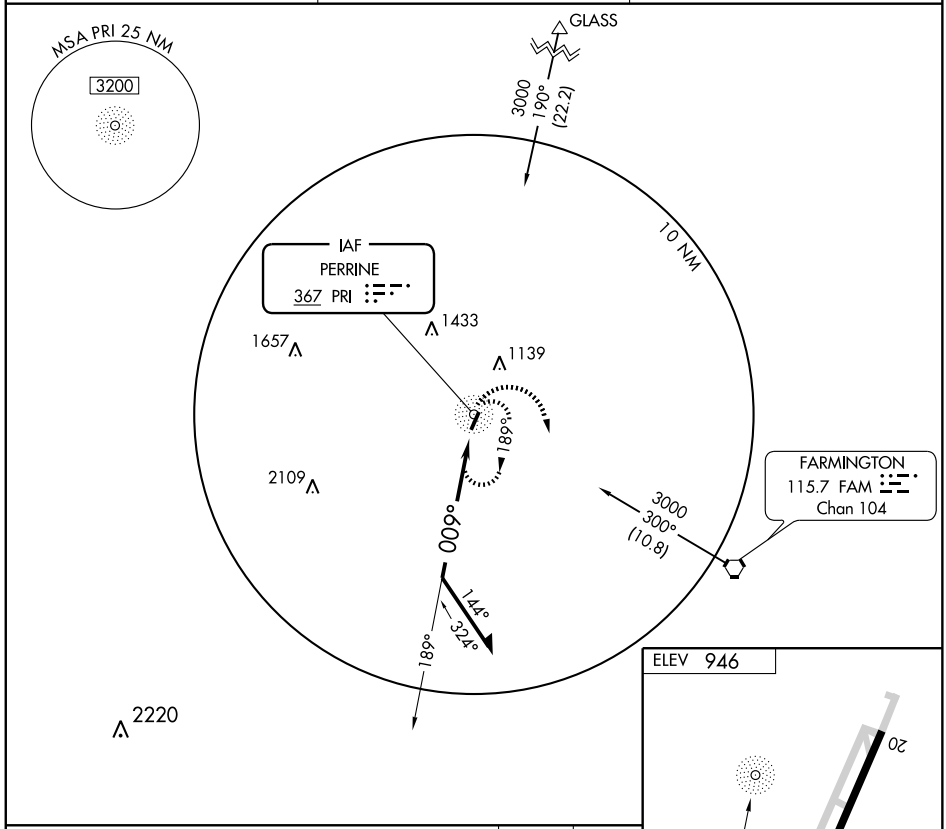
NDB PRI	APP CRS		
367	009°	Rwy Idg	3999
		TDZE	946
		Apt Elev	946

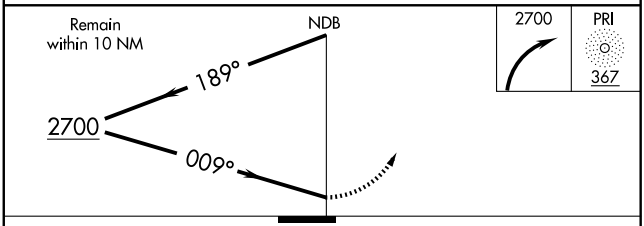
NDB RWY 2
FARMINGTON RGNL (FAM)

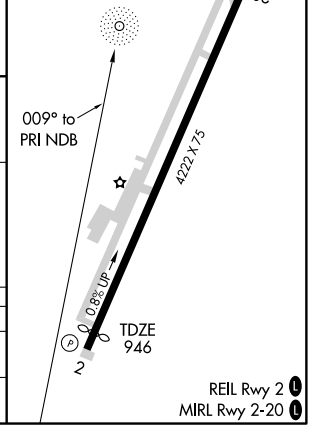
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L







REIL Rwy 2 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC FAM	APP CRS	Rwy Idg	N/A
115.7	299°	TDZE	N/A
Chan 104		Apt Elev	946

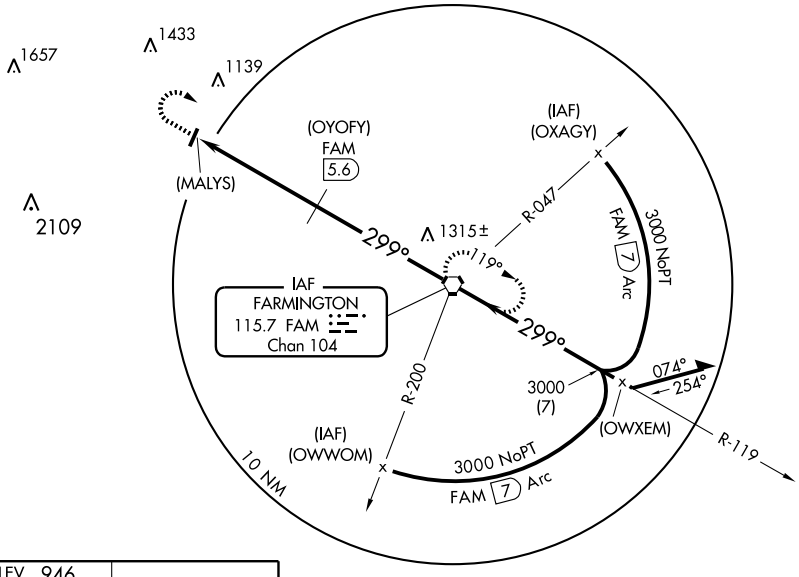
VOR/DME or GPS-A

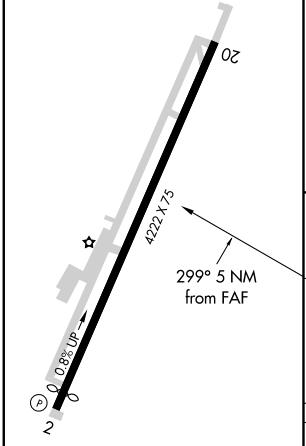
FARMINGTON RGNL (FAM)

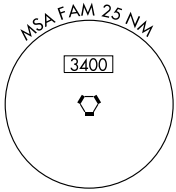
NA

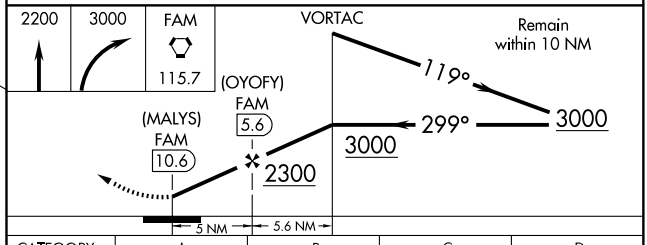
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1720-1 774 (800-1)	1720-1¼ 774 (800-1¼)	NA	

REIL Rwy 2 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB FES 269	APP CRS 357°	Rwy Idg 2202 TDZE 431 Apt Elev 433

NDB or GPS RWY 36

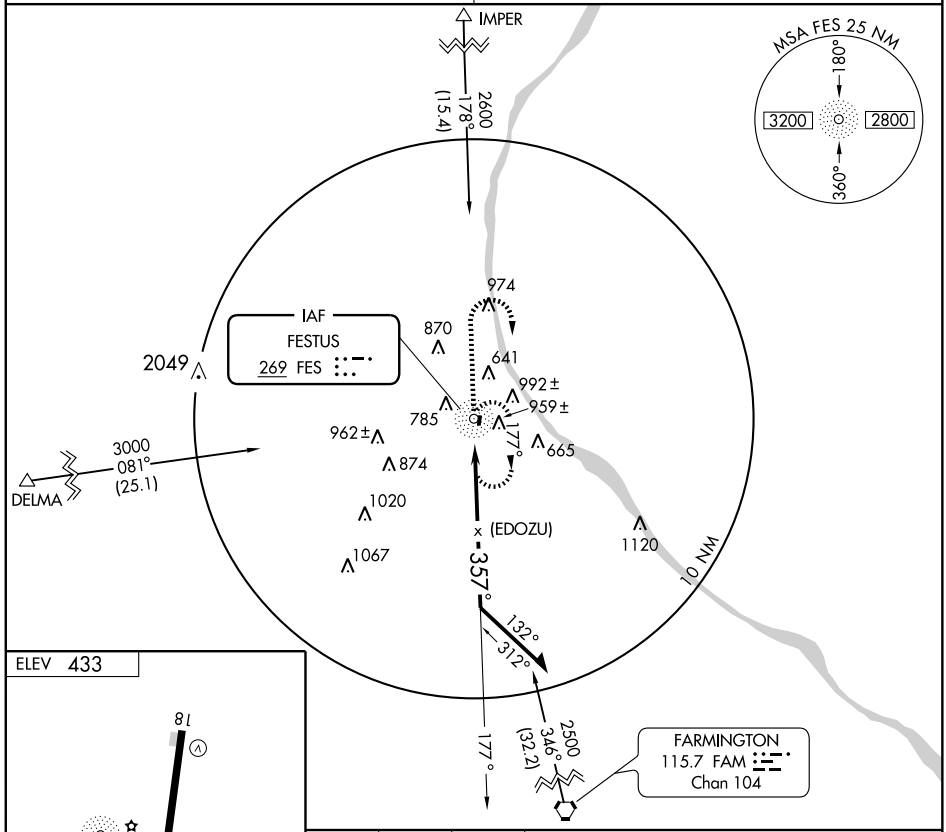
FESTUS MEMORIAL (FES)

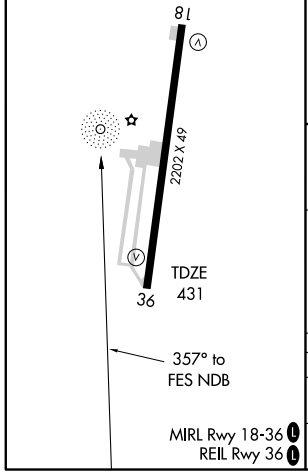
T
NA

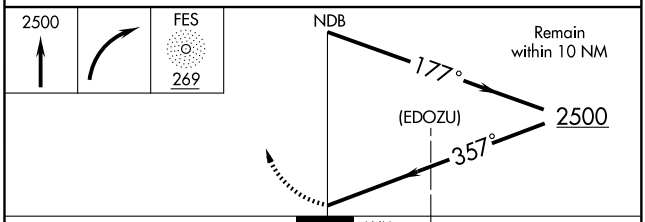
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	1520-1¼ 1089 (1100-1¼)	1520-1½ 1089 (1100-1½)	NA	
CIRCLING	1520-1¼ 1087 (1100-1¼)	1520-1½ 1087 (1100-1½)	NA	

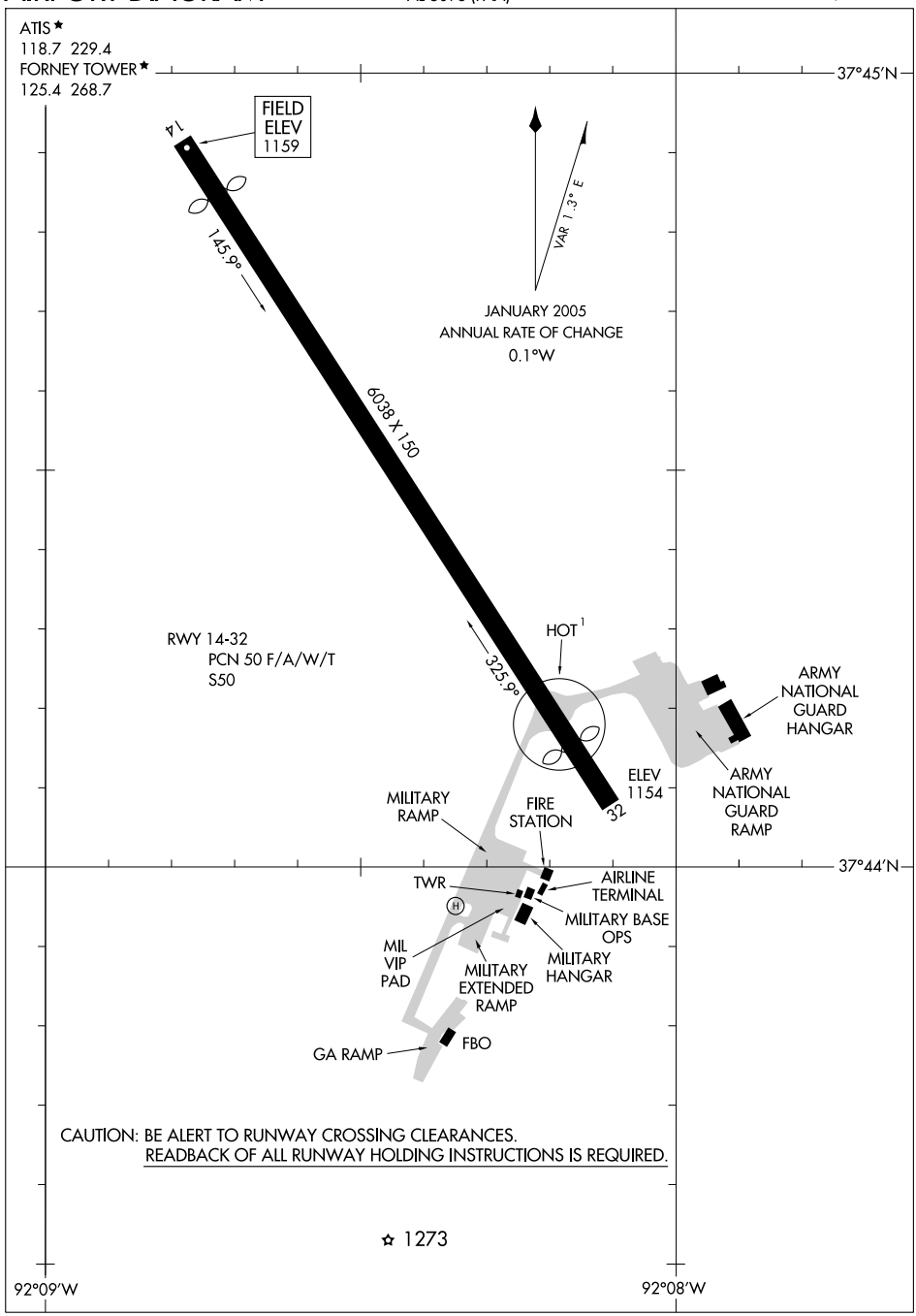
NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-TBN	APP CRS	Rwy Idg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

ILS or LOC RWY 14

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS*	KANSAS CITY CENTER	FORNEY TOWER*
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

3000 NoPT 111° (16.9)

IAF SUNSHINE 108.4 SHY Chan 21

VICHY 117.7 VIH Chan 124

3000 224° (30.9)

(IF) PIMEW INT I-TBN 13

3000 144° (6.7)

(IAF) GIJOE OM I-TBN 6.3

3000 to GIJOE 323° (5.8)

FORNEY 110.0 TBN

LOCALIZER 110.9 I-TBN Chan 46

MSA TBN 25 NM
2900
10 NM

BUCKHORN 391 BHN

CANNON A MOA

LINDBERGH A MOA

R-4501H R-4501F R-4501B R-4501A R-44501E R-4501C,D

1730 1341 1349 1320 1271 1219± 1273

ELEV 1159

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

1208±

TDZE 1158

144° 5.3 NM from FAF

6038 X 150

1249

1250

Remain within 10 NM

GIJOE OM I-TBN 6.3

2931

3000 144° 3000

I-TBN 1.8

I-TBN 1

GS 3.00° TCH 49

4.5 NM 0.8

1700	3000	PIMEW INT
	TBN R-324	

CATEGORY	A	B	C	D
S-ILS 14	1358-½ 200 (200-½)			
S-LOC 14	1480-½ 322 (400-½)			1480-¾ 322 (400-¾)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-½ 269 (300-½)			
S-LOC 14	1540-½ 382 (400-½)			1540-¾ 382 (400-¾)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3. 08 APR 2010 to 06 MAY 2010

NDB BHN	APP CRS		
391	143°	Rwy Idg	5537
		TDZE	1158
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

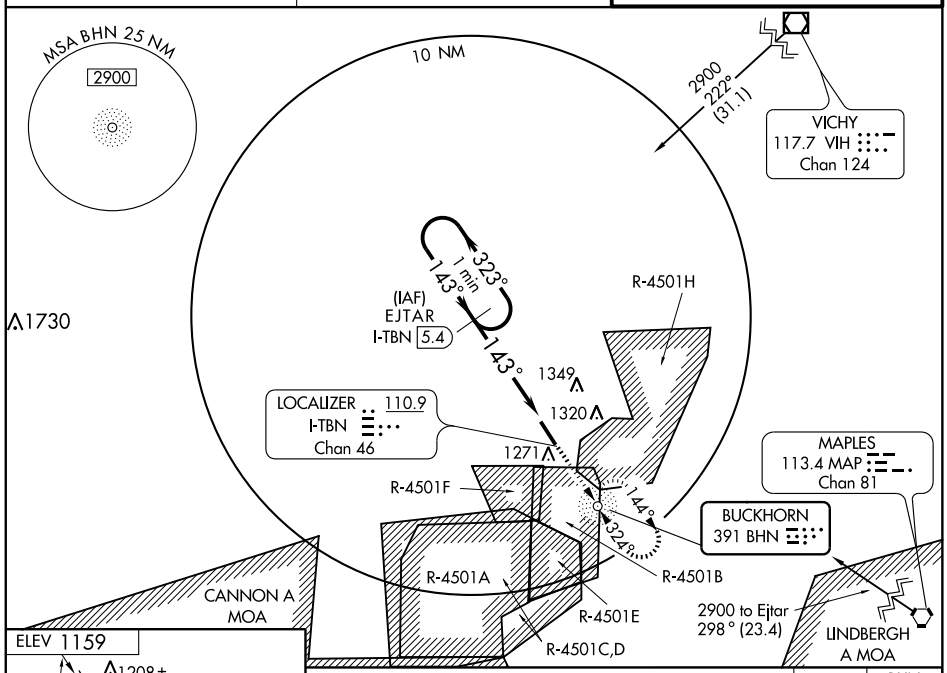
NDB/DME RWY 14

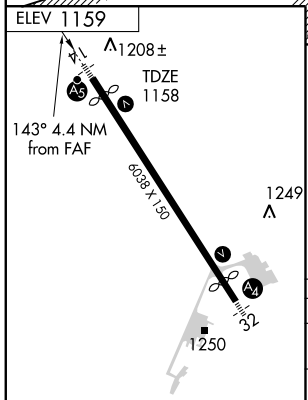
NA When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

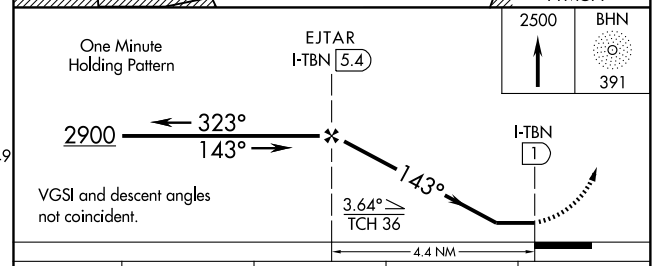
MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1¼ 442 (500-1¼)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

NDB BHN	APP CRS		
391	324°	Rwy Idg	5512
		TDZE	1153
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

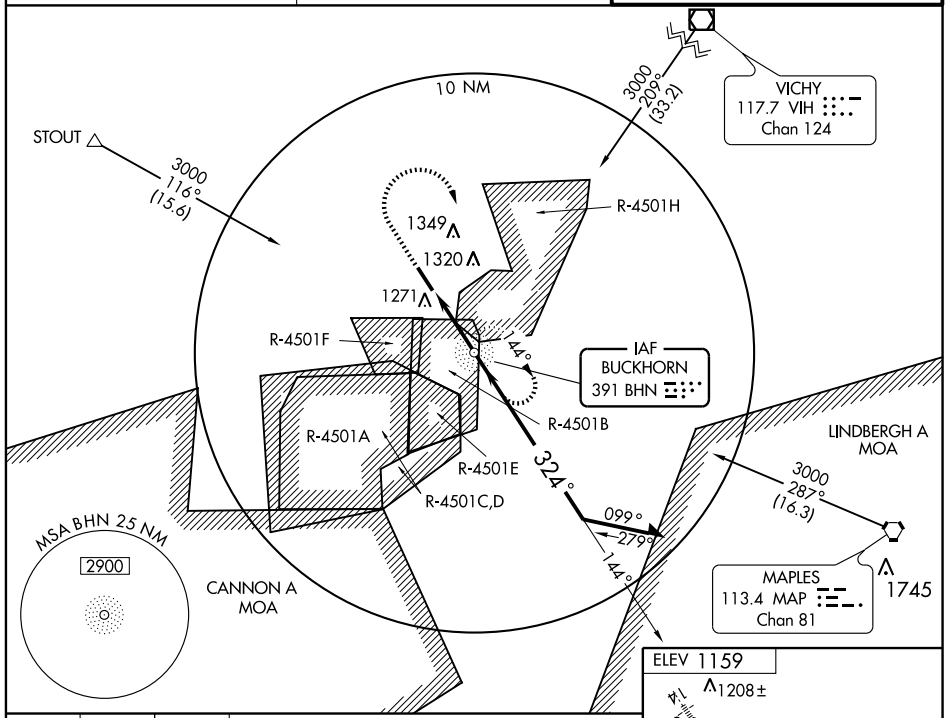
NDB RWY 32

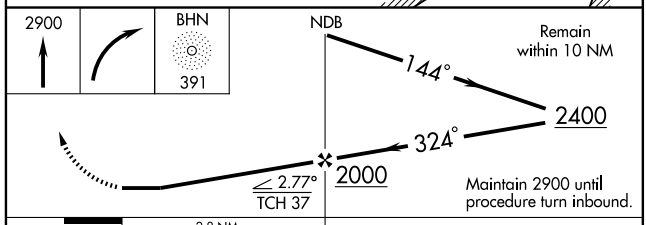
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

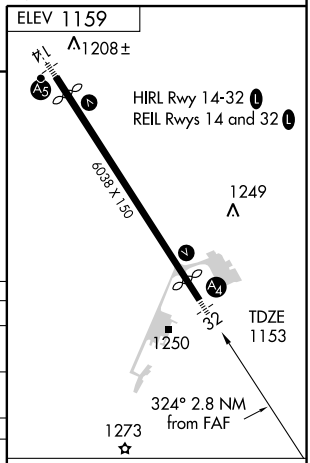
MALS

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS Chan 53499 W14A	APP CRS 144°	Rwy Idg 5537 TDZE 1158 Apt Elev 1159

RNAV (GPS) RWY 14

FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7

CATEGORY	A	B	C	D
LPV DA	1408-½ 250 (300-½)			
LNAV/ VNAV DA	1486-¾ 328 (400-¾)			
LNAV MDA	1480-½ 322 (400-½)			1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS Chan 99499 W32A	APP CRS 324°	Rwy Idg 5512 TDZE 1153 Apt Elev 1159

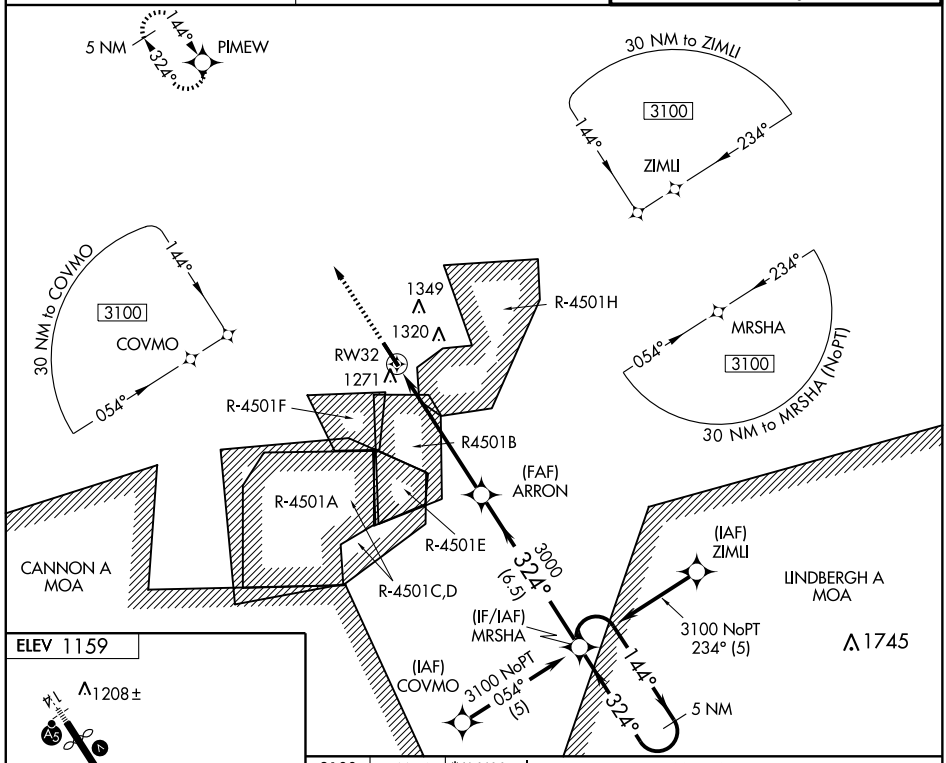
FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

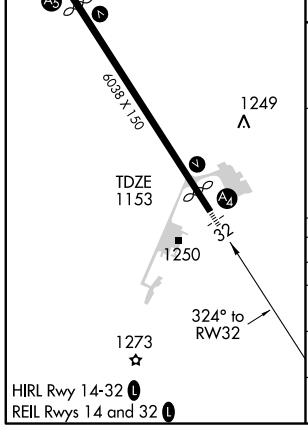
⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

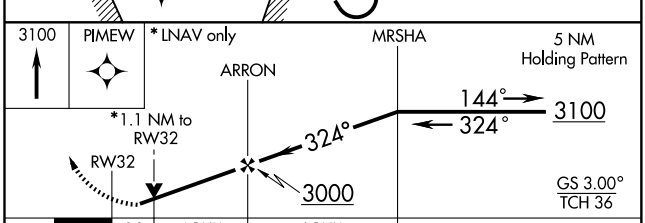
MALS A2

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/ VNAV DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1¼)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR TBN	APP CRS	Rwy Idg	5537
110.0	135°	TDZE	1158
		Apt Elev	1159

VOR RWY 14

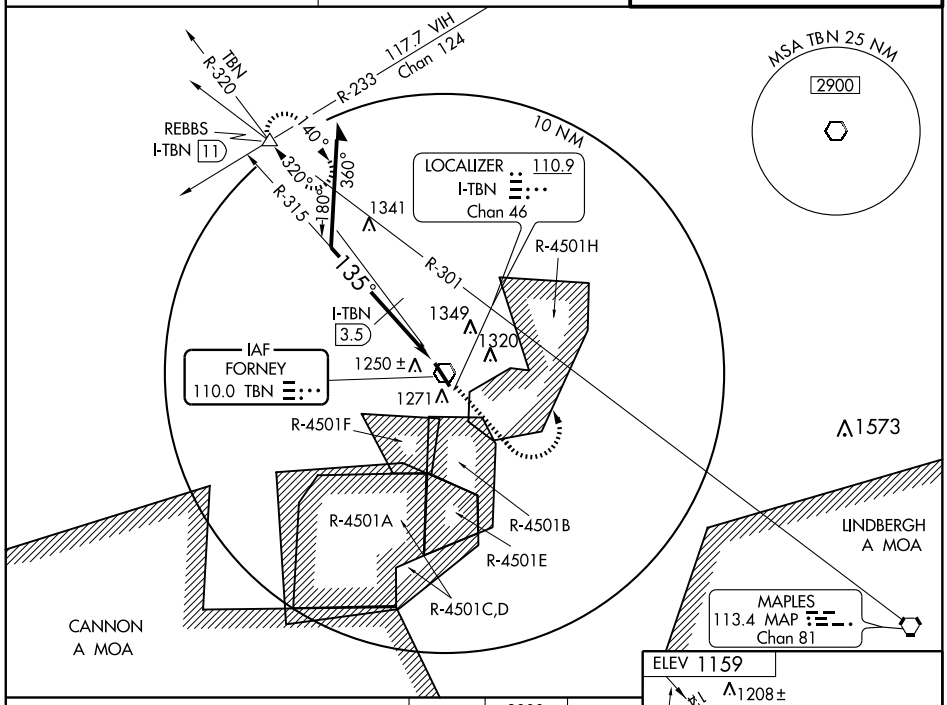
FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

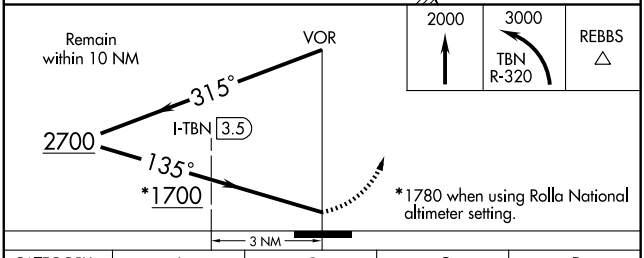
⚠ When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½mile. Procedure not authorized when R-4501B or R-4501H in use.

MALSR

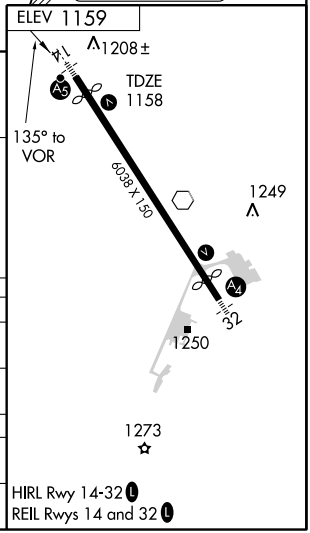
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7





*1780 when using Rolla National altimeter setting.



CATEGORY	A	B	C	D
S-14	1700-1 542 (600-1)		1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1 541 (600-1)		1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR TBN	APP CRS	Rwy Idg	5512
110.0	326°	TDZE	1153
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

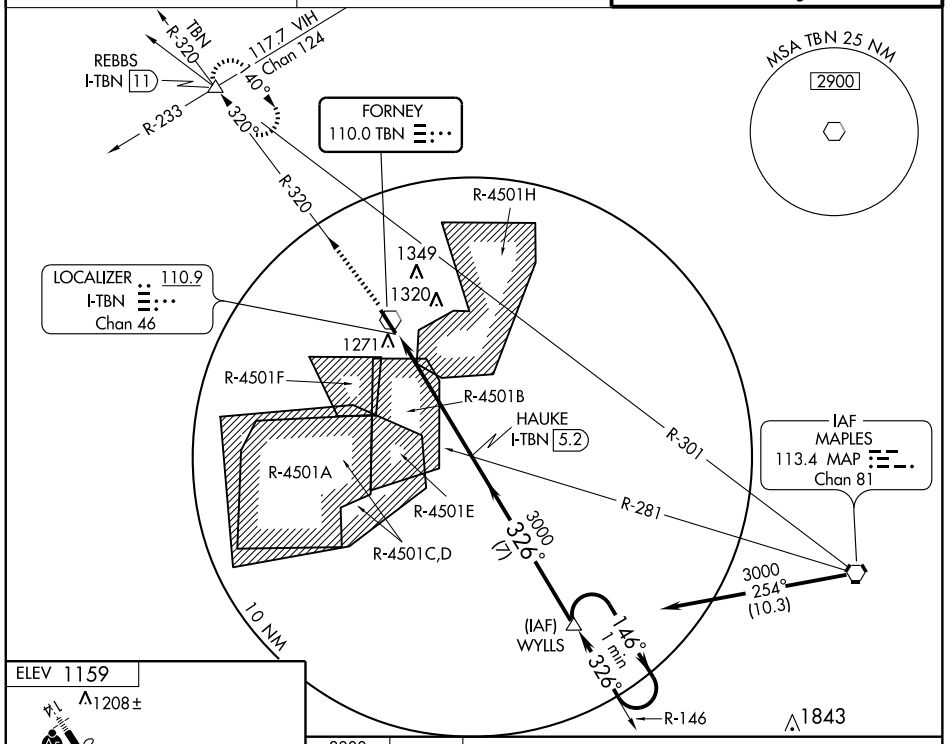
VOR RWY 32

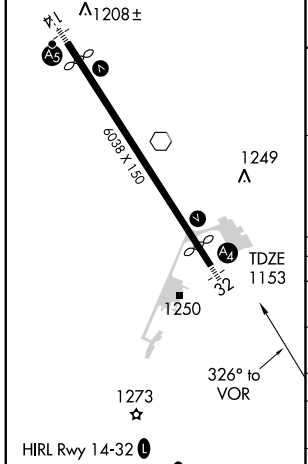
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

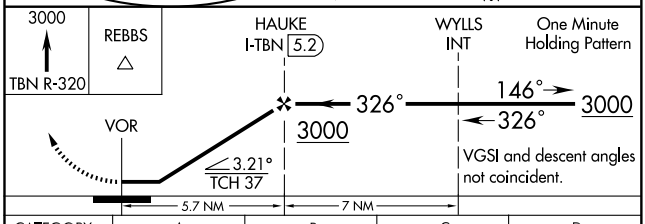
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1 487 (500-1)		1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	4000
015°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 1

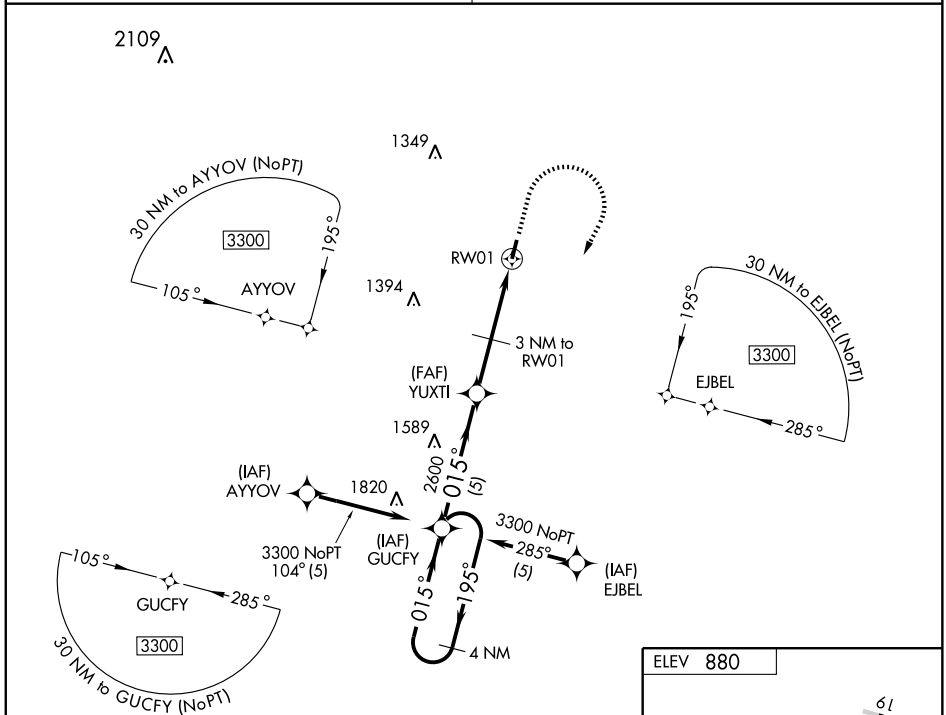
FREDERICKTOWN RGNL (H88)

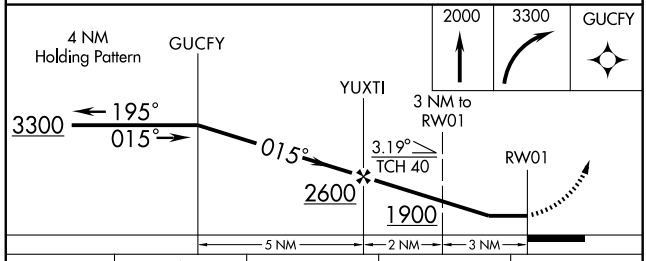
Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

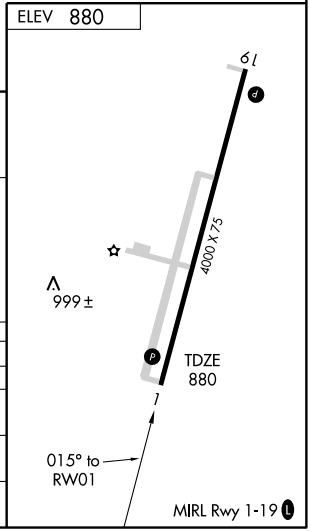
KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1300-1 420 (500-1)		NA	
CIRCLING	1420-1 540 (600-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	4000
195°	TDZE	880
	Apt Elev	880

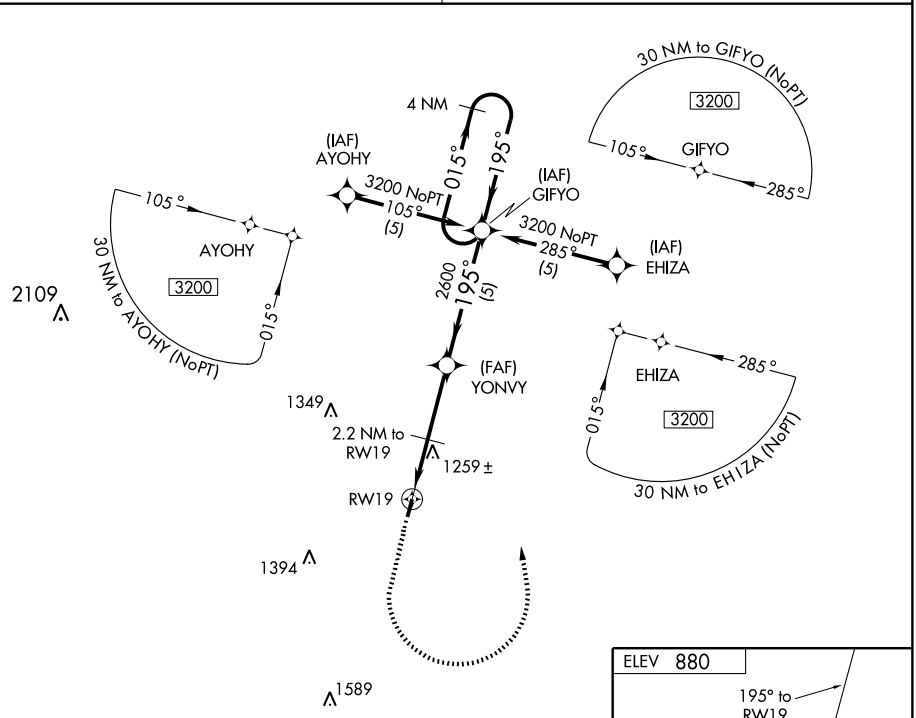
RNAV (GPS) RWY 19

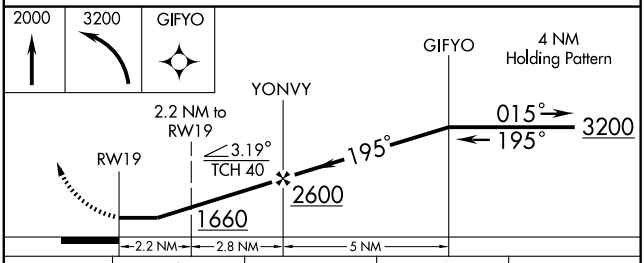
FREDERICKTOWN RGNL (H88)

T
NA Use Farmington Regional altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

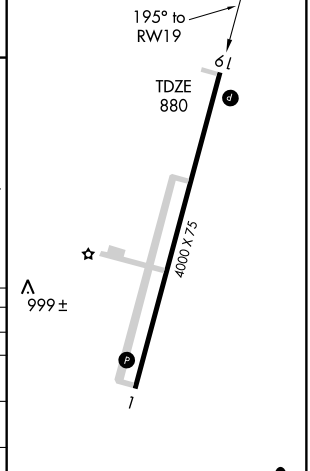
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	**122.8** (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 680 (700-1)		NA	
CIRCLING	1560-1 680 (700-1)		NA	



NC-3. 08 APR 2010 to 06 MAY 2010

FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

APP CRS	Rwy ldg	4000
030°	TDZE	880
	Apt Elev	880

VOR/DME RWY 1

FREDERICKTOWN RGNL (H88)

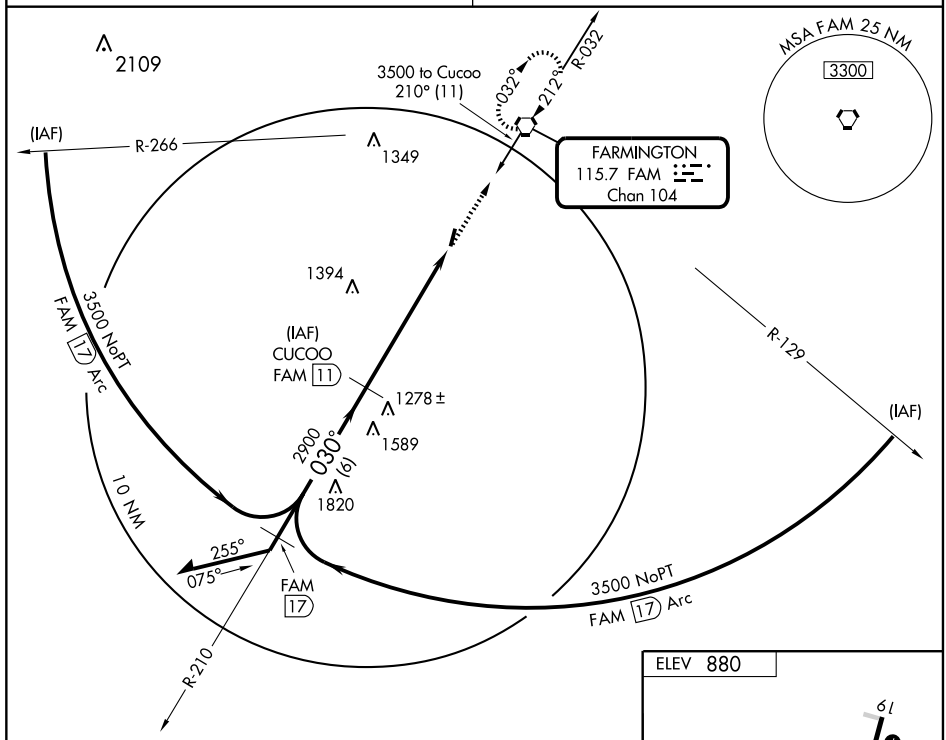
NA

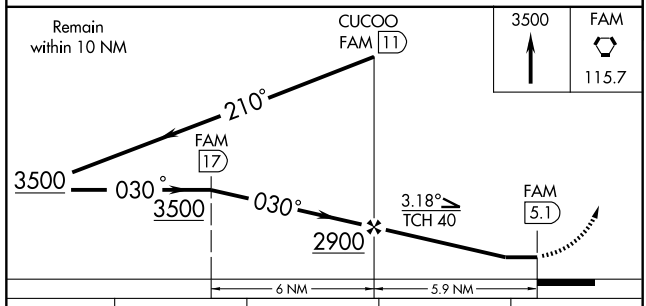
Use Farmington Regional altimeter setting.

MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

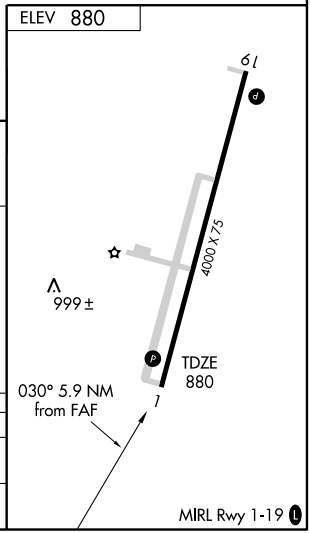
KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS		
212°	Rwy ldg	4000
	TDZE	880
	Apt Elev	880

VOR RWY 19

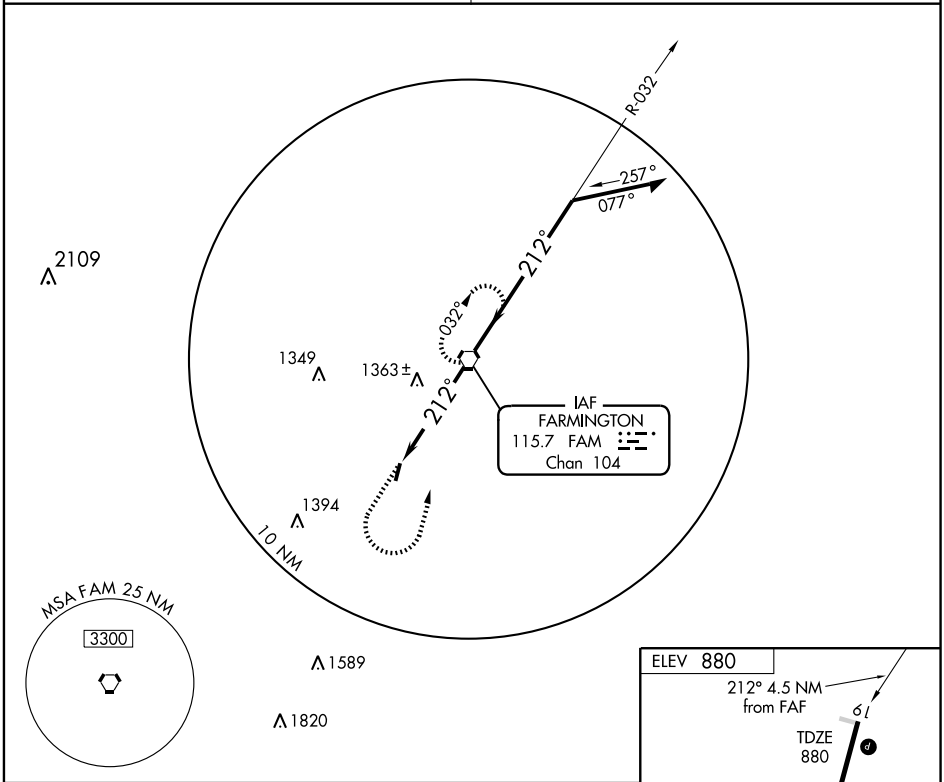
FREDERICKTOWN RGNL(H88)

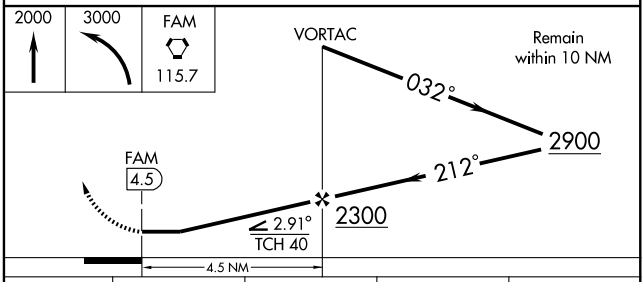
T
NA

Use Farmington Regional altimeter setting.

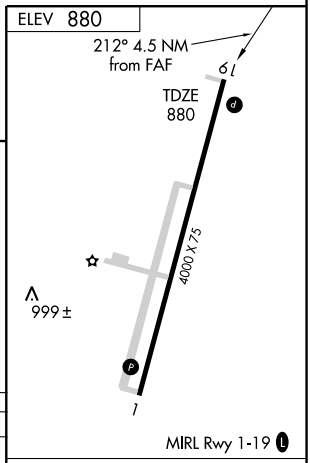
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3205
056°	TDZE	881
	Apt Elev	886

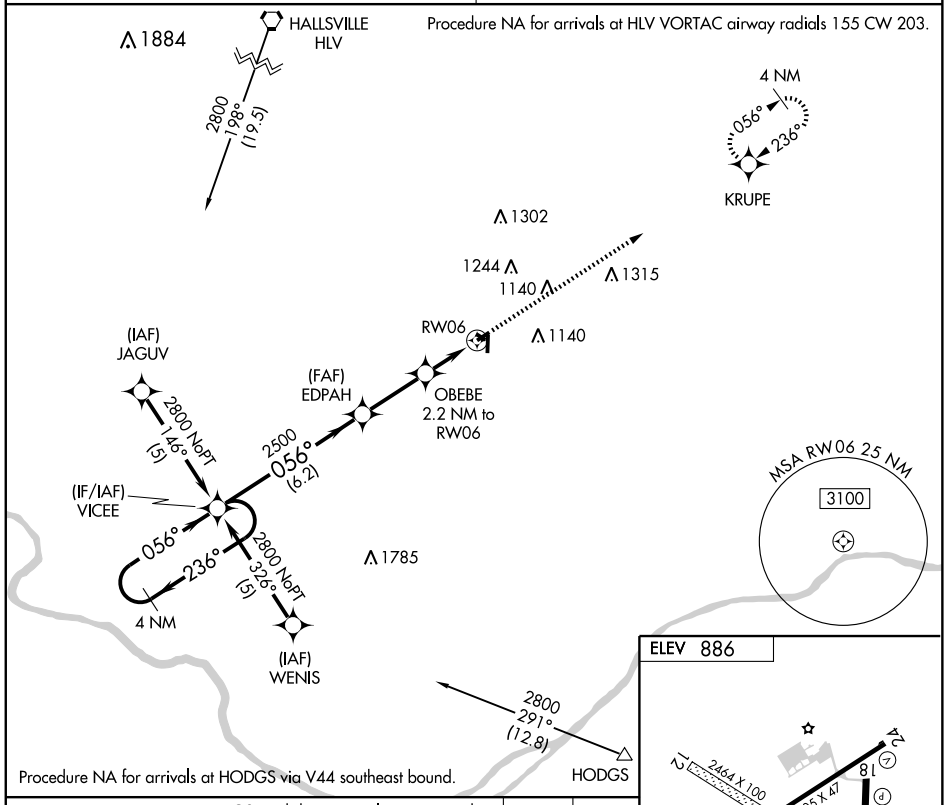
RNAV (GPS) RWY 6

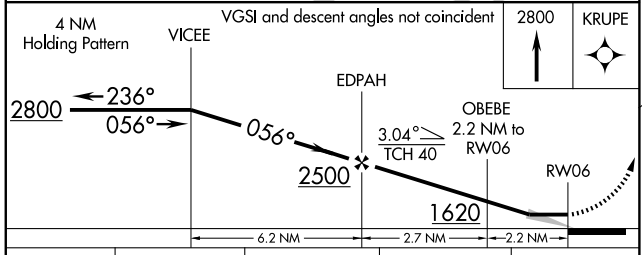
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

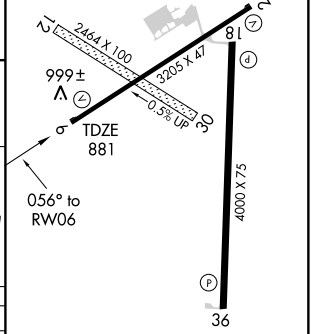
MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1	419 (500-1)	1300-1¼ 419 (500-1¼)	NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA



MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 42611	181°	TDZE	881
W18A		Apt Elev	886

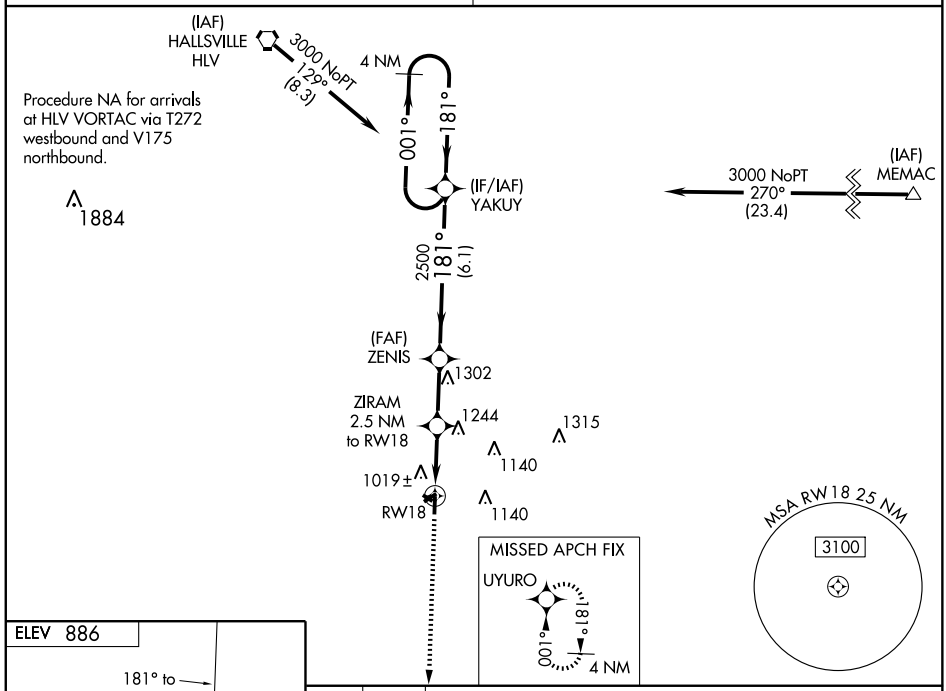
RNAV (GPS) RWY 18

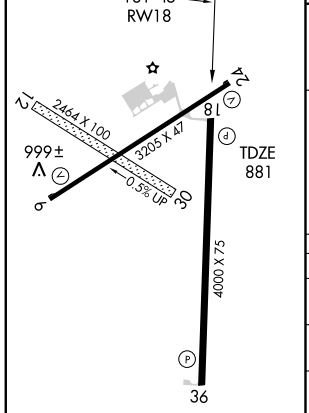
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

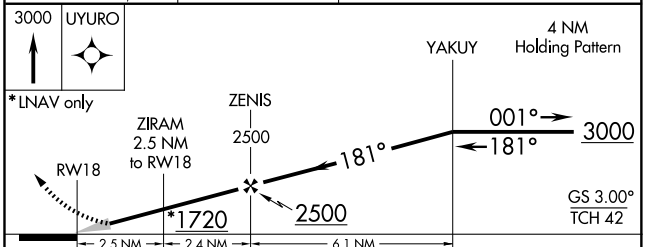
NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/ VNAV DA	1313-1½ 432 (500-1½)			NA
LNAV MDA	1520-1 639 (700-1)		1520-1¾ 639 (700-1¾)	NA
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

MIRL Rwys 5-23 and 18-36
REIL Rwys 5, 23, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3205
236°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 24

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

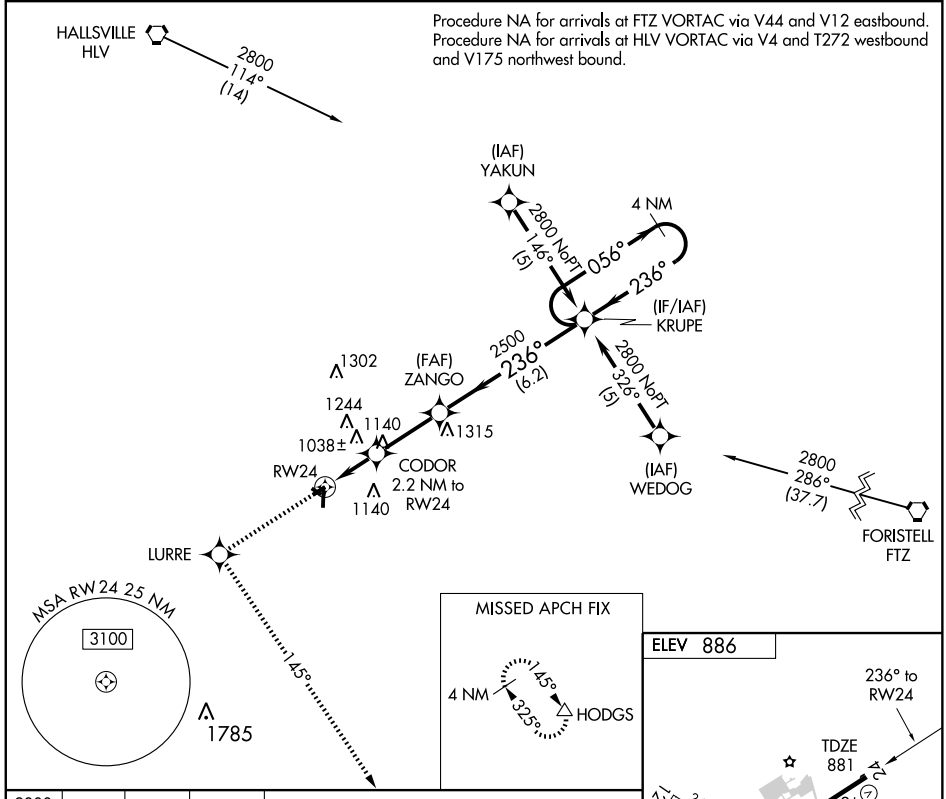
T
A NA

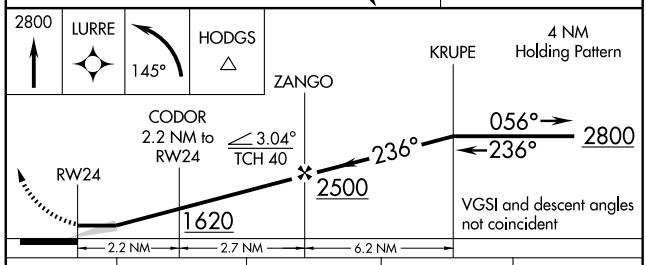
DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

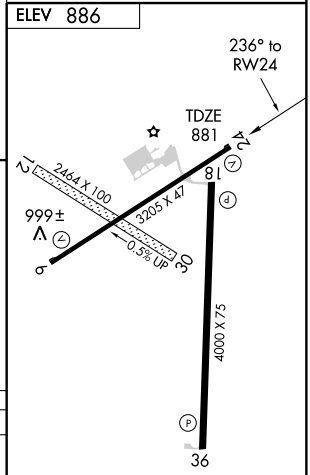
MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound.
Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	1320-1 439 (500-1)		1320-1¼ 439 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA



MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 86811	001°	TDZE	881
W36A		Apt Elev	886

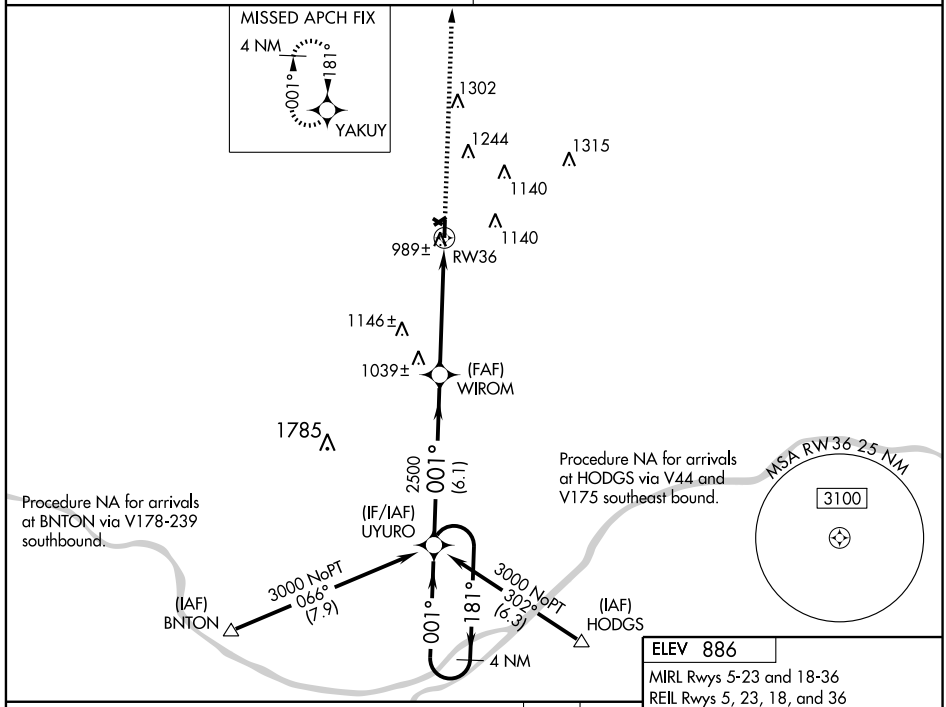
RNAV (GPS) RWY 36

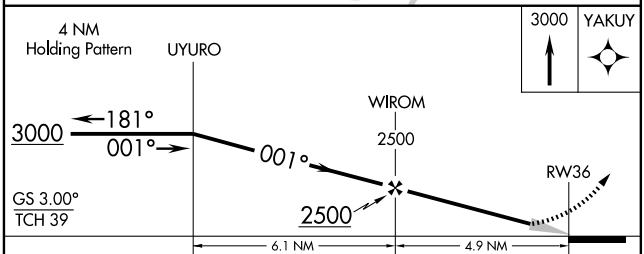
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

T ANA — Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)



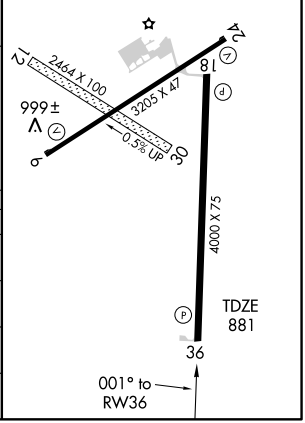


CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1283-1½ 402 (400-1½)			NA
LNAV MDA	1280-1 399 (400-1)			NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

ELEV 886

MIRL Rwys 5-23 and 18-36

REIL Rwys 5, 23, 18, and 36



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC HLV	APP CRS	Rwy Idg	N/A
114.2	154°	TDZE	N/A
Chan 89		Apt Elev	886

VOR-A

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON
124.375 353.7

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at HLV VORTAC on airway radials 095 CW 203.

IF/IAF
HALLSVILLE
114.2 HLV
Chan 89

R-334
2600 NoPT
154° (12.5)
199°
019°
1884
154°
(IAF)
AGAST INT
HLV 12.5
334°
1302
R-050
154°
1244
1315
1140
MAFJA INT
HLV 17.3
2600
050° (10.6)
R-077
1140
1785
10 NM

COLUMBIA
110.2 COU
Chan 39

MSA HLV 25 NM
3100

ELEV 886
154° 4.8 NM from FAF
2454 X 100
3205 X 47
999±
0.5% UP
4000 X 75
MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

Remain within 10 NM
AGAST INT
HLV 12.5
334°
2600
154°
2600
MAFJA INT
HLV 17.3
4.8 NM

2600
HLV
R-154
AGAST
HLV
12.5

CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAW	APP CRS	Rwy Idg 4504
111.2	175°	TDZE 268
Chan 49		Apt Elev 268

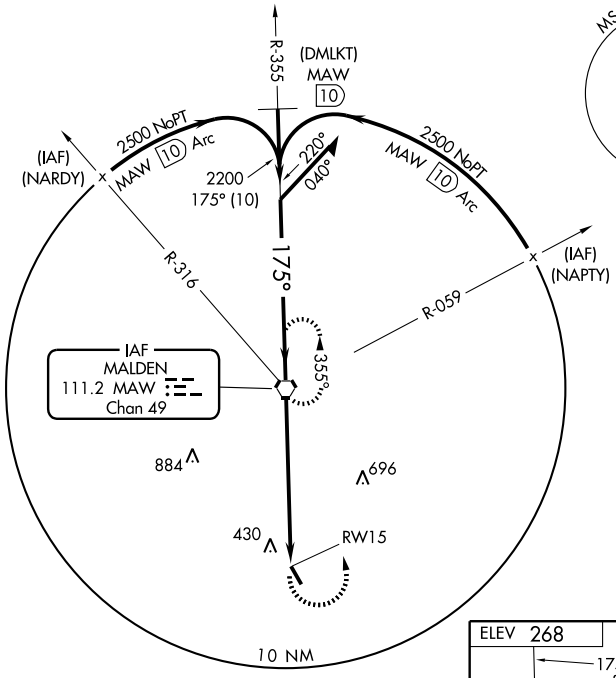
VOR or GPS RWY 15

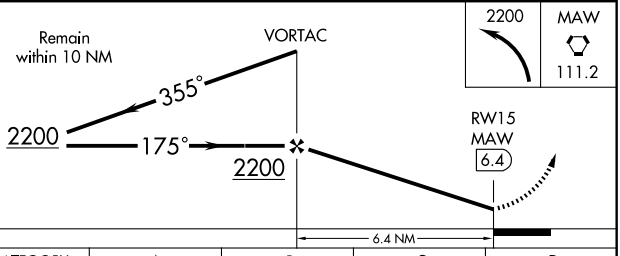
GIDEON MEMORIAL (M85)

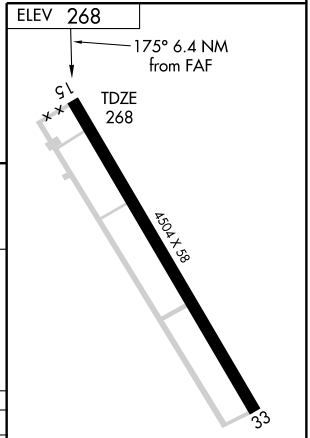
NA Procedure not authorized at night. Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	CTAF
135.625	133.65 292.15	122.9







CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4206
088°	TDZE	818
	Apt Elev	835

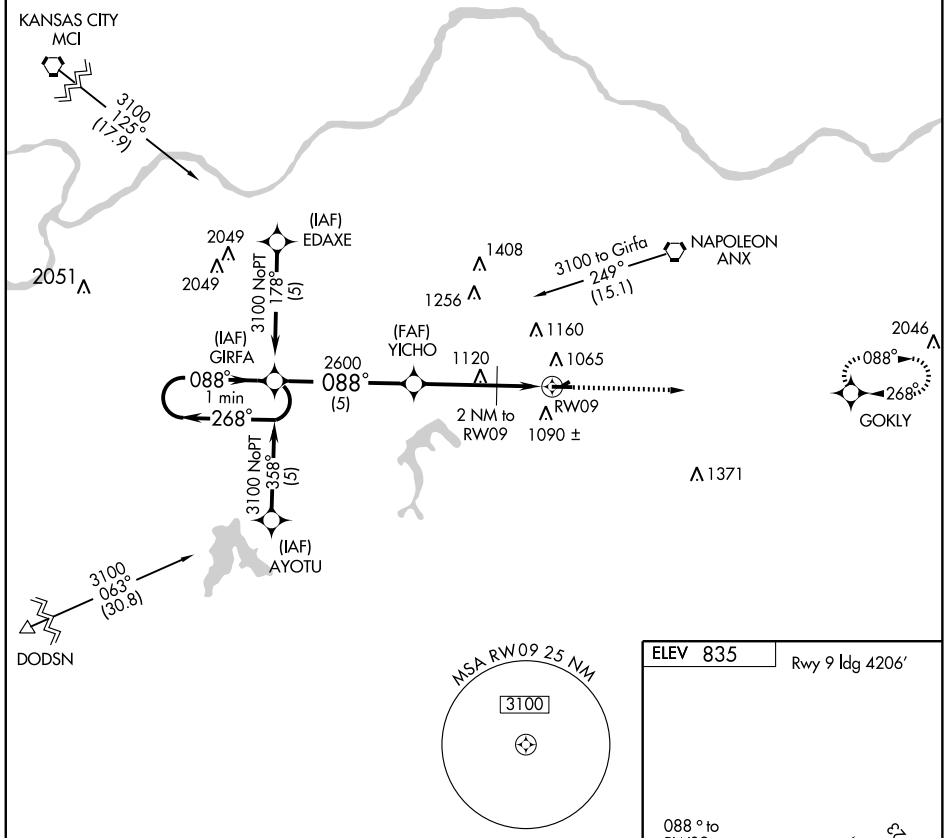
GPS RWY 9

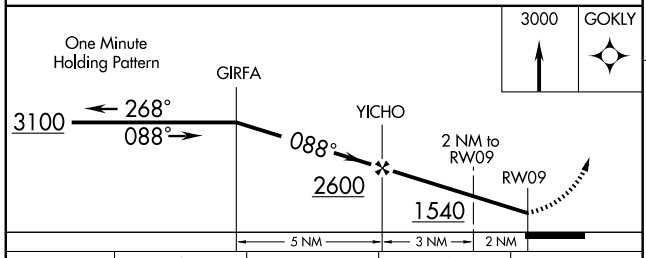
GRAIN VALLEY/ EAST KANSAS CITY (3GV)

NA — Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4506
268°	TDZE	818
	Apt Elev	835

GPS RWY 27

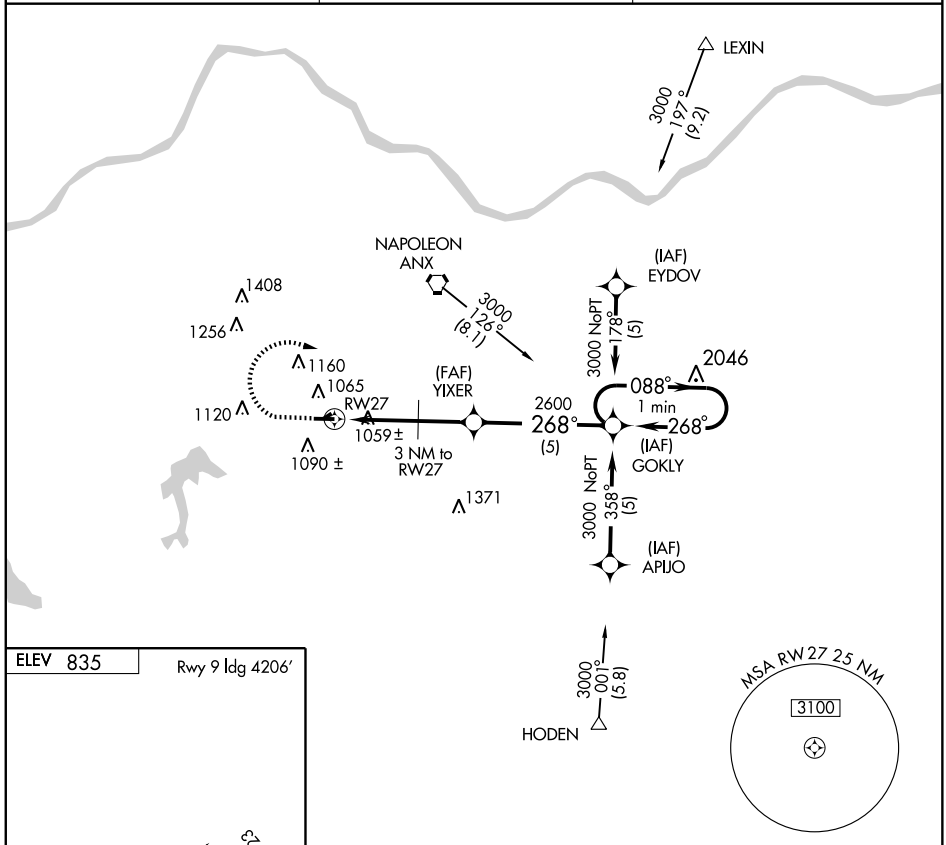
GRAIN VALLEY/EAST KANSAS CITY (3GV)

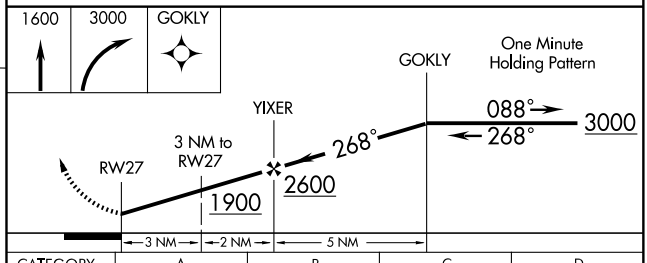
Use Charles B. Wheeler Downtown Airport altimeter setting.

NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





REIL Rwy 9 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-27	1380-1	562 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ANX 114.0 Chan 87	APP CRS 264°	Rwy Idg 4506 TDZE 818 Apt Elev 835

VOR/DME RNAV RWY 27

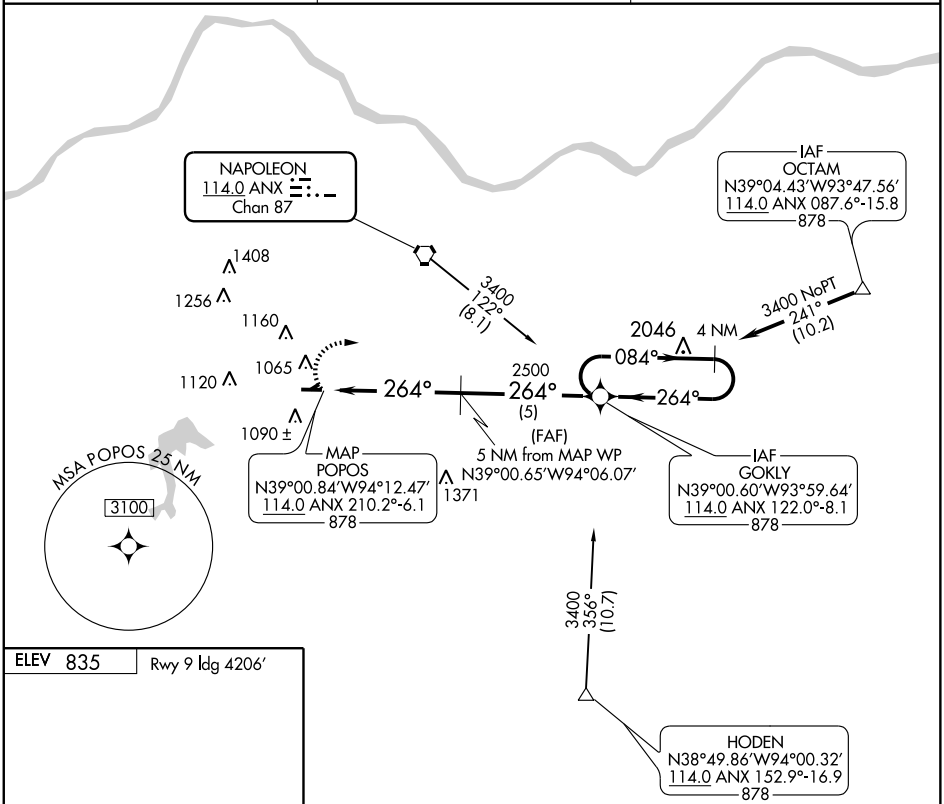
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

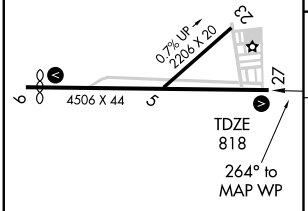
NA

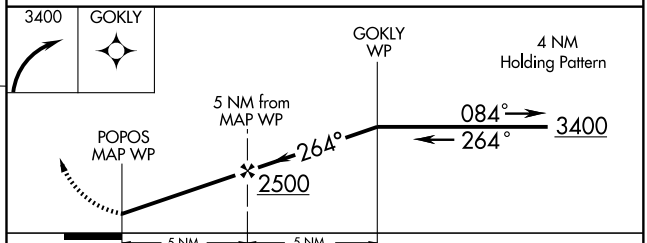
MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L



ELEV 835 Rwy 9 Idg 4206'





CATEGORY	A	B	C	D
S-23	1420-1	602 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L

MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ANX	APP CRS	Rwy Idg	2206
114.0	212°	TDZE	835
Chan 87		Apt Elev	835

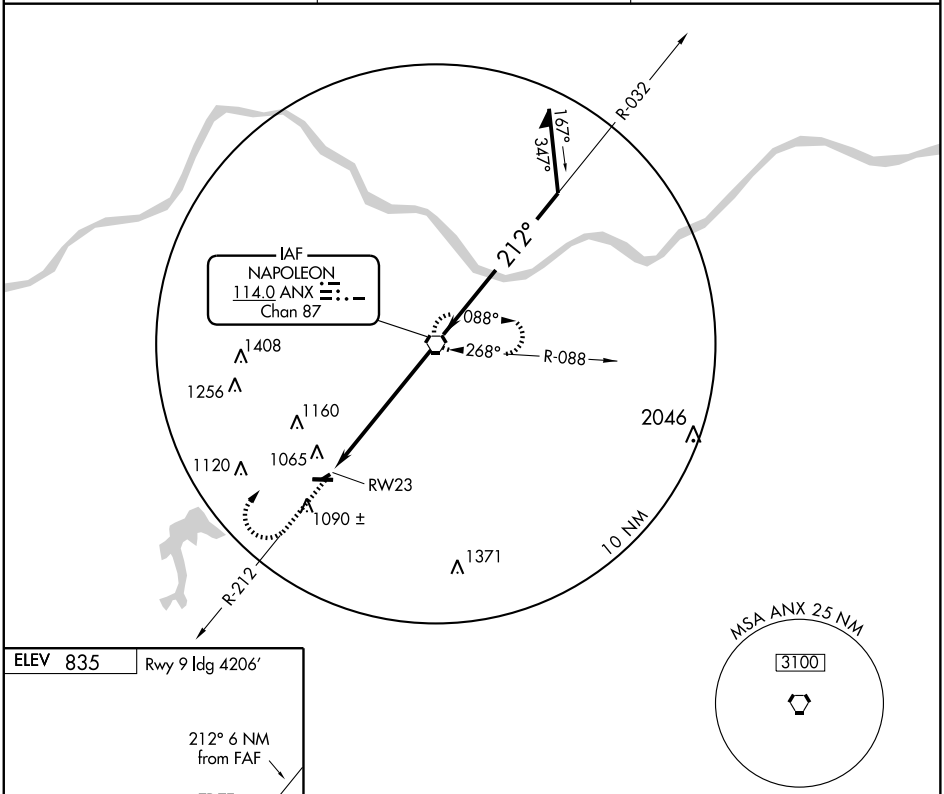
VOR or GPS RWY 23

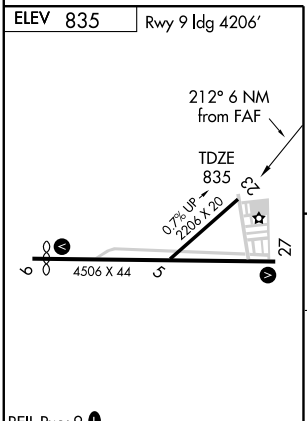
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

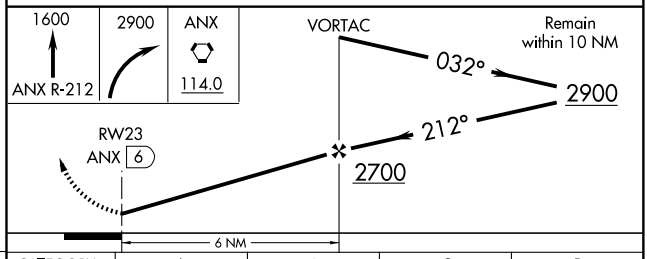
MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





REIL Rwy 9 L
MIRL Rwy 9-27 L



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-23	1400-1	565 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

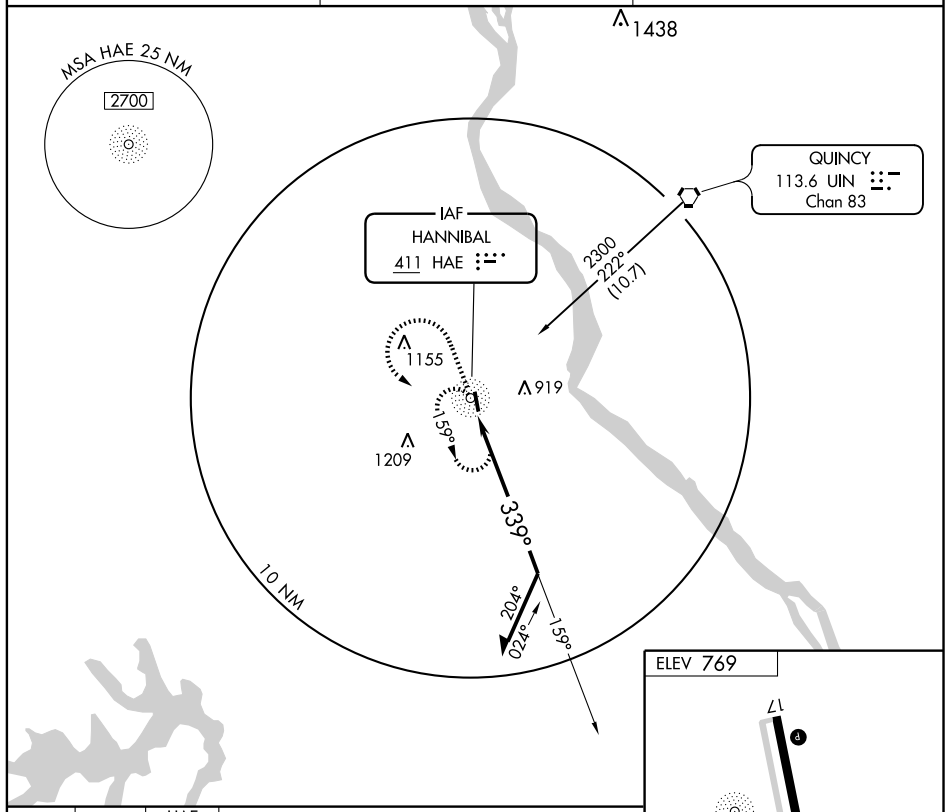
HAE NDB	APP CRS	Rwy Idg	4400
411	339°	TDZE	769
		Apt Elev	769

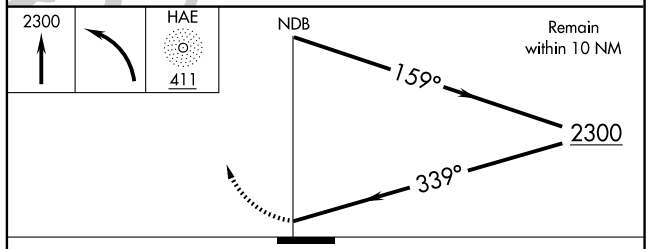
NDB RWY 35
HANNIBAL RGNL (HAE)

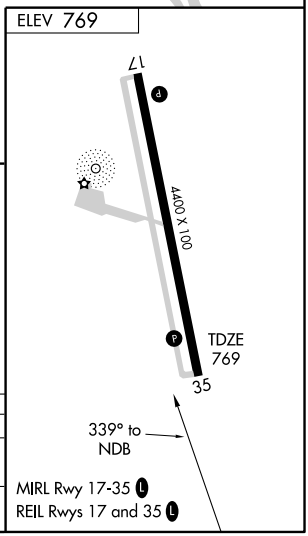
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

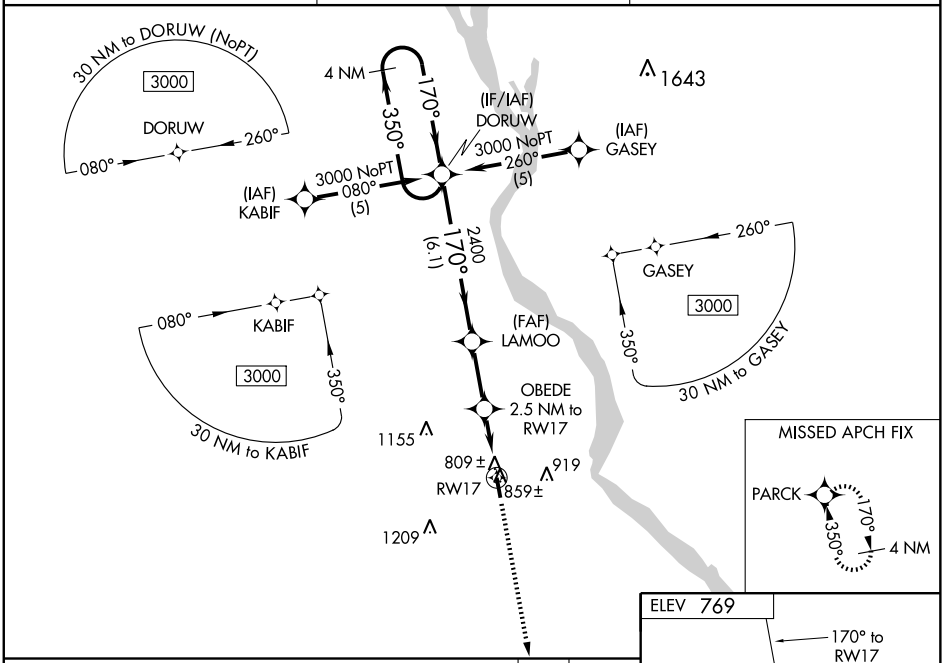
WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg 4400 TDZE 769 Apt Elev 769

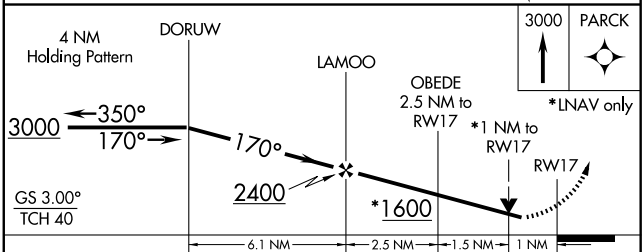
RNAV (GPS) RWY 17
HANNIBAL RGNL (HAE)

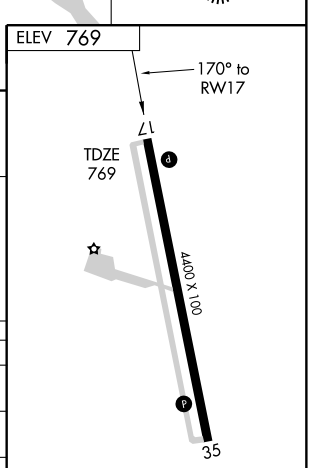
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1079-1¼ 310 (400-1¼)			NA
LNAV MDA	1120-1 351 (400-1)			NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

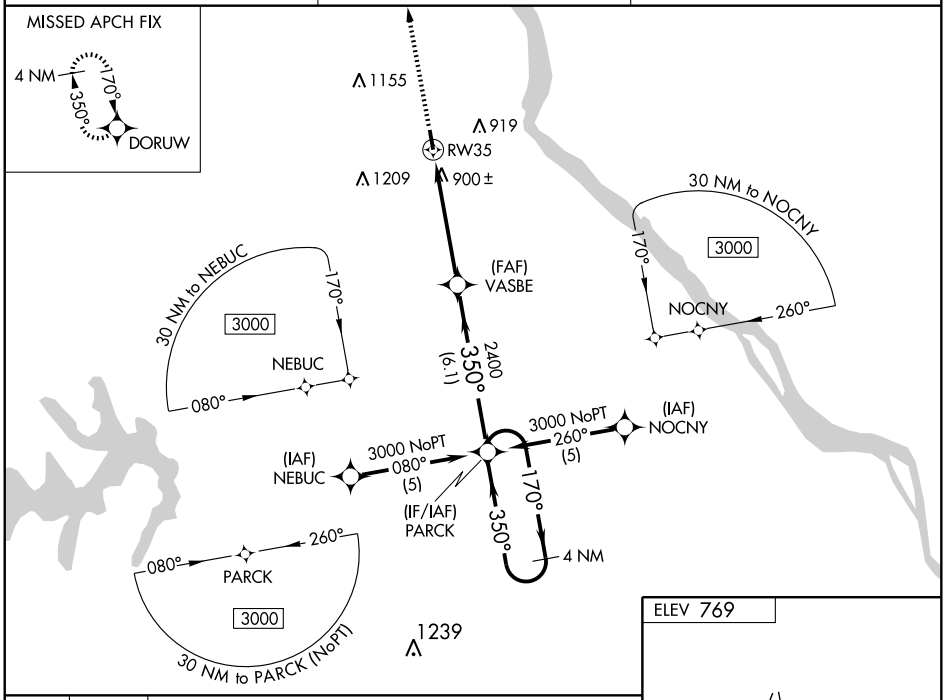
WAAS	APP CRS	Rwy Idg	4400
CH 72612	350°	TDZE	769
W35A		Apt Elev	769

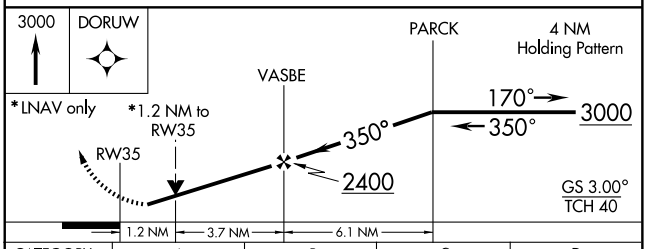
RNAV (GPS) RWY 35
HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

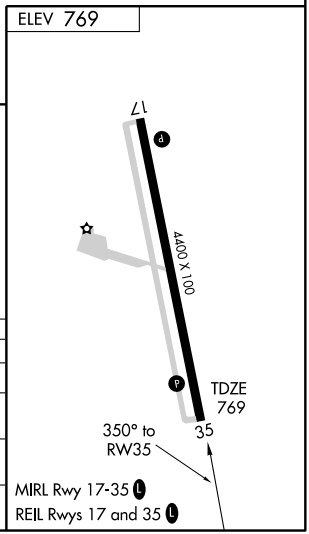
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1242-1¾ 473 (500-1¾)			NA
LNAV MDA	1200-1 431 (500-1)		1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

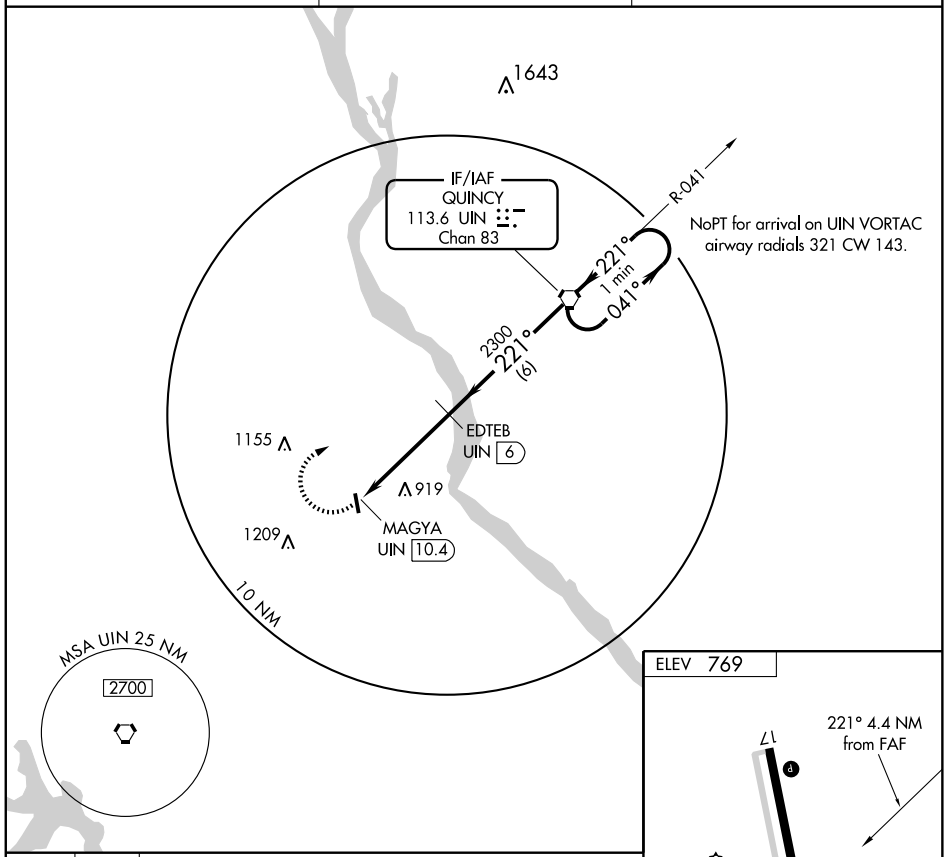
VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	221°	TDZE	N/A
Chan 83		Apt Elev	769

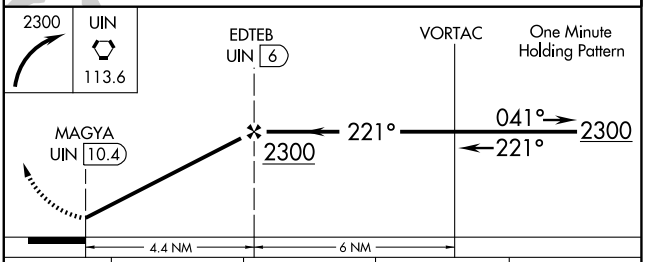
VOR/DME-A
HANNIBAL RGNL (HAE)

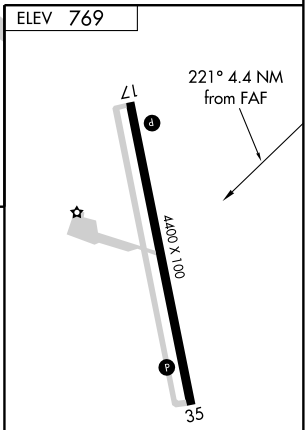
When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4000
173°	TDZE	915
	Apt Elev	915

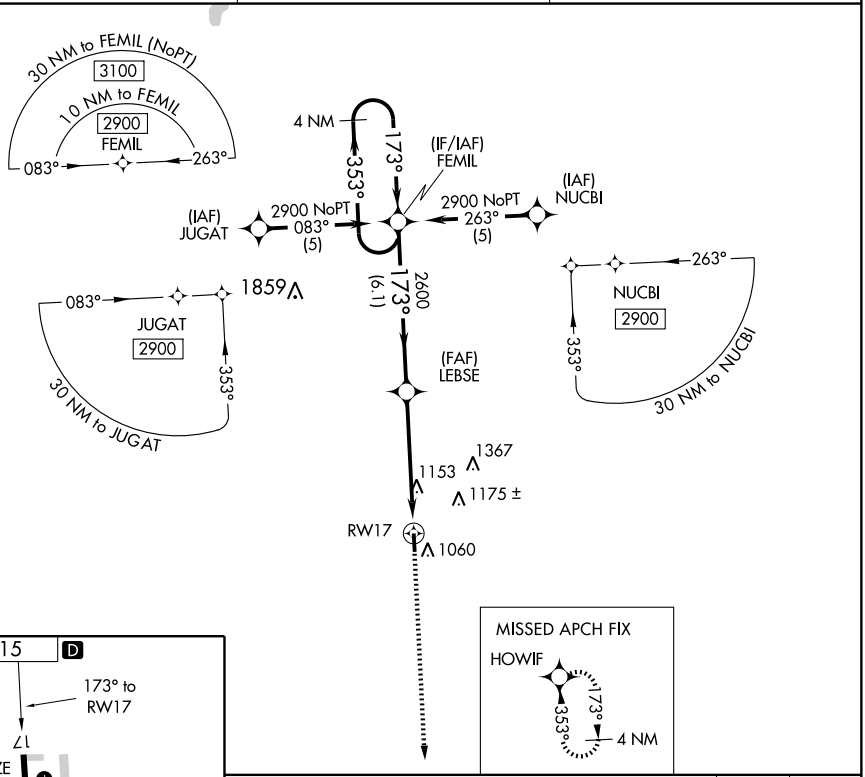
RNAV (GPS) RWY 17

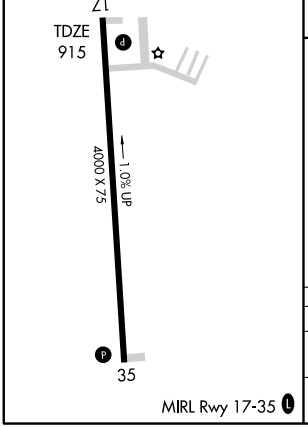
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

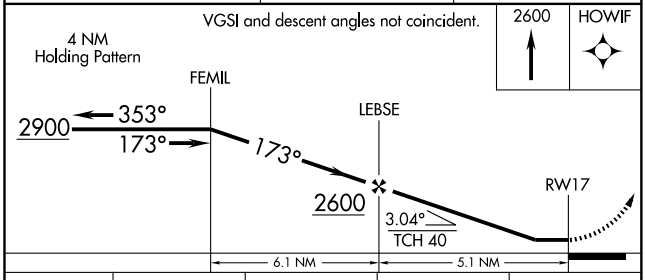
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	505 (600-1)	1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69406	353°	TDZE	900
W35A		Apt Elev	915

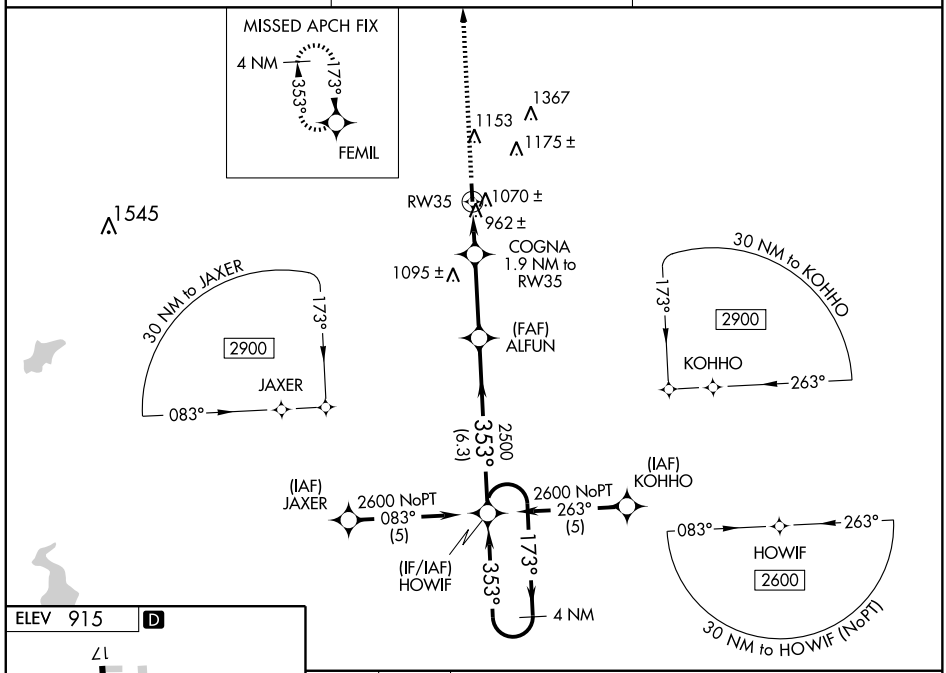
RNAV (GPS) RWY 35

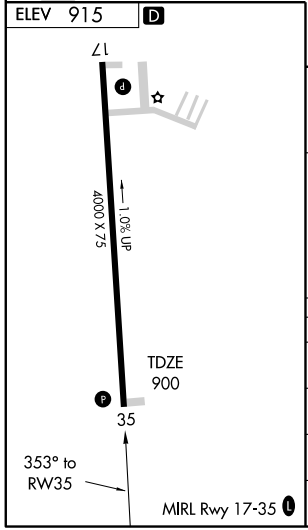
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

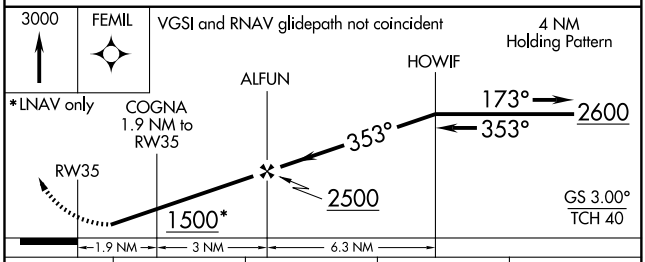
BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1¾ 430 (500-1¾)			NA
LNAV MDA	1320-1 420 (500-1)		1320-1¼ 420 (500-1¼)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BUM 115.9 Chan 106	APP CRS 012°	Rwy Idg 4000 TDZE 900 Apt Elev 915

VOR/DME RWY 35

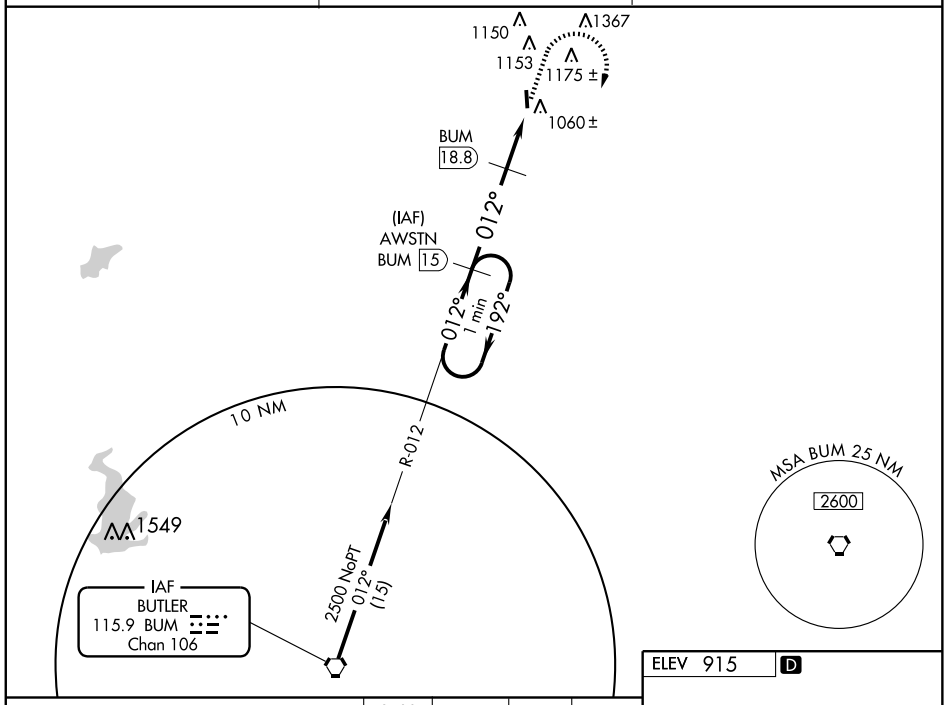
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

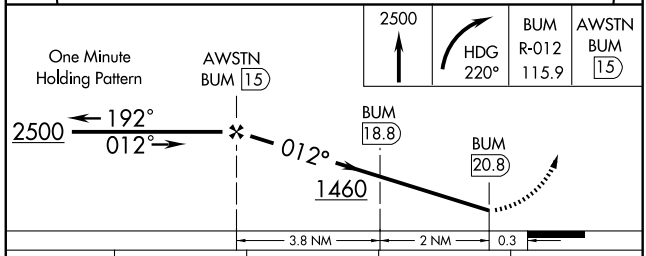
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L





2500	HDG 220°	BUM R-012 115.9	AWSTN BUM 15

CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA

ELEV 915 D



MIRL Rwy 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

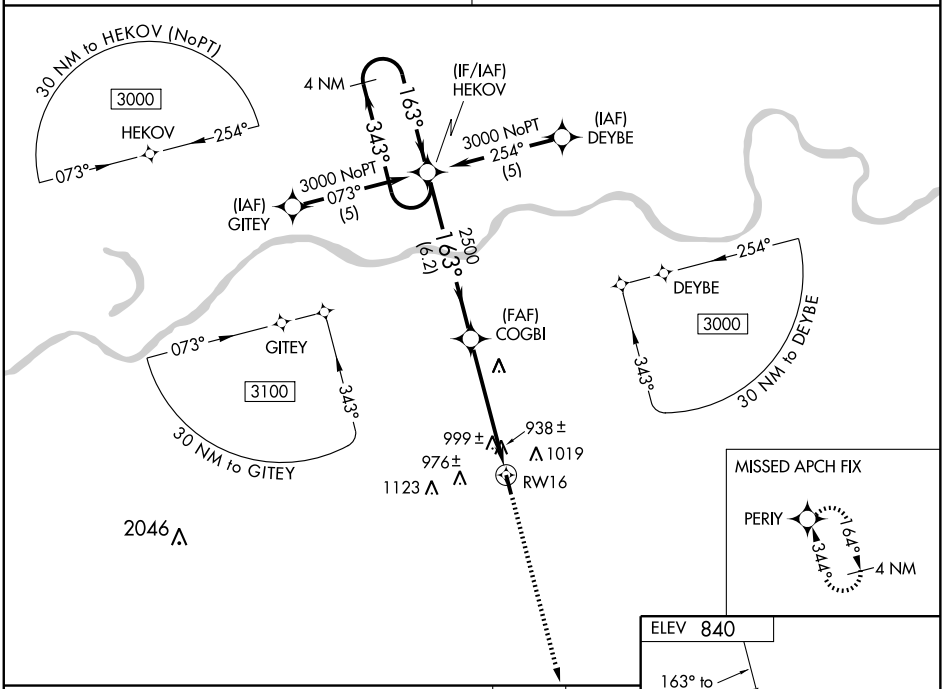
WAAS	APP CRS	Rwy Idg	4400
CH 86601	163°	TDZE	840
W16A		Apt Elev	840

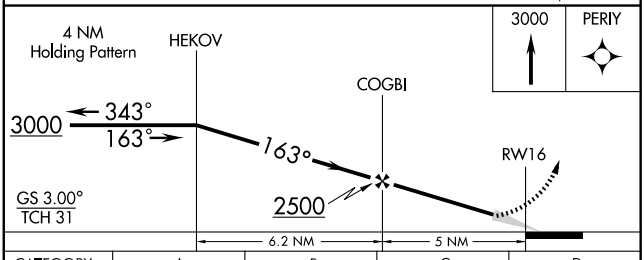
RNAV (GPS) RWY 16
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

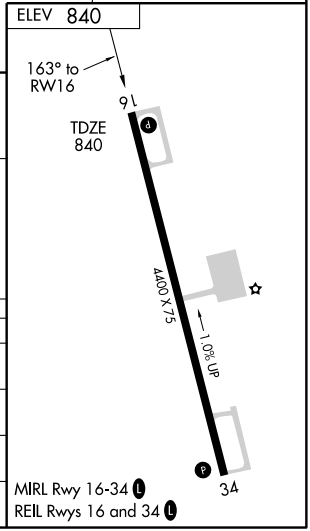
DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)		1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

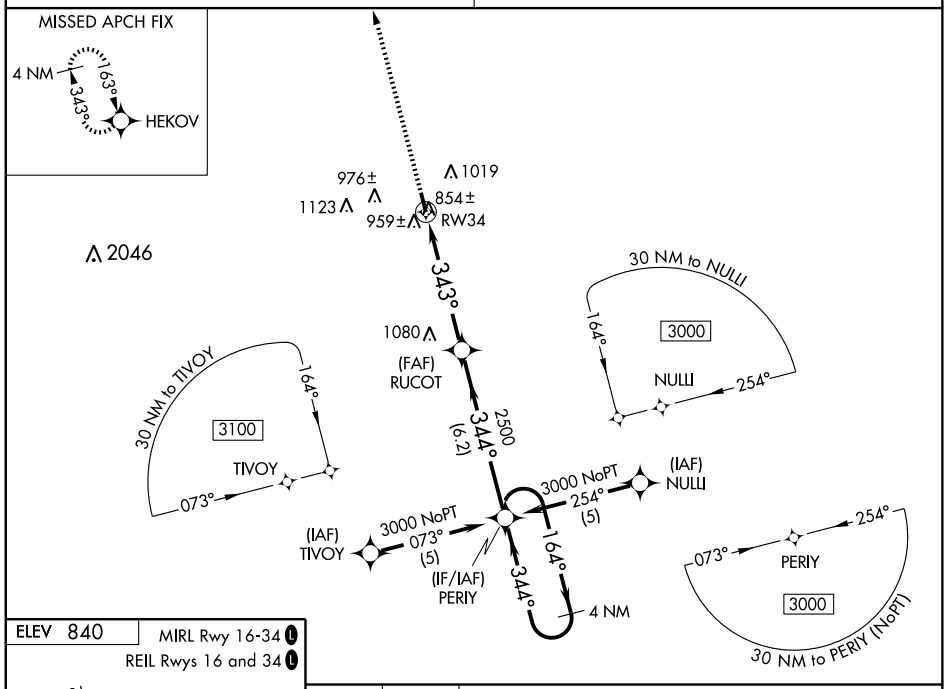
WAAS CH 45901 W34A	APP CRS 343°	Rwy ldg 4400 TDZE 826 Apt Elev 840

RNAV (GPS) RWY 34
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

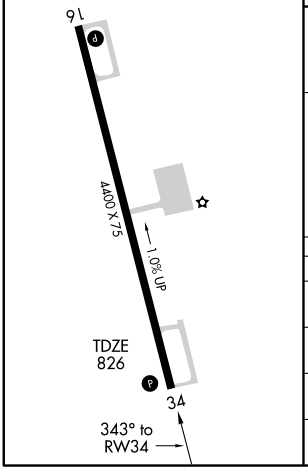
DME/DME RNP-0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

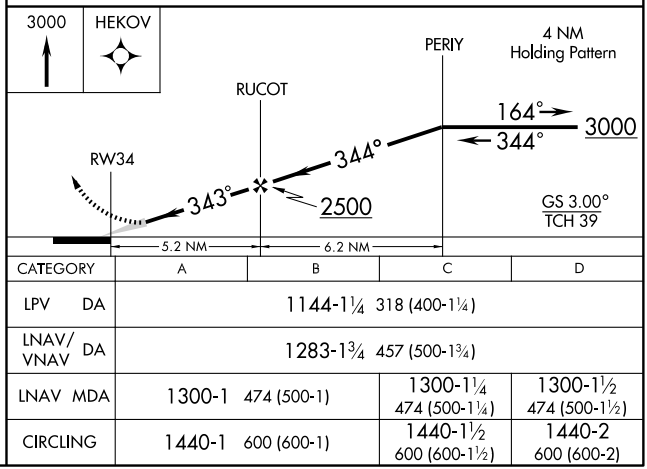
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L



ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L





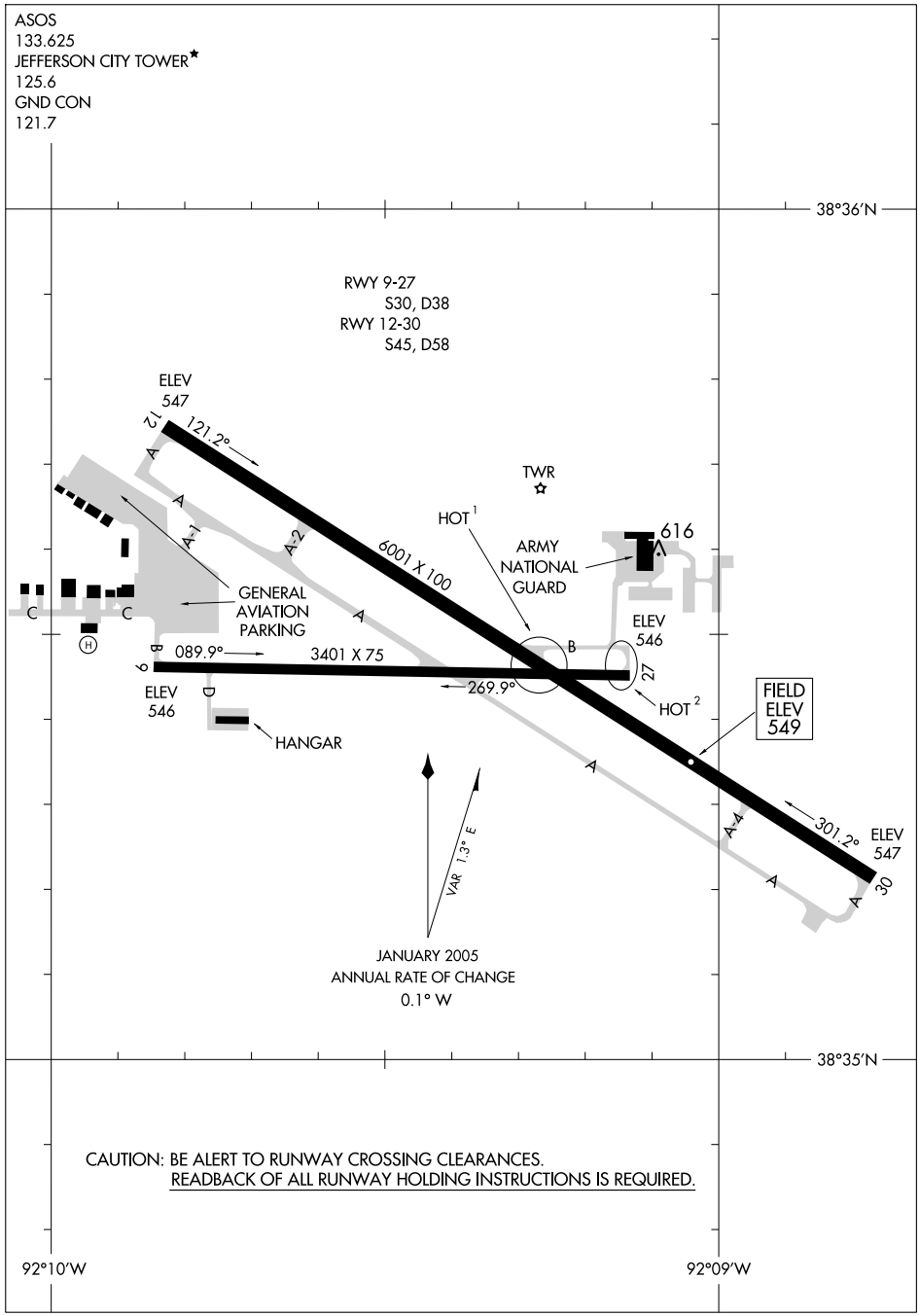
CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30

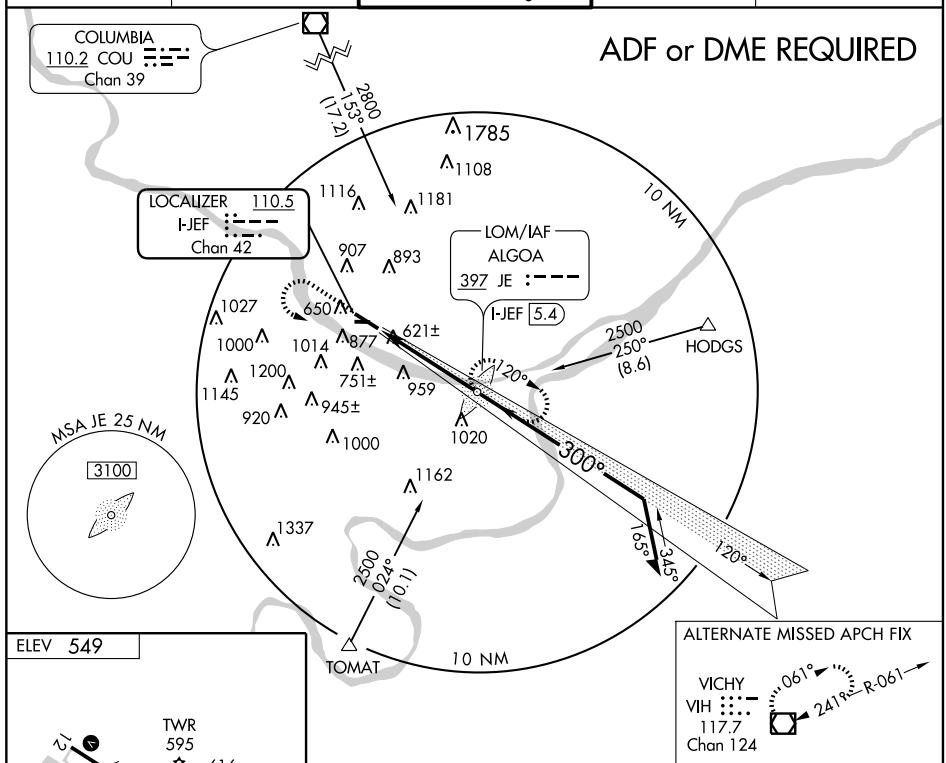
JEFFERSON CITY MEMORIAL (JEF)

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95

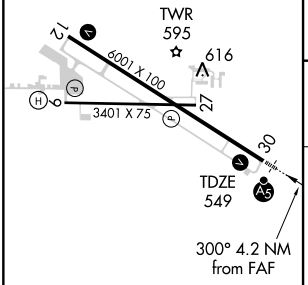


ALTERNATE MISSED APCH FIX

VICHY
VIH
117.7
Chan 124

061°
241°
R-061

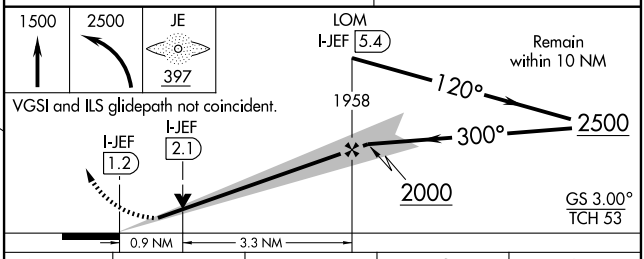
ELEV 549



REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1 731 (800-1)		1280-2 731 (800-2)	1320-2½ 771 (800-2½)

NC-3. 08 APR 2010 to 06 MAY 2010

NDB ONH	APP CRS	Rwy Idg	6001
515	120°	TDZE	547
		Apt Elev	549

NDB RWY 12

JEFFERSON CITY MEMORIAL (JEF)

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95

IAF HALLSVILLE 114.2 HLV Chan 89

COLUMBIA 110.2 COU Chan 39

2900 NoPT 203° (27.1)

3000 184° (10.5)

300° 165° 345° Lead Brg 132° 120° 106° Lead Brg

GIBSN

2000 119° (9)

2037

3000 NoPT 023° (8.9)

(IAF) MIZZU

R-203

IAF NOAH 515 ONH

LOM ALGOA 397 JE

120° 300°

10 NM

MSA ONH 25 NM 3100

1785 1770 1108 1116 1181 907 893 1027 650 1000 1014 877 1200 1145 751± 959 920 945± 1020 1000 1162 1337

ELEV 549

120° 4.5 NM from FAF

TDZE 547

TWR 595

616

6001 X 100

3401 X 75

12 27 30

A5

Remain within 10 NM

NDB

300° 120°

2500

2.92° TCH 45

2000

VGSI and descent angles not coincident.

2500 JE 397

4.5 NM

REIL Rwys 9, 12, and 27

MIRL Rwy 9-27

HIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2¼ 693 (700-2¼)
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2½ 771 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3. 08 APR 2010 to 06 MAY 2010

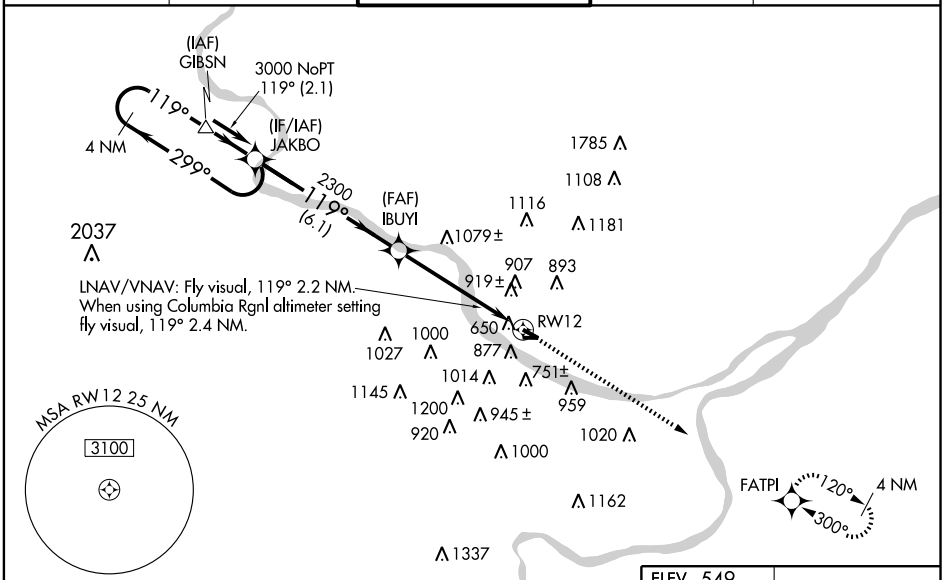
WAAS CH 49005 W12A	APP CRS 119°	Rwy Idg 6001 TDZE 547 Apt Elev 549

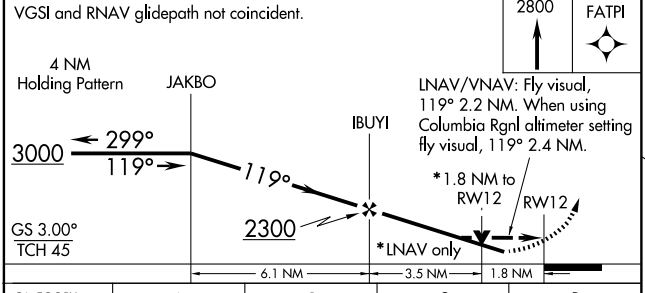
RNAV (GPS) RWY 12
JEFFERSON CITY MEMORIAL (JEF)

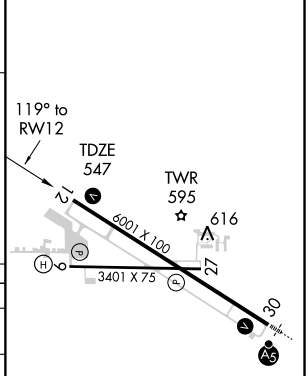
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)		1260-2 713 (800-2)	1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6001
CH 86410	300°	TDZE	549
W30A		Apt Elev	549

RNAV (GPS) RWY 30

JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

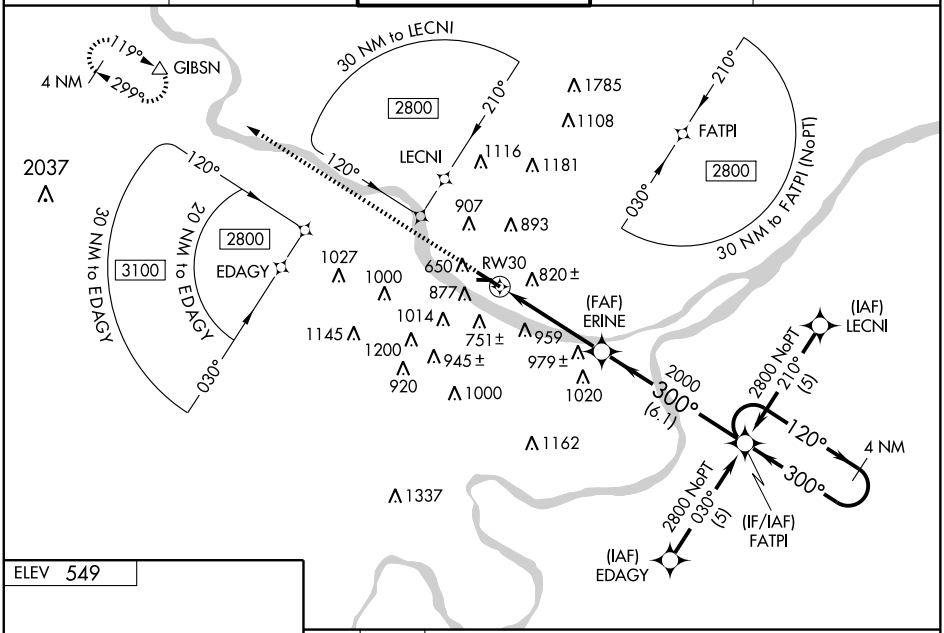
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

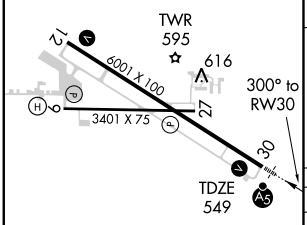
MALSR

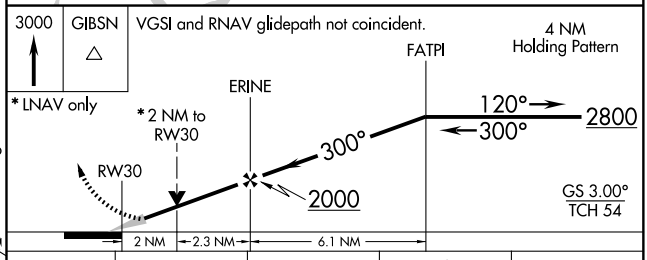
MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95



ELEV 549





CATEGORY	A	B	C	D
LPV DA	799-½ 250 (300-½)			
LNAV/VNAV DA	1322-2¼ 773 (800-2¼)			
LNAV MDA	1240-½ 691 (700-½)		1240-1½ 691 (700-1½)	1240-1¾ 691 (700-1¾)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

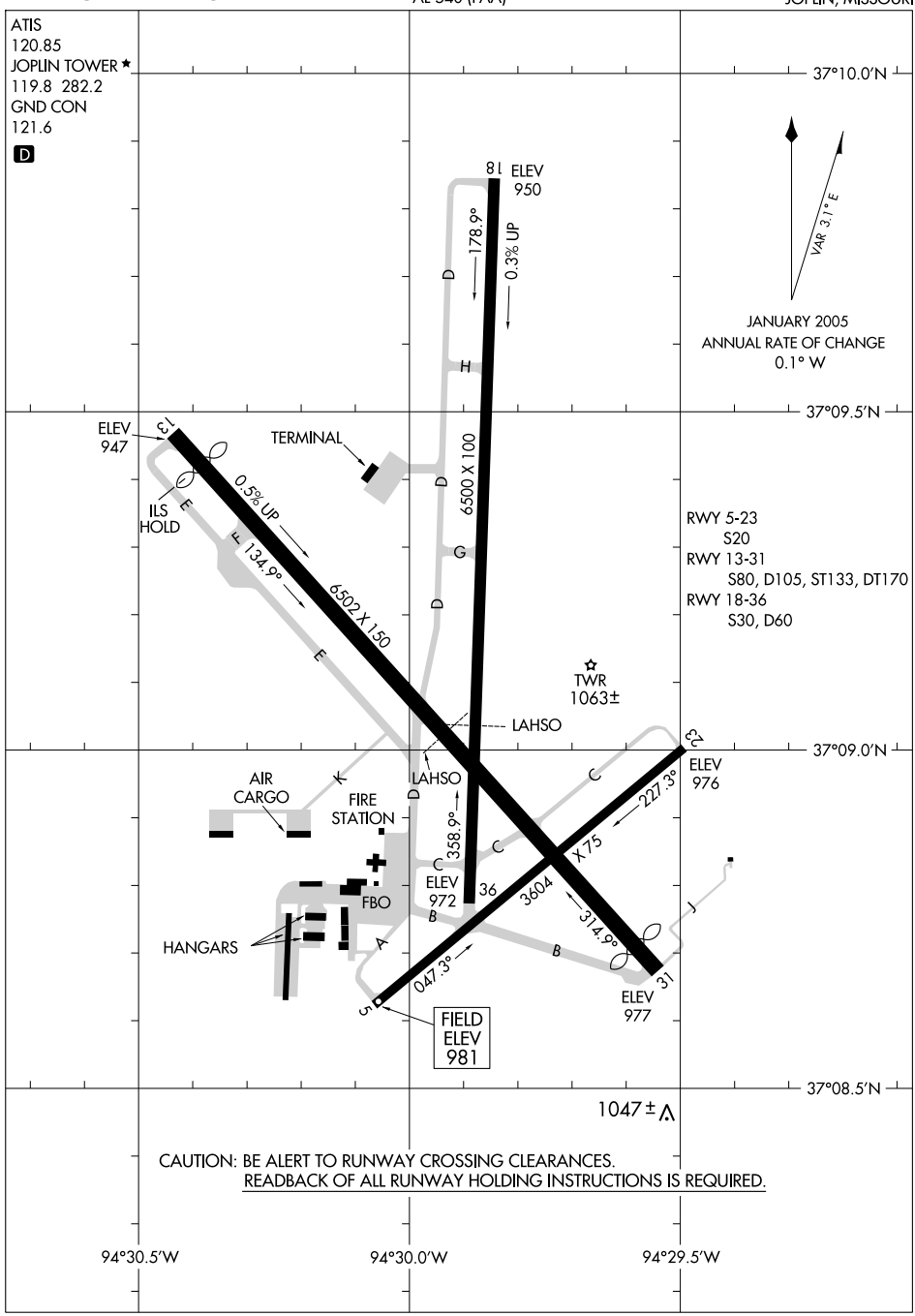
REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JQX	APP CRS	Rwy Idg 6500
108.9	178°	TDZE 965
Chan 26		Apt Elev 981

ILS or LOC/DME RWY 18

JOPLIN RGNL (JLN)

MALSR

MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

ALTERNATE MISSED APCH FIX

134° 314°

LUNNS
344 JL

358° 1 min 178°

(IAF)
MITBY INT
I-JQX 12.2

15 NM

R-063

2600 178° (6)

117.6 OSW
Chan 123

1450 YUHAX
I-JQX 6.2

2049

LOM
LUNNS
344 JL

1109 1138 1240 1956± 2056

1239 1196 1463

LOCALIZER 108.9
I-JQX
Chan 26

MSA EOS 25 NM
3100

3100 to MITBY
348° (30.4)

R-343

R-303 123° 303°

NEOSHO
117.3 EOS
Chan 120

ELEV 981 D

178° 5 NM from FAF

18 A5 d TDZE 965

1030± 0.3% UP 6500 X 100

6502 X 150 0.5% UP

1035± 1063

23 X75 3604 S

36 S 31

1032± 1040±

MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

3100 178°

EOS R-343 117.3

EOS 117.3

MITBY INT I-JQX 12.2

YUHAX I-JQX 6.2

I-JQX 1.3

I-JQX 2.4

2600

One Minute Holding Pattern

358° 178° 3100

2600

GS 3.00° TCH 46

1.1 NM 3.9 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 18	1165/24 200 (200-½)			
S-LOC 18	1340/24 375 (400-½)			1340/40 375 (400-¾)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-JLN	APP CRS	Rwy Idg	5802
110.3	134°	TDZE	968
		Apt Elev	981

ILS or LOC/NDB RWY 13

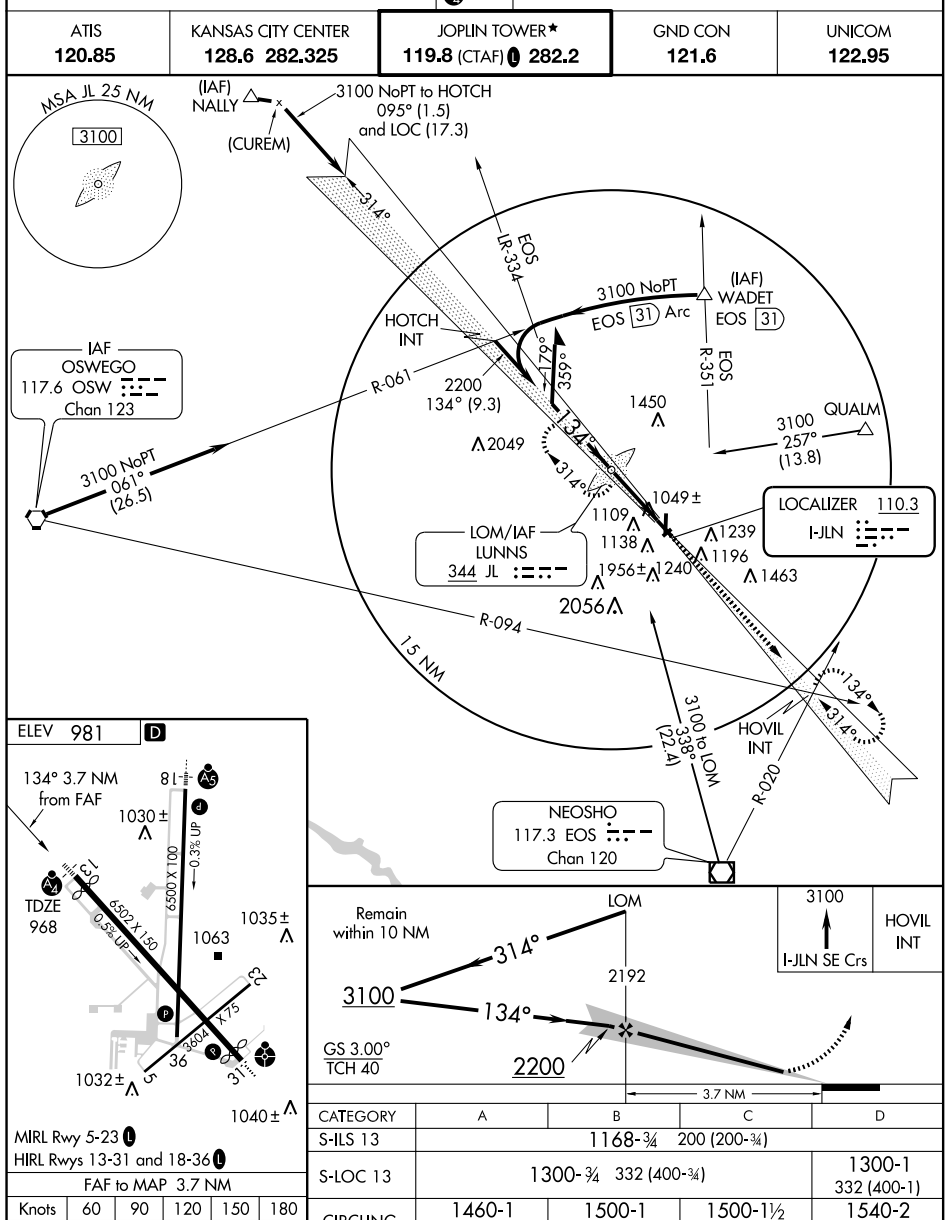
JOPLIN RGNL (JLN)

MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95



FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-ILS 13	1168-¾ 200 (200-¾)			
S-LOC 13	1300-¾ 332 (400-¾)			1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-JLN	APP CRS	Rwy Idg	5802
110.3	314°	TDZE	978
		Apt Elev	981

LOC BC RWY 31
JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

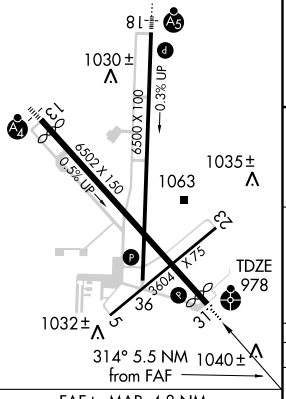
ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

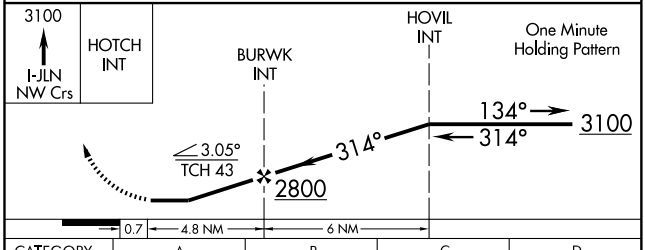
MSA EOS 25 NM
3100

1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1239
1138
1196
3100 to HOVIL
134° (8.1)
1956±
1240
DROOP
1463
2056
3100 to HOVIL
094°
(42.8)
BURWK INT
2800
(6)
R-094
314°
134°
1 min
(IF/IAF)
HOVIL INT
R-020
R-357
10 NM
BACK COURSE
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

ELEV 981
D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5802 TDZE 968 Apt Elev 981

RNAV (GPS) RWY 13

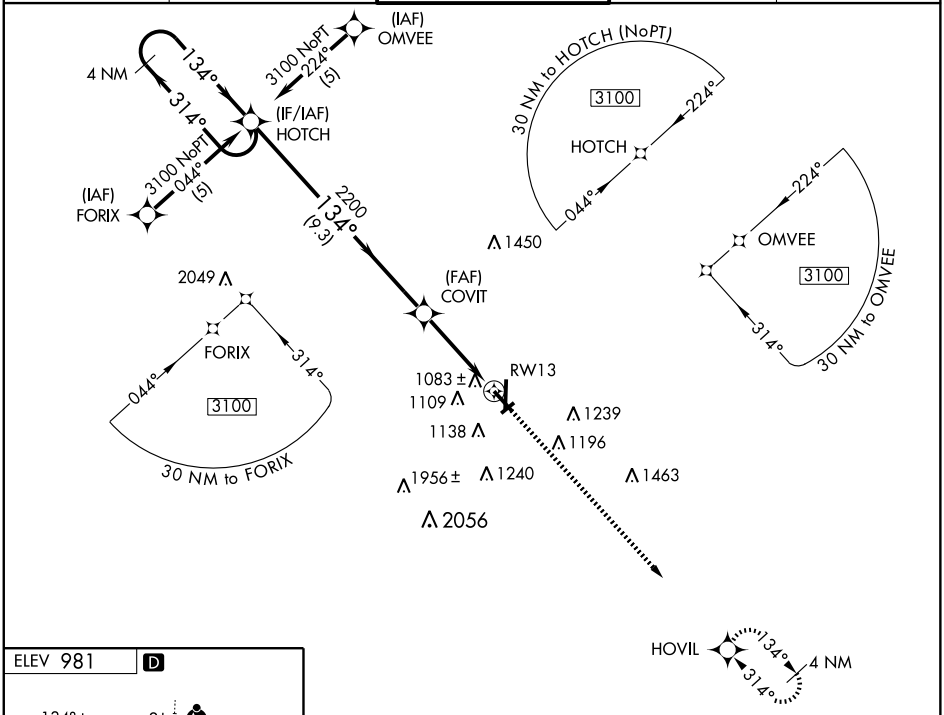
JOPLIN RGNL (JLN)

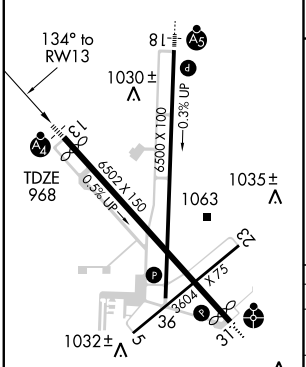
MALSF (NSTD) 1368'.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

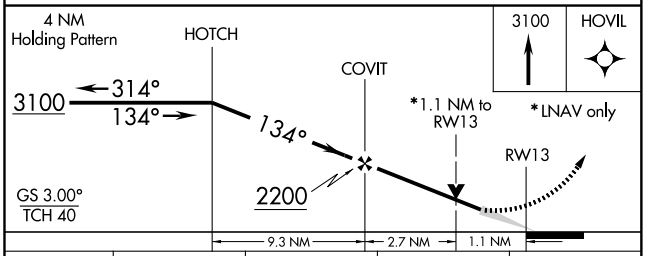
MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)
LNAV/VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1500-1½ 519 (600-1½)		1540-2 559 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6500
CH 97309	178°	TDZE	965
W18A		Apt Elev	981

RNAV (GPS) RWY 18

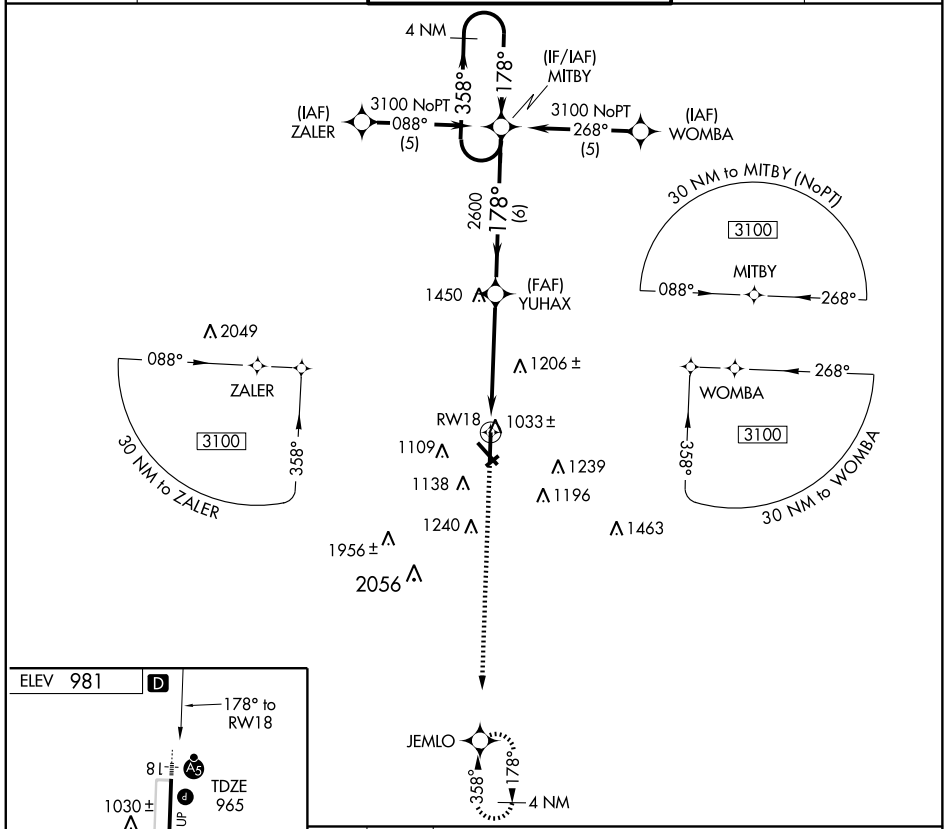
JOPLIN RGNL (JLN)

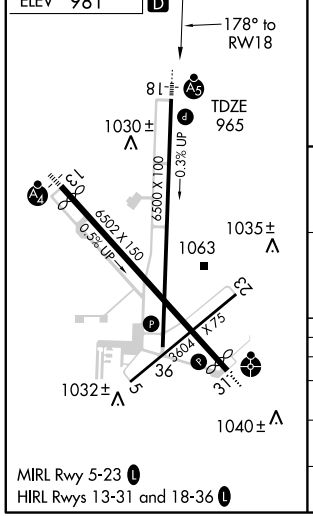
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

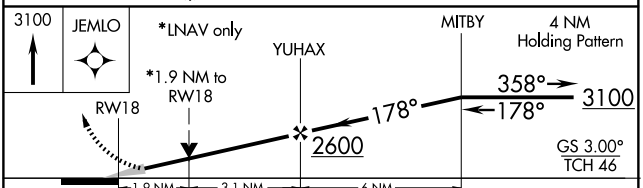
MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220/24 255 (300-½)			
LNAV/VNAV DA	1460/60 495 (500-1¼)			
LNAV MDA	1600/24 635 (700-½)		1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)			1600-2 619 (700-2)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5802
314°	TDZE	978
	Apt Elev	981

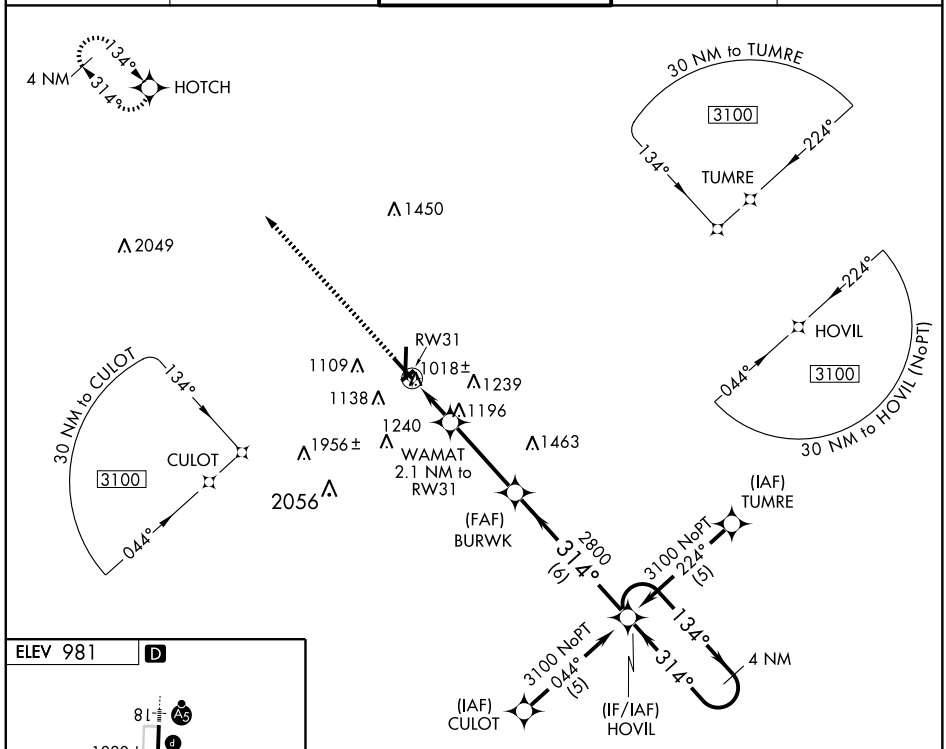
RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

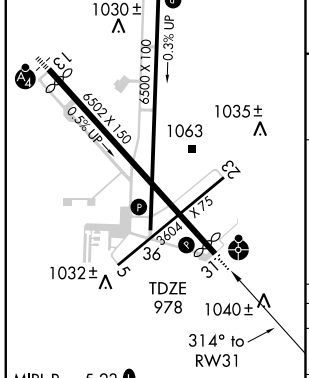
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438′.
Inoperative table does not apply.

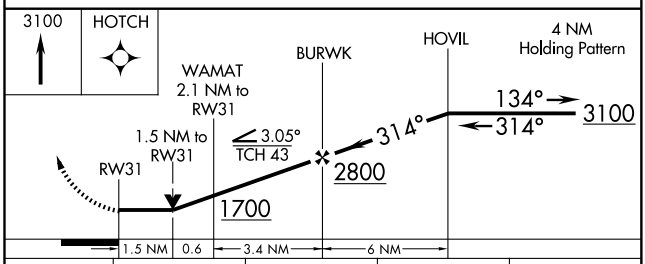
ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6500
358°	TDZE	972
	Apt Elev	981

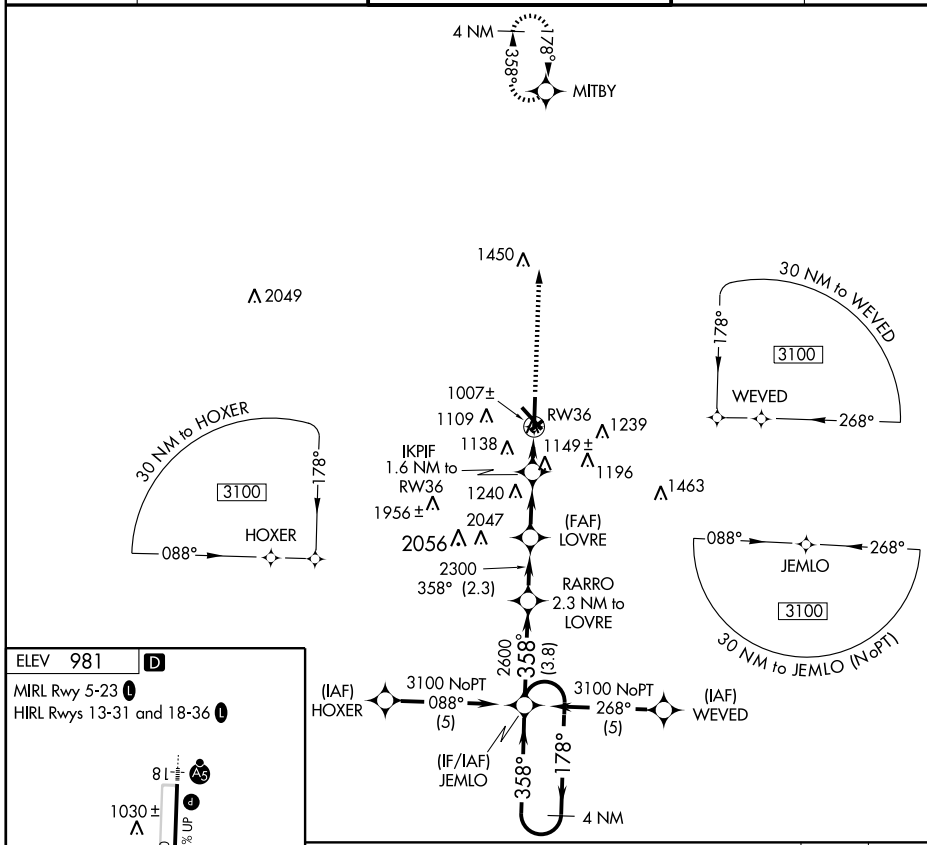
RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

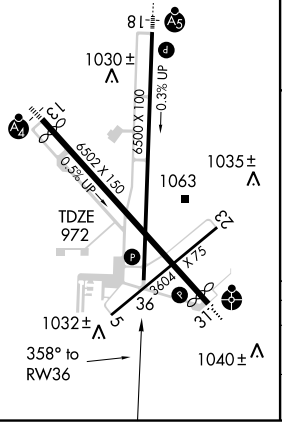
ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

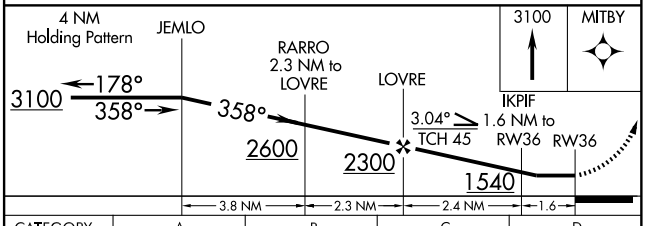


ELEV 981 D

MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 428 (500-1)		1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

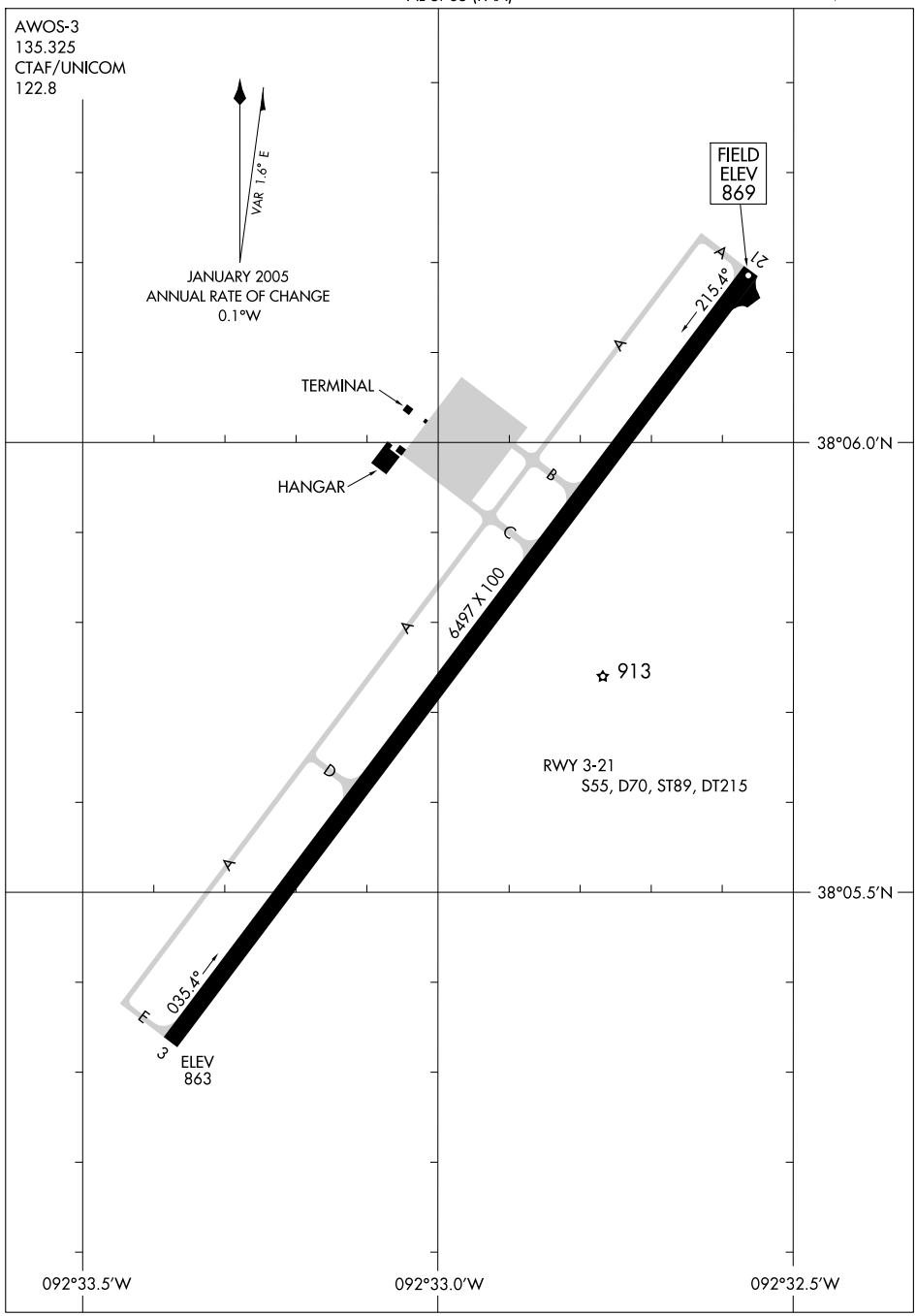
NC-3. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

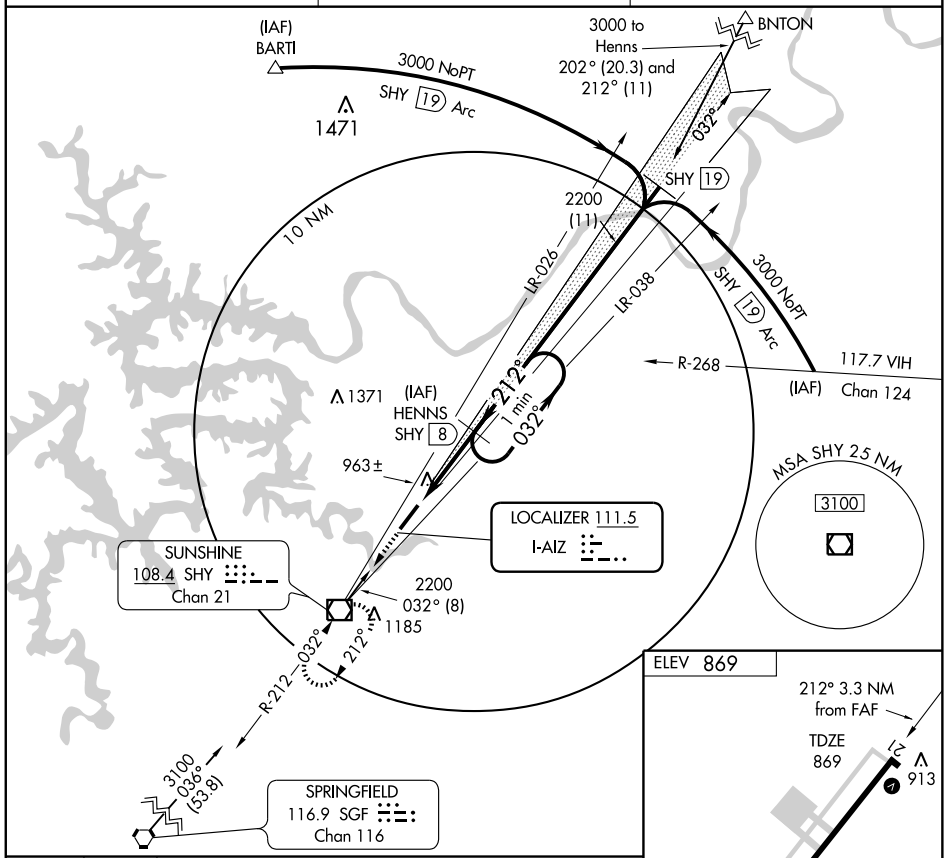
LOC I-AIZ	APP CRS	Rwy Idg	6497
111.5	212°	TDZE	869
		Apt Elev	869

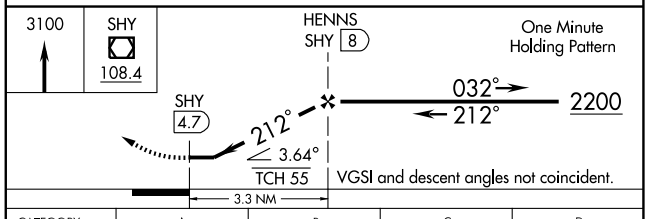
LOC/DME RWY 21

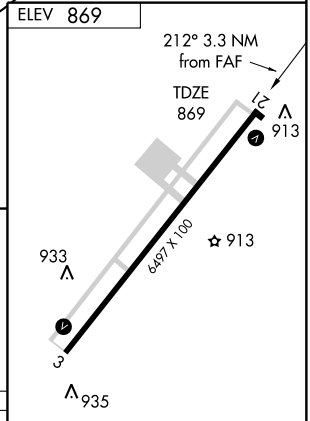
KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1220-1 351 (400-1)			NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 65901	032°	Rwy Idg	6497
W03A		TDZE	863
		Apt Elev	869

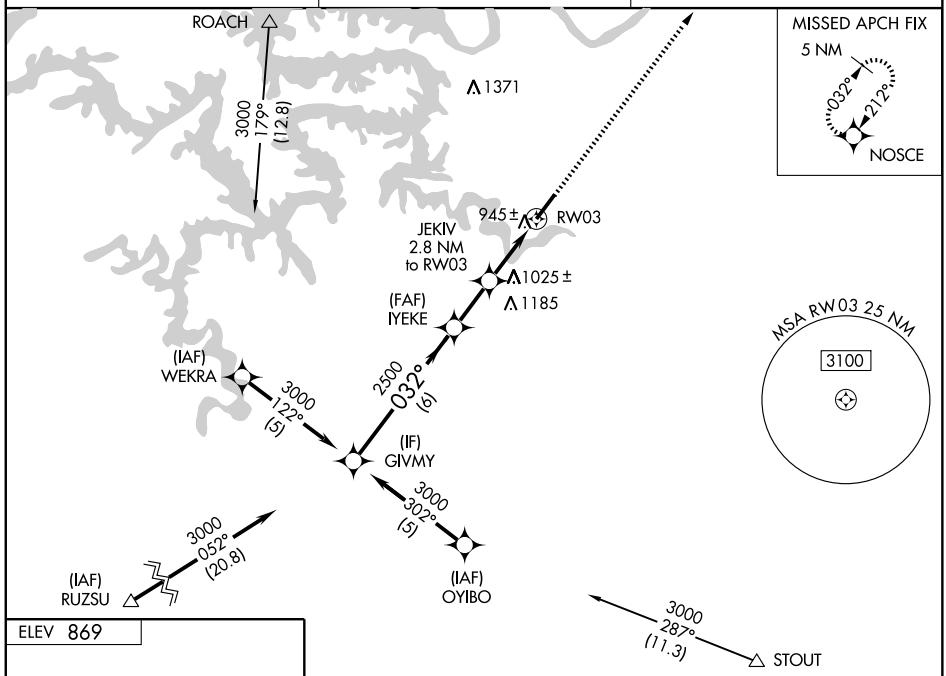
RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

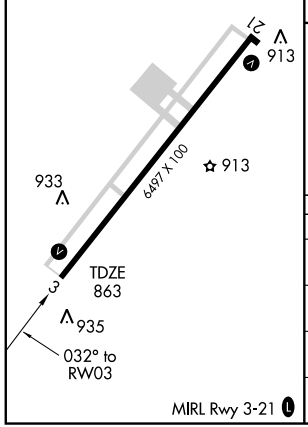
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

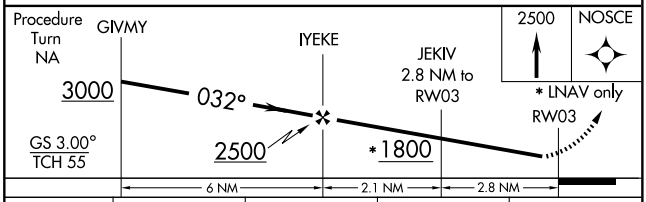
MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



Procedure NA for arrivals at Stout via V14-88 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1142-1 279 (300-1)			NA
LNAV/ VNAV DA	1214-1¼ 351 (400-1¼)			NA
LNAV MDA	1280-1 417 (500- 1)		1280-1¼ 417 (500-1¼)	NA
CIRCLING	1400-1¼ 531 (600-1¼)		1440-1½ 571 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6497
212°	TDZE	869
	Apt Elev	869

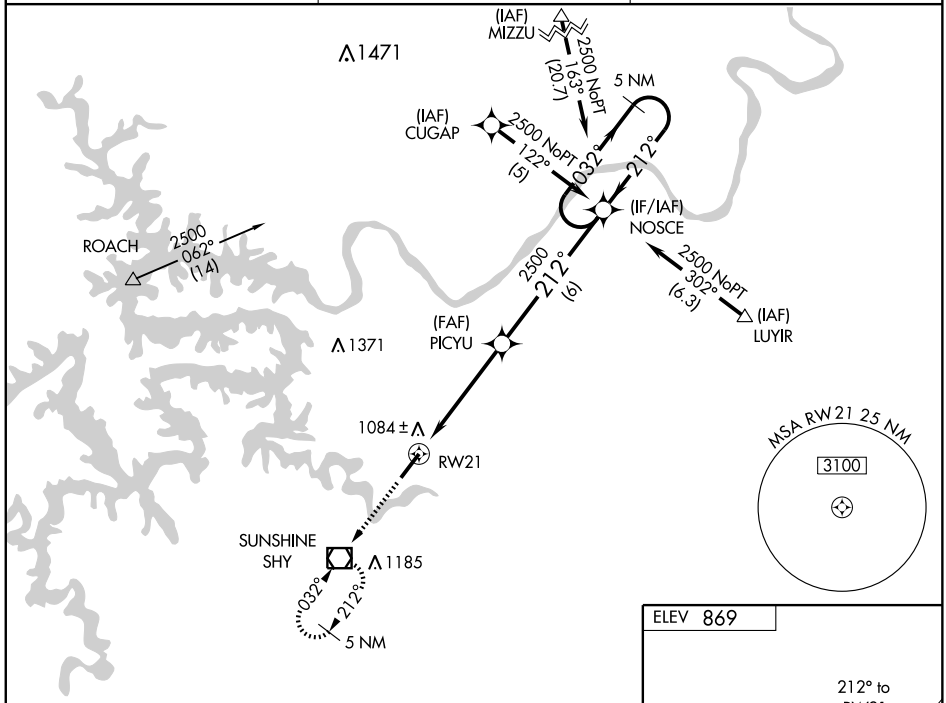
RNAV (GPS) RWY 21

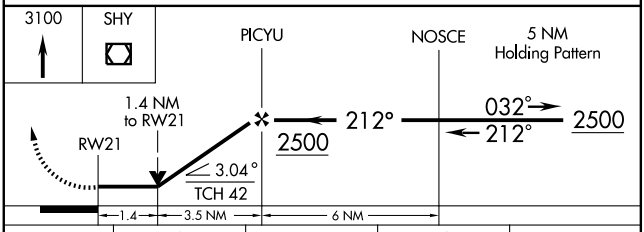
KAISER/ LEE C. FINE MEMORIAL (AIZ)

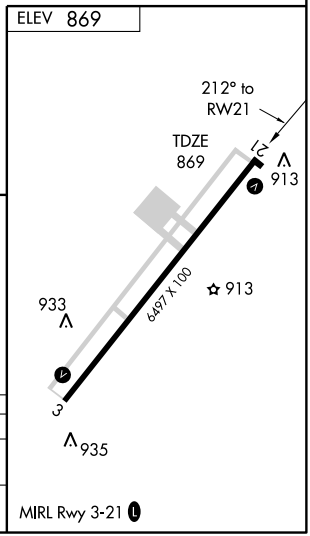
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 471 (500-1)		1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME SHY	APP CRS	Rwy Idg	6497
108.4	032°	TDZE	863
Chan 21		Apt Elev	869

VOR RWY 3

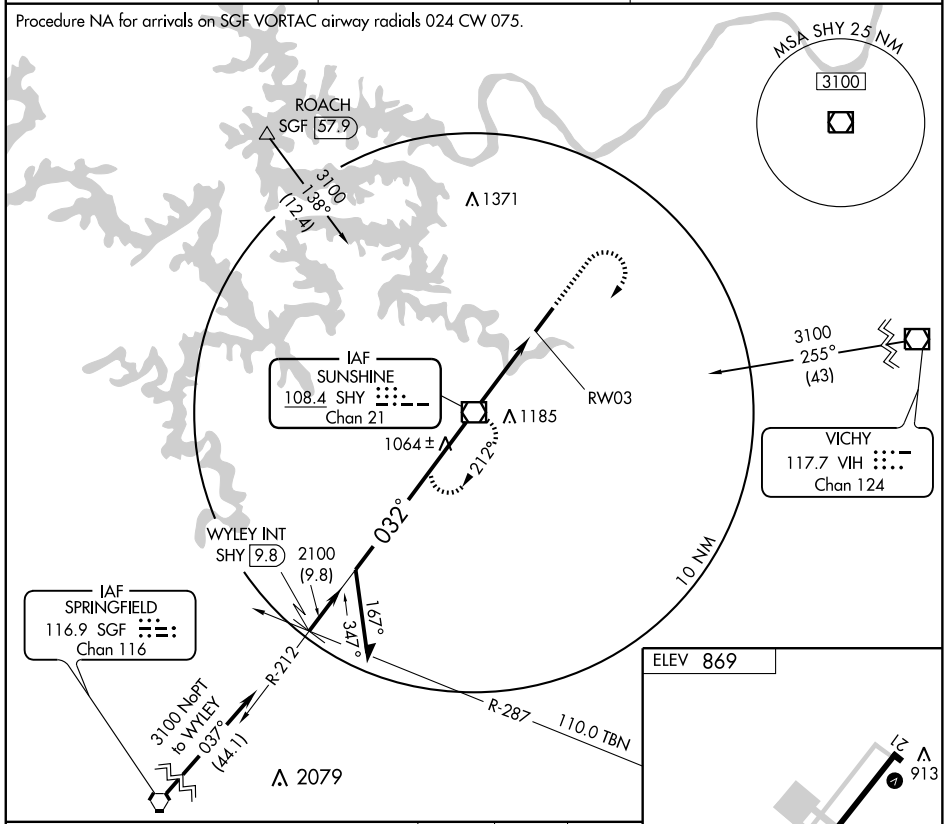
KAISER/ LEE C. FINE MEMORIAL (AIZ)

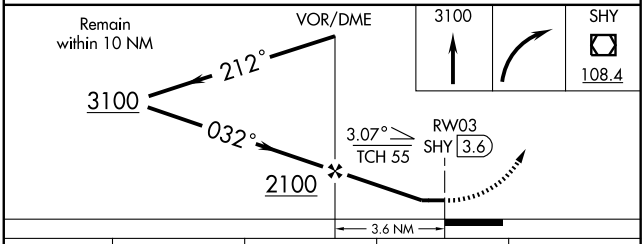
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/ circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

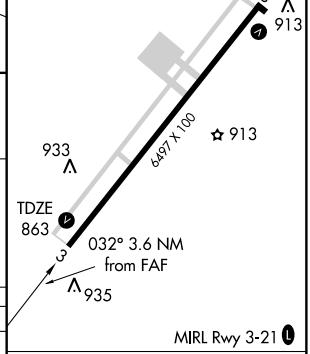
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.







CATEGORY	A	B	C	D
S-3	1320-1	457 (500-1)	1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA

FAF to MAP 3.6 NM

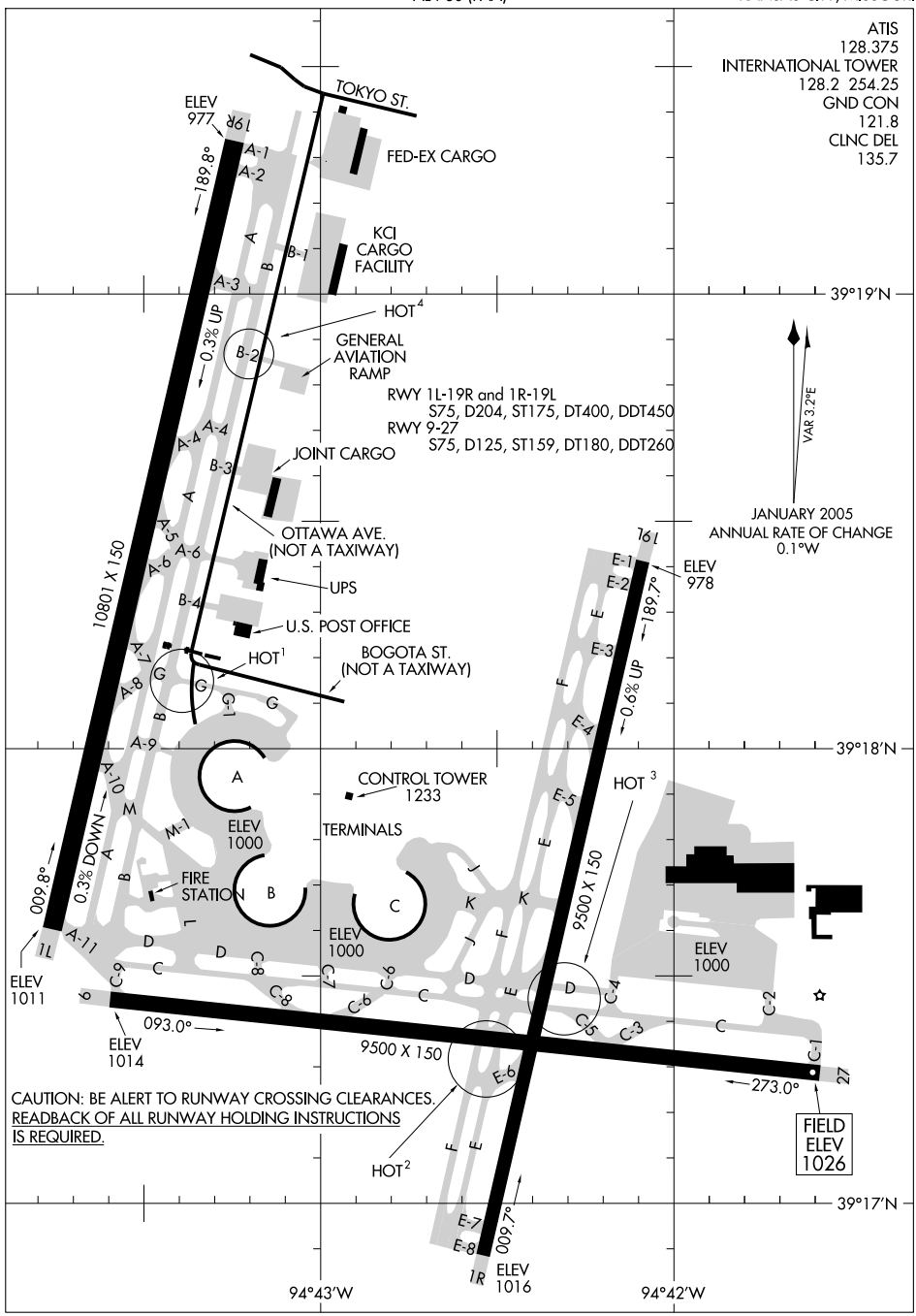
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3. 08 APR 2010 to 06 MAY 2010

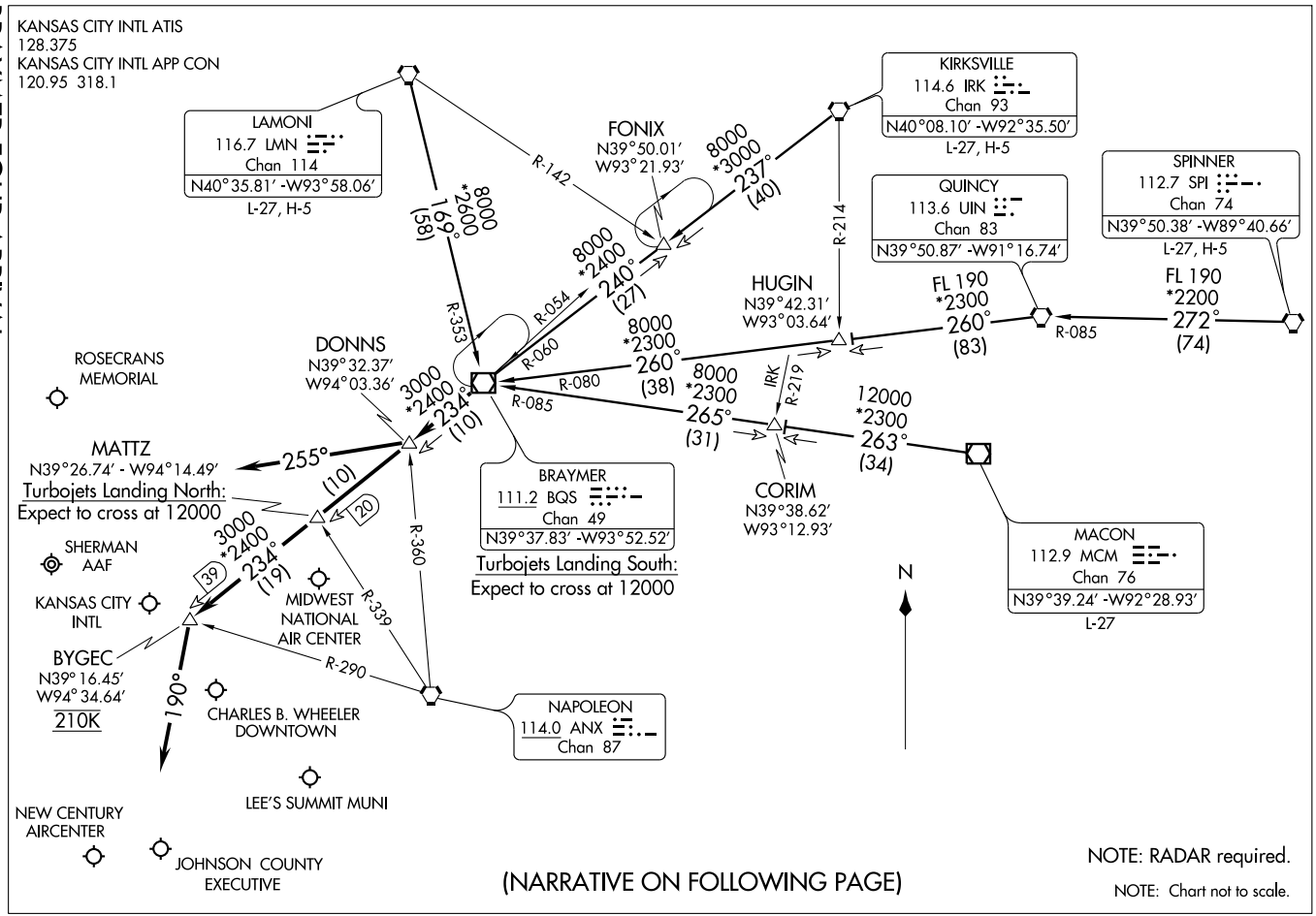
AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

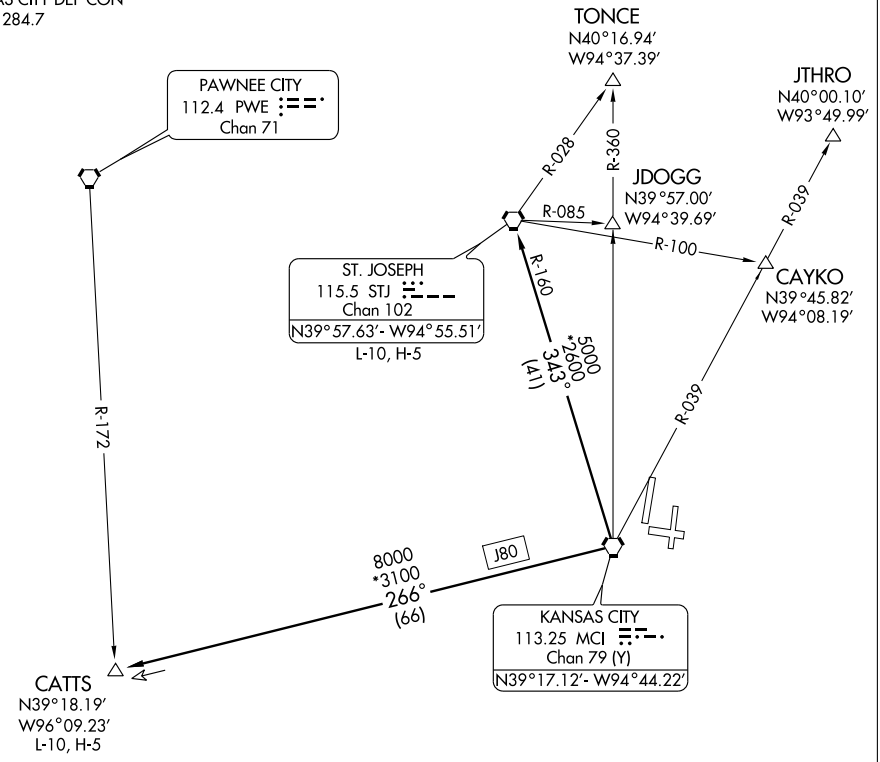
NC-3, 08 APR 2010 to 06 MAY 2010

CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-DOT	APP CRS	Rwy Idg	10801
110.5	008°	TDZE	1011
		Apt Elev	1026

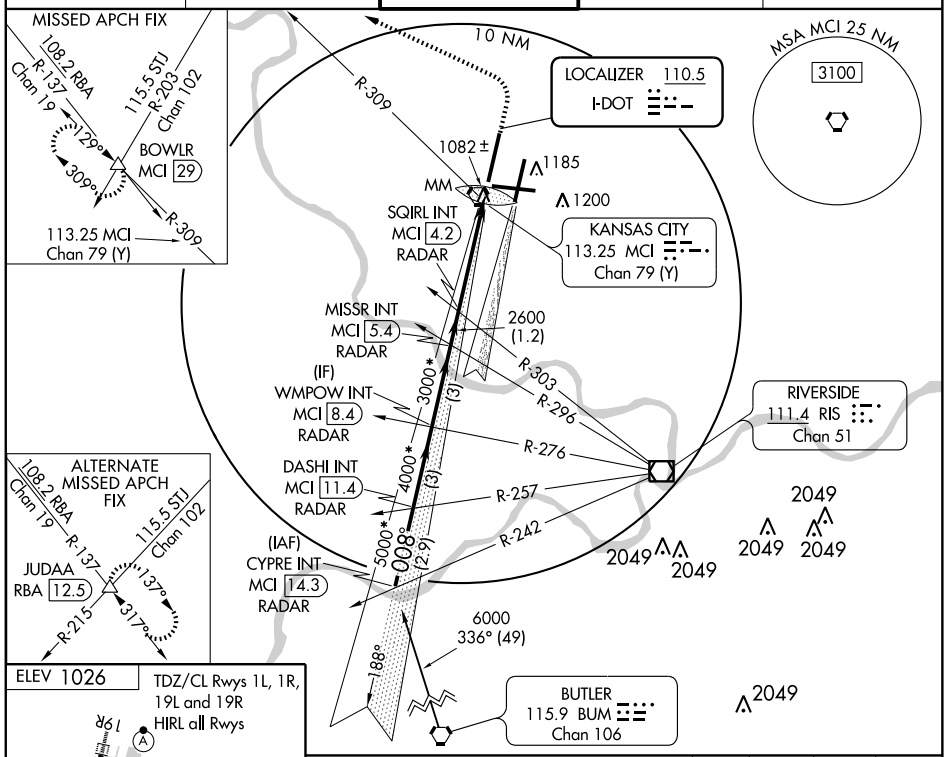
ILS or LOC RWY 1L
KANSAS CITY INTL (MCI)

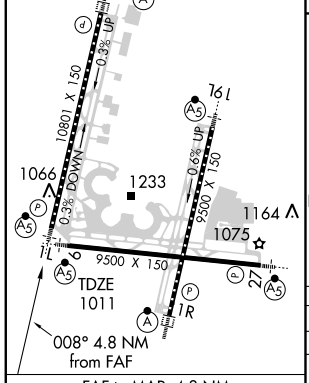
Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

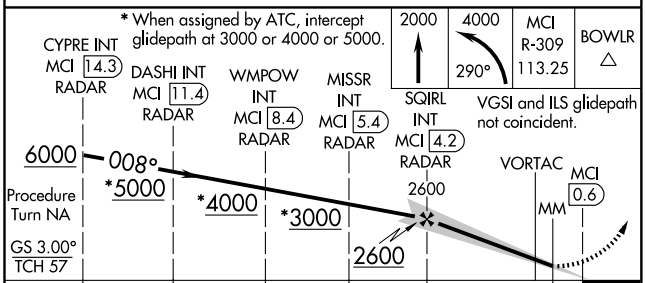
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 1L	1211/18 200 (200-½)			
S-LOC 1L	1360/24 349 (400-½)			1360/40 349 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS or LOC RWY 1R

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX: LYMES MCI 29.2 — 113.25 MCI R-089 Chan 79 (Y) — 269° — 089° — 114.0 ANX R-358 Chan 87

MISSED APCH FIX: 088° — 268° R-088 — NAPOLEON ANX 114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185 — 1200 — IM — MM — 1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

10 NM

*3000 (3) — *4000 (3) — *5000 (2.9) — 008° — R-295 — R-304 — R-272 — R-251 — R-236

RIVERSIDE 111.4 RIS Chan 51

2049 — 2049 — 2049 — 2049 — 2049

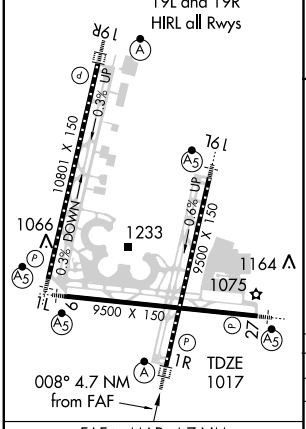
MSA MCI 25 NM — 3100

6000 — 336° (48) — 188°

BUTLER 115.9 BUM Chan 106 — 2049

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R HIRL all Rwys



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1500 — 4000 — ANX 114.0

SPICY INT I-PVL 16.6 RADAR — BARBQ INT I-PVL 13.7 RADAR — TERKY INT I-PVL 10.7 RADAR — SMOKE INT I-PVL 7.7 RADAR — RIBBS INT I-PVL 6.5 RADAR

VGSI and ILS glidepath not coincident.

6000 — 008° — *5000 — *4000 — *3000 — 2600

I-PVL 2.6 MM — I-PVL 1.7 IM

Procedure Turn NA

GS 3.00° TCH 59

2.9 NM — 3 NM — 3 NM — 1.2 NM — 3.8 NM — 0.5 — 0.3 — 0.1

CATEGORY	A	B	C	D
S-ILS 1R	1217/18 200 (200-½)			
S-LOC 1R	1360/24 343 (400-½)			1360/40 343 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-RNI	APP CRS	Rwy Idg	9500
109.7	091°	TDZE	1015
Chan 34		Apt Elev	1026

ILS or LOC RWY 9

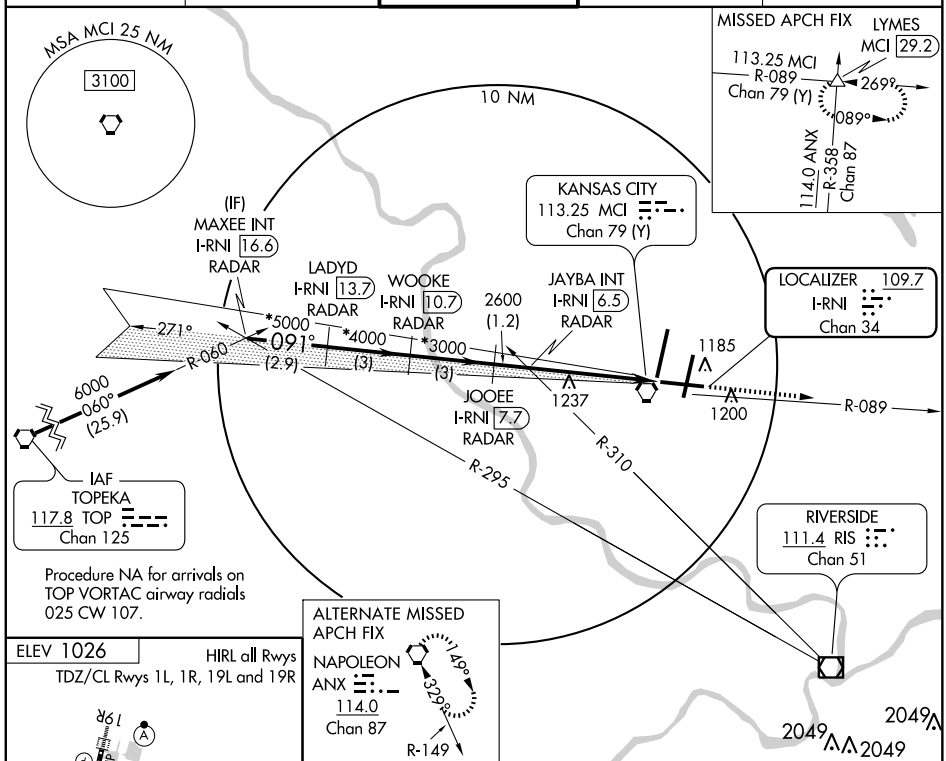
KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

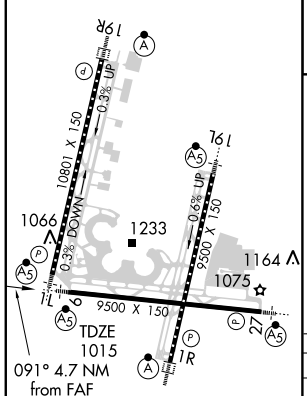
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

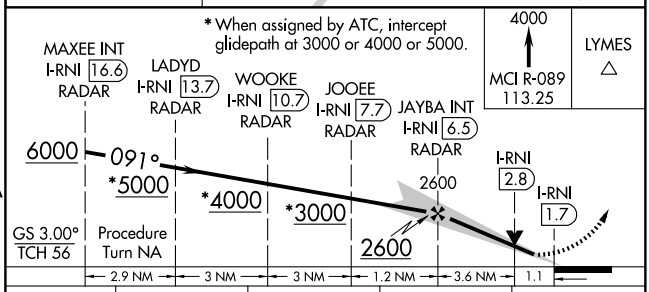


ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19L and 19R





CATEGORY	A	B	C	D
S-ILS 9	1265/40 250 (300-¾)			
S-LOC 9	1420/40 405 (400-¾)			
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-DYH	APP CRS	Rwy Idg	9500
109.55	188°	TDZE	994
Chan 32 (Y)		Apt Elev	1026

ILS or LOC RWY 19L

KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

1618

ST. JOSEPH
115.5 STJ
Chan 102

6000
143° (28.2)

R-143 MCI R-012 008°

(IAF)
GAYLY INT
I-DYH 16.7
RADAR

188° (2.9)

5000*

YOVNU
I-DYH 13.8
RADAR

4000* (3)

(IF)
ZASBO
I-DYH 10.8
RADAR

3000* (3)

ROMNS
I-DYH 7.8
RADAR

2600
(1.2)

FELUR
I-DYH 6.6
RADAR

10 NM

MM

1053 ±

1185

1200

KANSAS CITY
113.25 MCI
Chan 79 (Y)

MSA MCI 25 NM
3100

LOCALIZER 109.55
I-DYH
Chan 32 (Y)

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
R-088
NAPOLEON
ANX
114.0
Chan 87

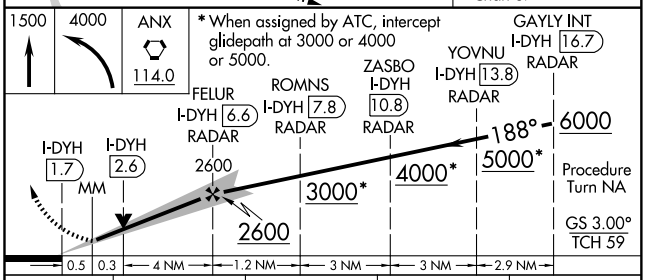
ELEV 1026

188° 4.8 NM
from FAF

19R
19L
16L
1L
1R
TDZE
994
10801 X 150
9500 X 150
0.3% UP
0.6% UP
0.3% DOWN
1066
1233
1164
1075

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 19L	1194/18 200 (200-½)			
S-LOC 19L	1300/24 306 (300-½)			1300/40 306 (300-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS or LOC RWY 19R

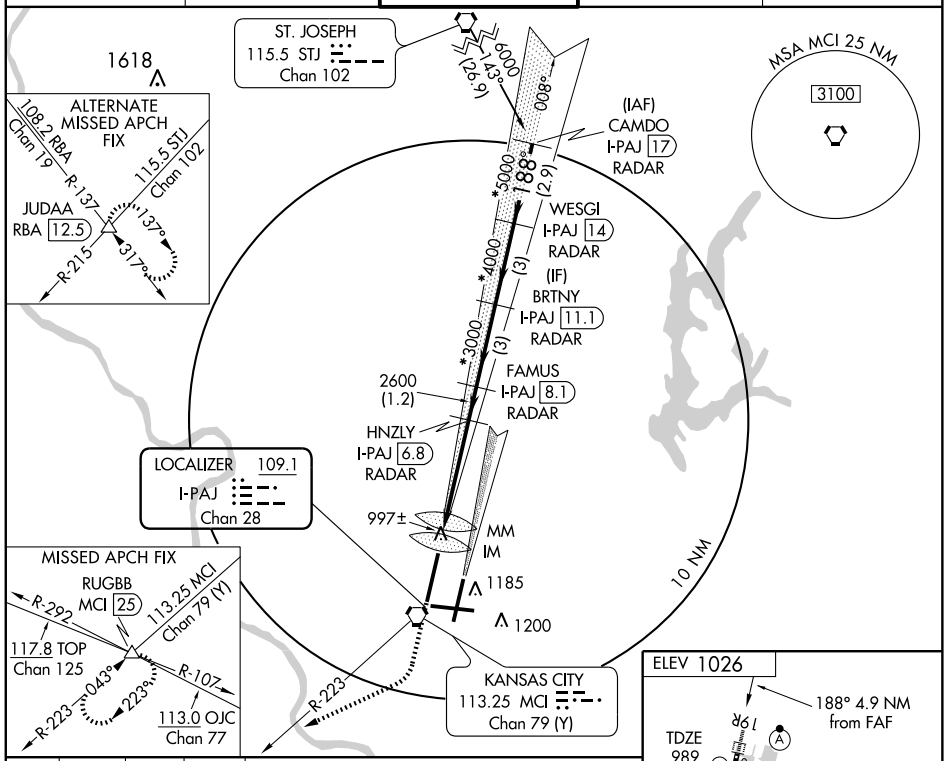
KANSAS CITY INTL (MCI)

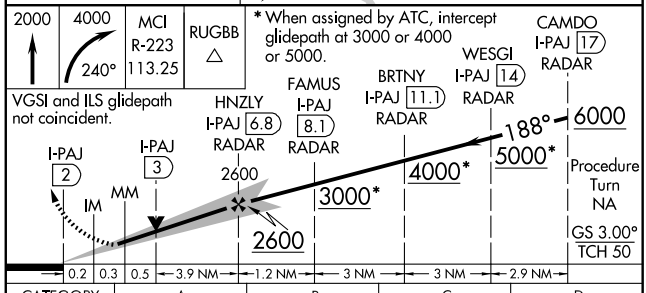
Simultaneous approach authorized with Rwy 19L. DME or RADAR Required. LOC procedure NA during simultaneous operations.

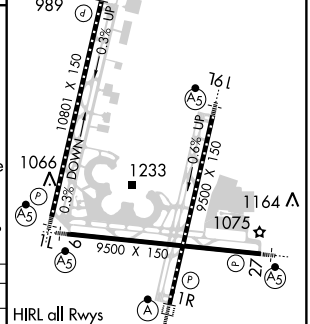
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
S-ILS 19R	1189/18 200 (200-½)			
S-LOC 19R	1360/24 371 (400-½)			1360/40 371 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-UQY	APP CRS	Rwy Idg	9500
109.7	271°	TDZE	1026
Chan 34		Apt Elev	1026

ILS or LOC RWY 27

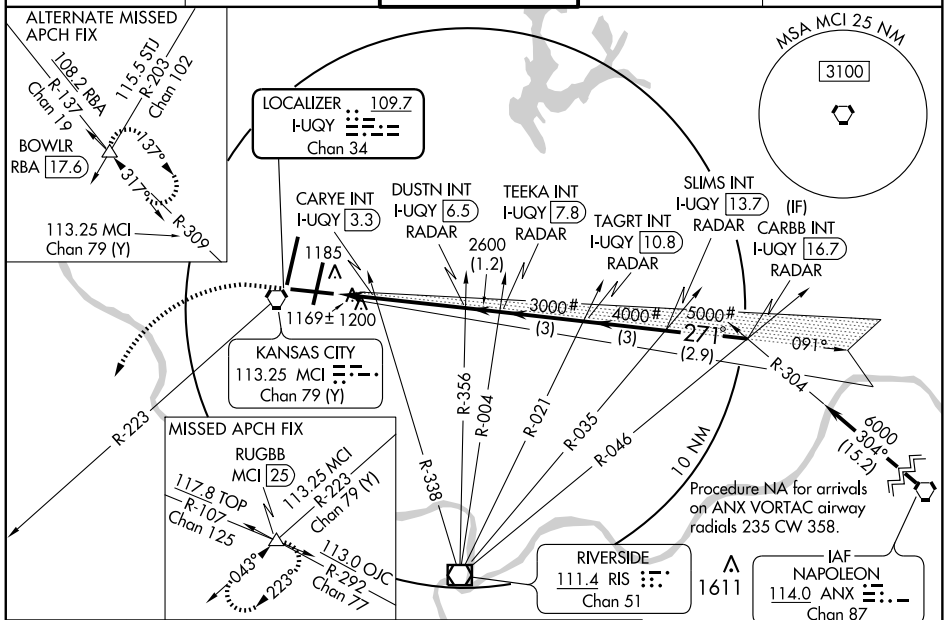
KANSAS CITY INTL (MCI)

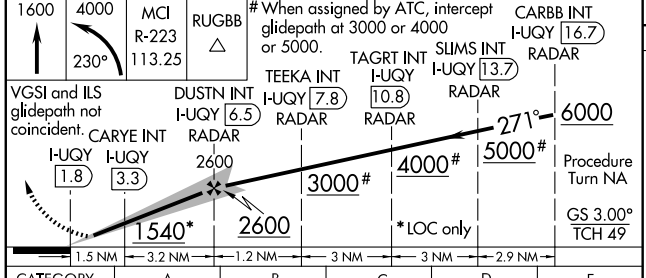
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

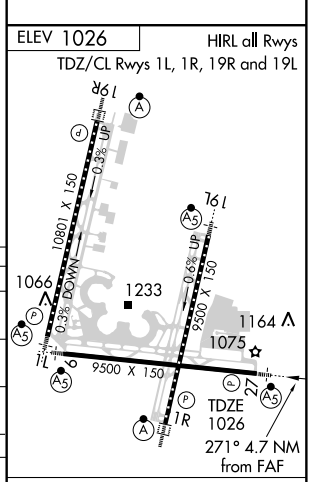
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
S-ILS 27		**1226/24 200 (200-½)			1226/24 200 (200-½)
S-LOC 27	1540/24 514 (600-½)		1540/50 514 (600-1)	1540/60 514 (600-1¼)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	
	CARYE FIX MINIMUMS				
S-LOC 27	1440/24 414 (500-½)		1440/40 414 (500-¾)		1440/50 414 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT II)

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX

LYMES MCI 29.2

113.25 MCI R-089 Chan 79 (Y)

269°

089°

114.0 ANX R-358 Chan 87

MISSED APCH FIX

088°

268°

NAPOLEON ANX 114.0 Chan 87

R-088

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185

1200

IM

MM

1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

10 NM

*3000 (3)

*4000 (3)

*5000 (2.9)

008°

188°

R-295

R-304

R-272

R-251

R-236

RIVERSIDE 111.4 RIS Chan 51

2049

MSA MCI 25 NM

3100

6000

336° (48)

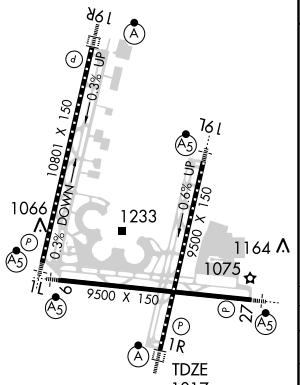
BUTLER 115.9 BUM Chan 106

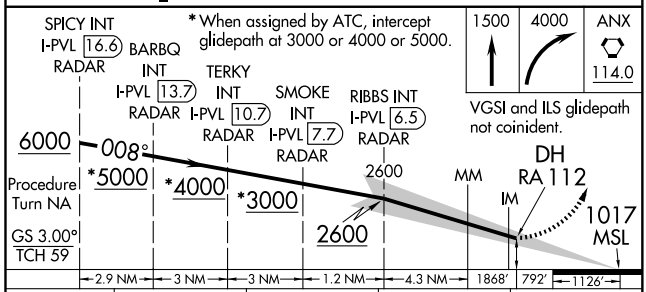
2049

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	RA 112/12 100 DA 1117			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT III)

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX

LYMES MCI 29.2

113.25 MCI R-089 Chan 79 (Y)

269°

089°

114.0 ANX R-358 Chan 87

MISSED APCH FIX

088°

268°

NAPOLEON ANX R-088

114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185

1200

IM

MM

1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF)

TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF)

SPICY INT I-PVL 16.6 RADAR

10 NM

R-295 R-304 R-272 R-251 R-236

*3000 (3)

*4000 (3)

*5000 (2.9)

008°

188°

6000 336° (48)

RIVERSIDE 111.4 RIS Chan 51

2049

BUTLER 115.9 BUM Chan 106

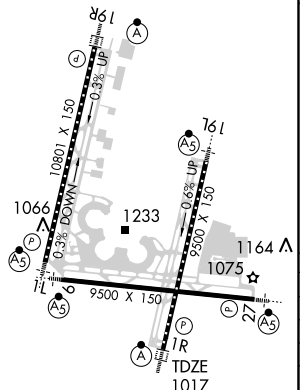
MSA MCI 25 NM

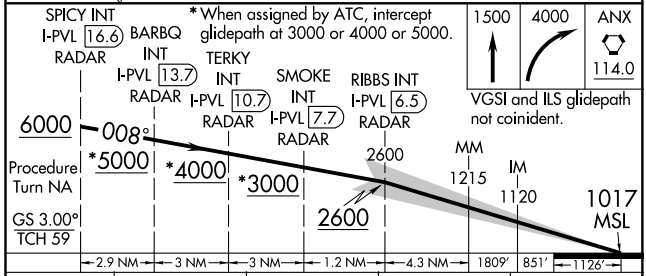
3100

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT II)

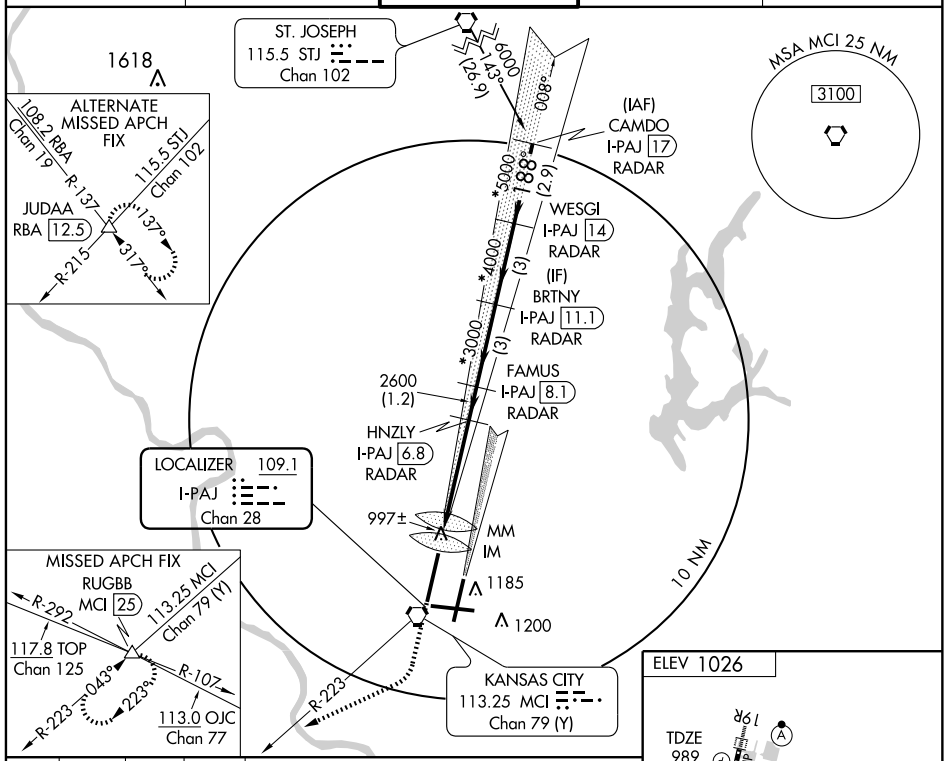
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

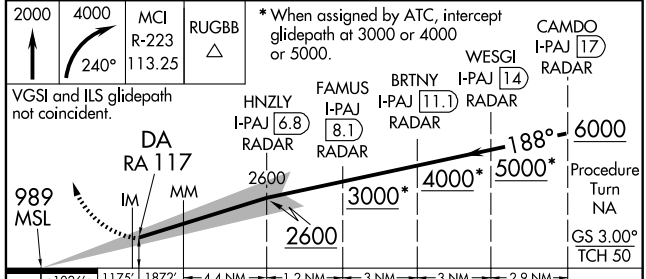
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



2000	4000	MCI	RUGBB
	240°	R-223	△
		113.25	

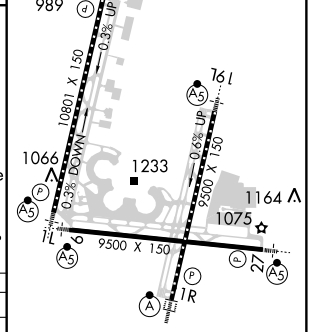
VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.



CATEGORY	A	B	C	D
S-ILS 19R	RA 117/12 100 DA 1089			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

ILS RWY 19R (CAT III)

KANSAS CITY INTL (MCI)

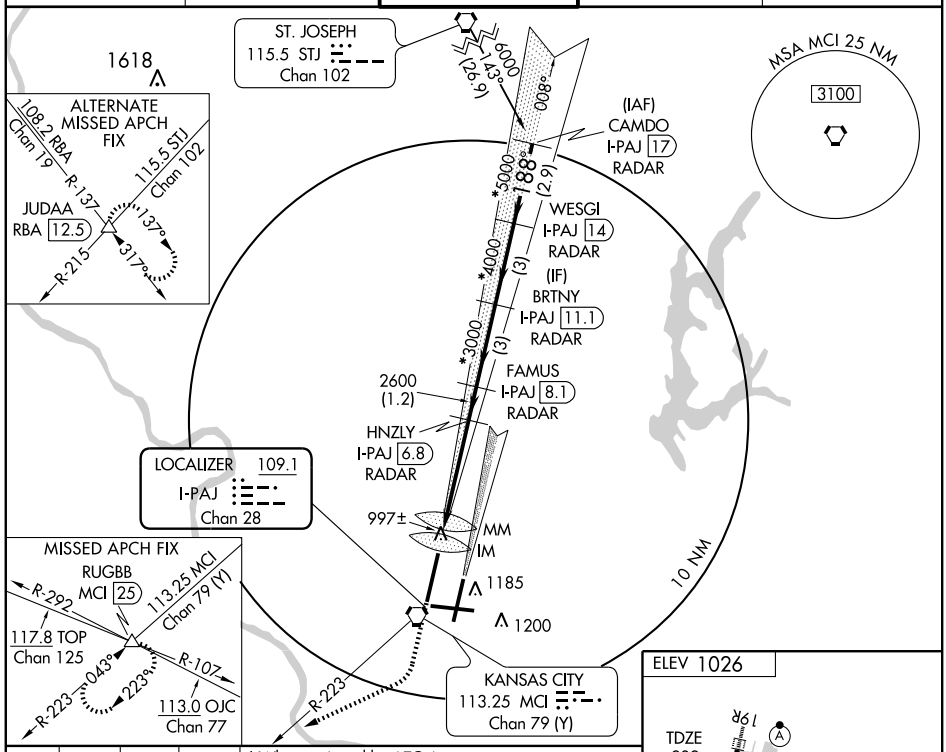
LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

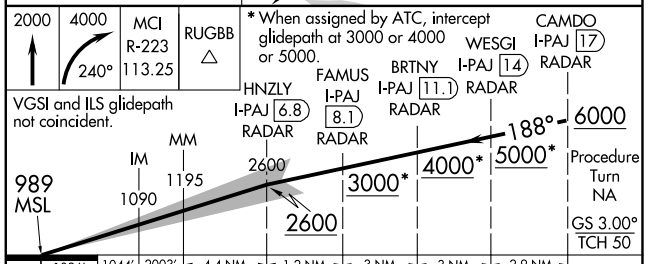
Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

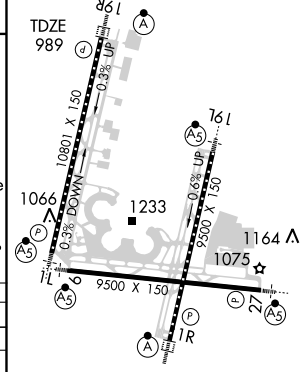




CATEGORY	A	B	C	D
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026



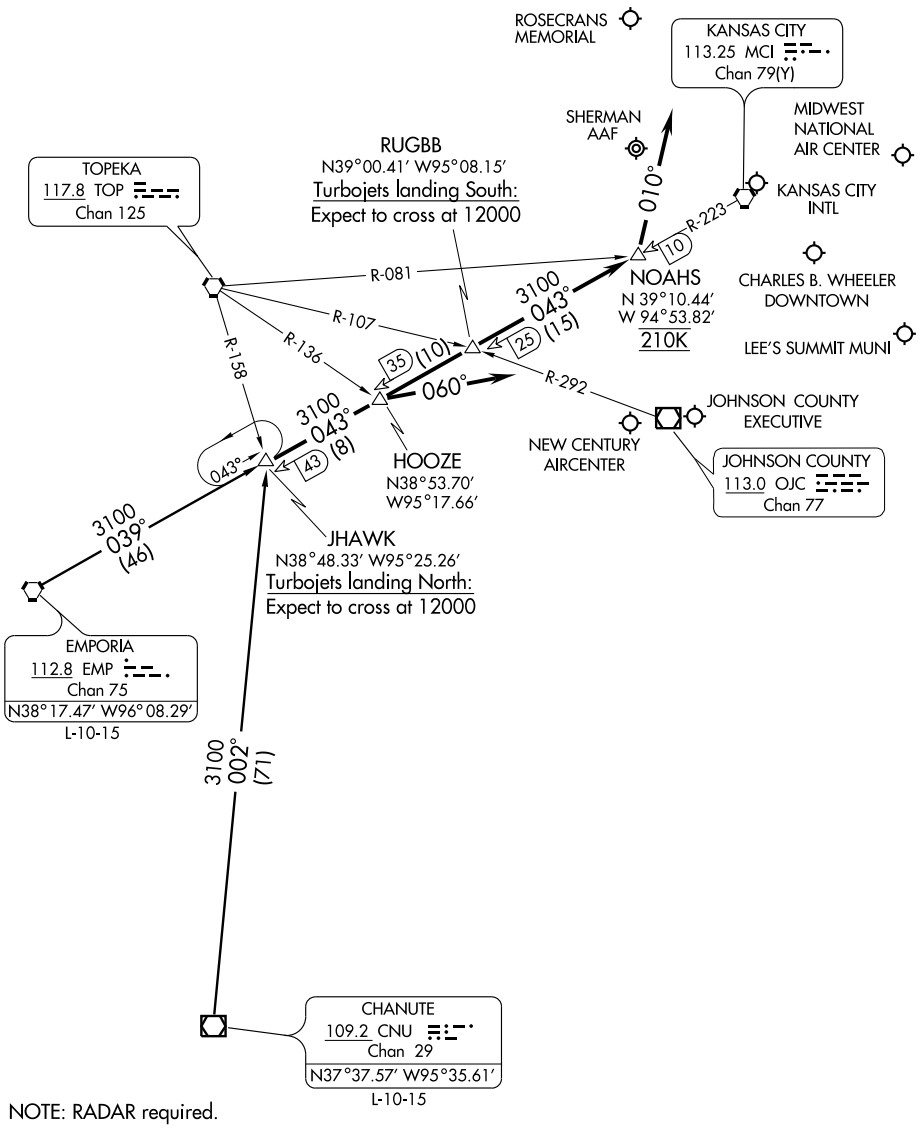
HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3. 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

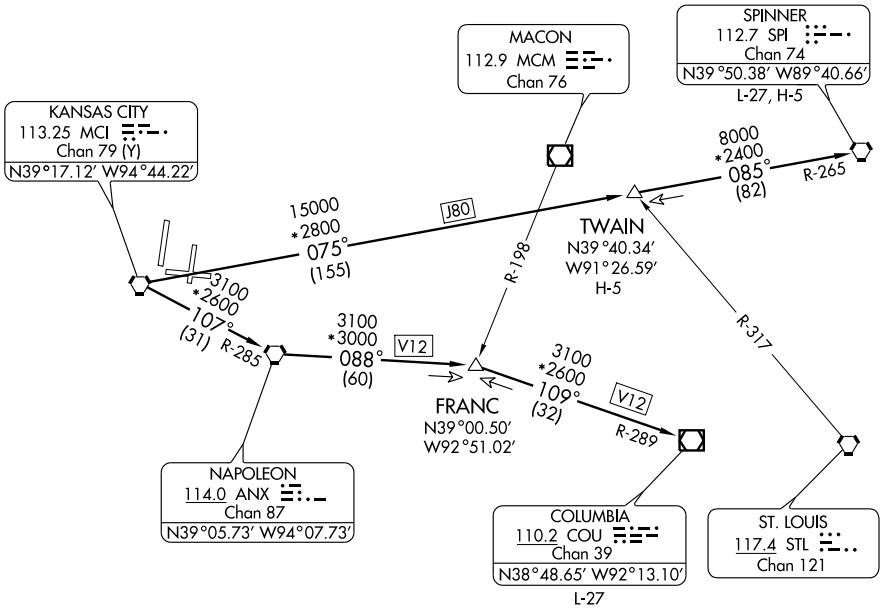
....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

LAKES FIVE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

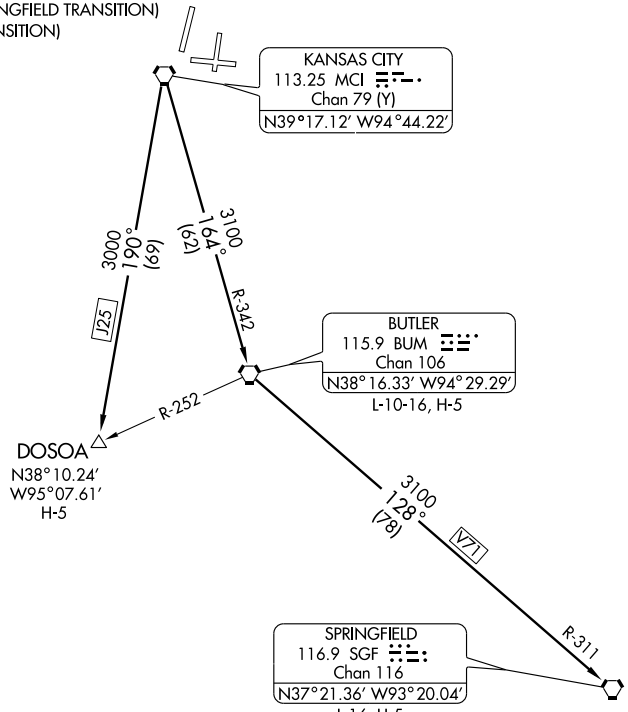
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

RACER THREE DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS	APP CRS	Rwy Idg	10801
CH 42808	008°	TDZE	1011
W01B		Apt Elev	1026

RNAV (GPS) Y RWY 1L

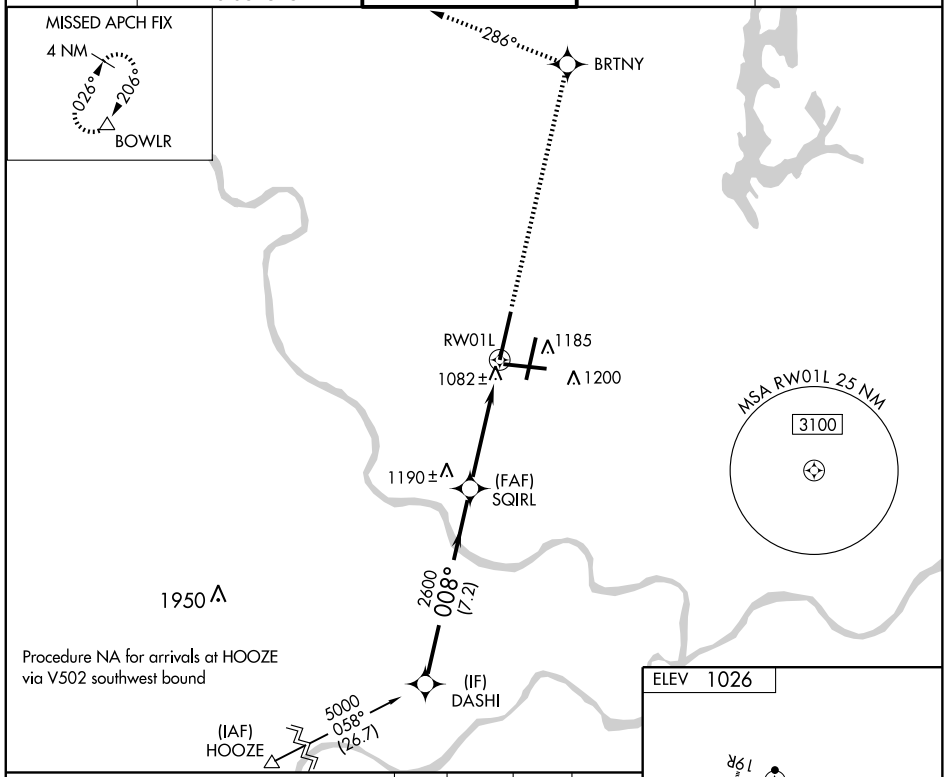
KANSAS CITY INTL (MCI)

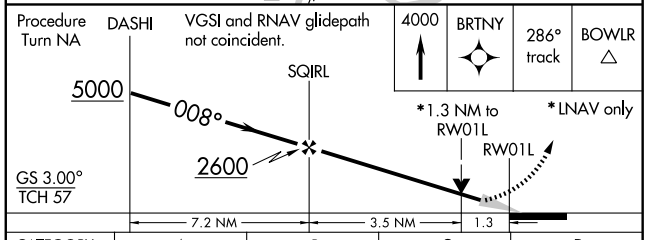
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

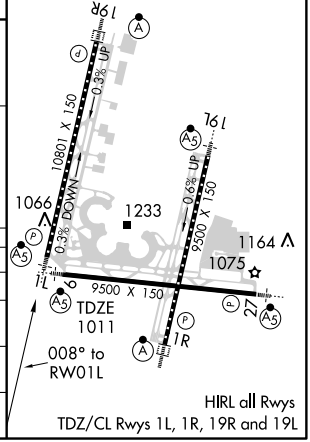
MALSR

MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
LPV DA	1304/24 293 (300-½)			
LNAV/VNAV DA	1420/50 409 (400-1)			
LNAV MDA	1480/24 469 (500-½)		1480/40 469 (500-¾)	1480/50 469 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 58208	008°	Rwy Idg	9500
W01A		TDZE	1017
		Apt Elev	1026

RNAV (GPS) Y RWY 1R

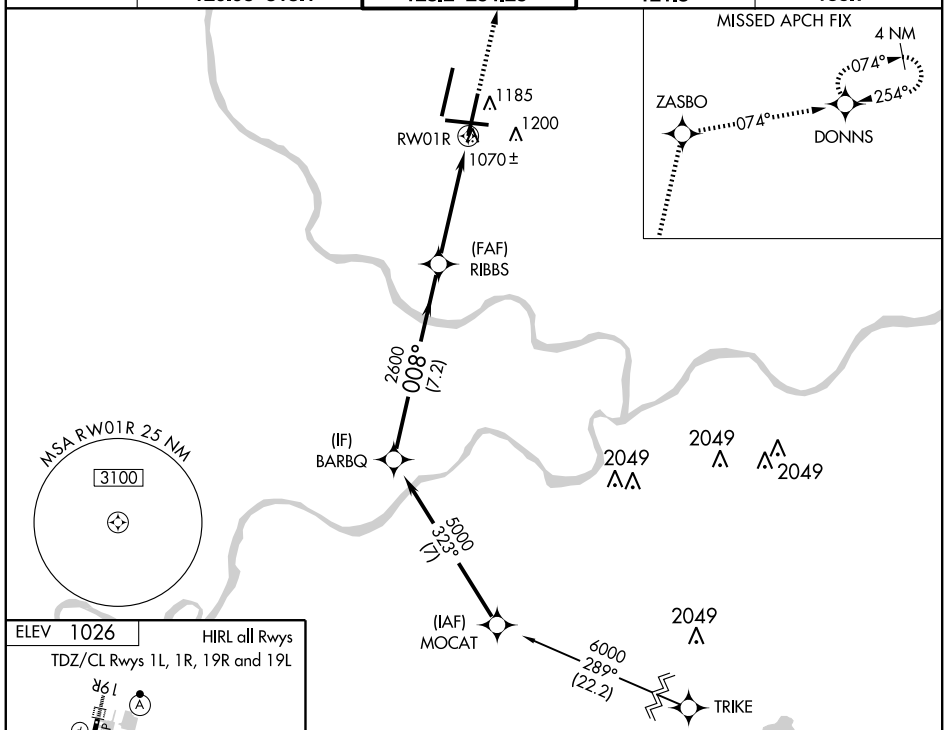
KANSAS CITY INTL (MCI)

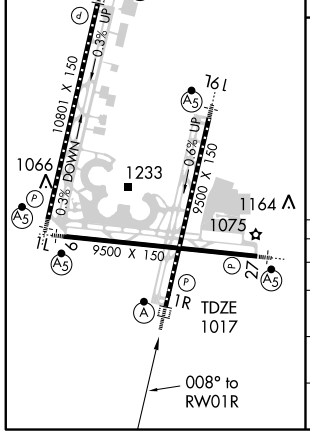
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

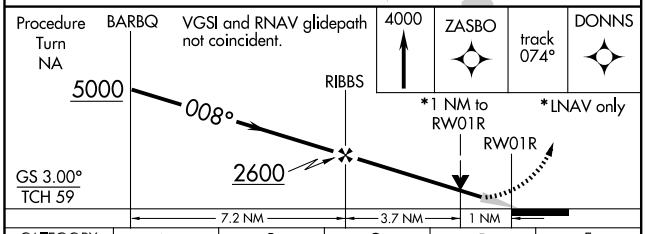
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1267/24 250 (300-½)				
LNAV/VNAV DA	1326/24 309 (300-½)			1326/40 309 (300-¾)	
LNAV MDA	1400/24 383 (400-½)			1400/50 383 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9500
CH 56608	091°	TDZE	1015
W09A		Apt Elev	1026

RNAV (GPS) Y RWY 9

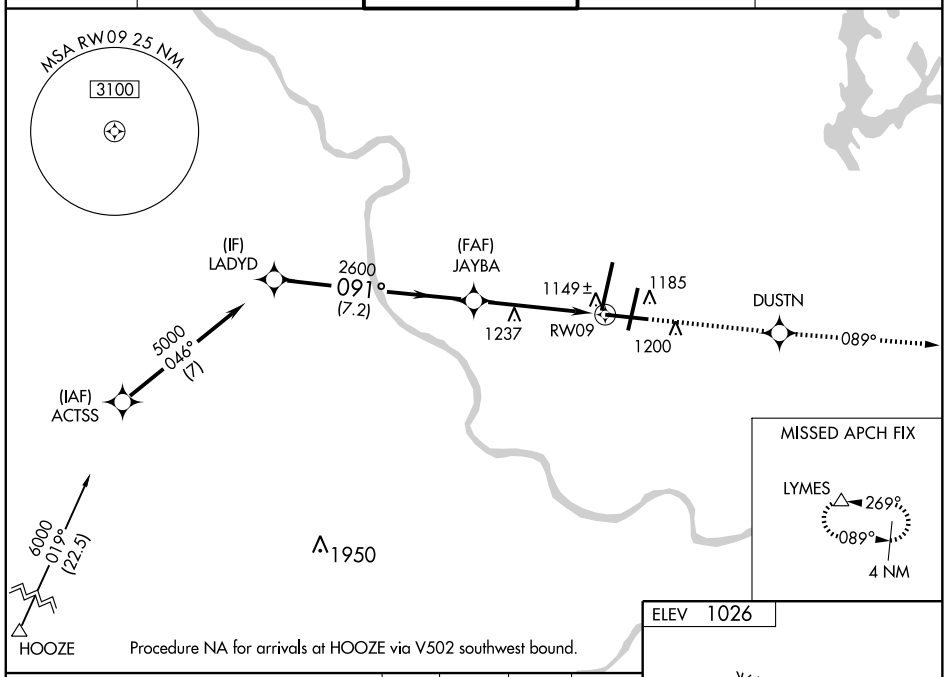
KANSAS CITY INTL (MCI)

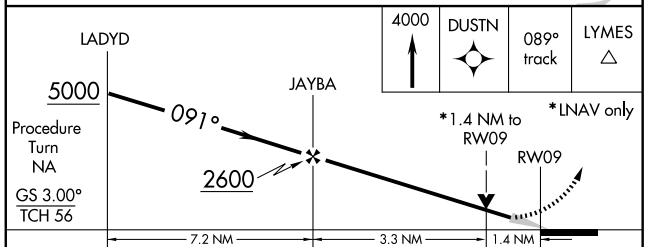
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSR

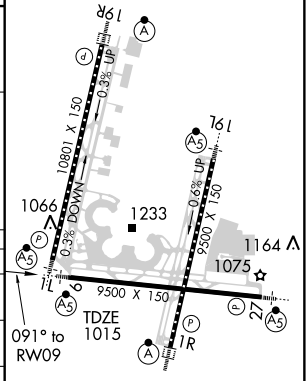
MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D	E
LPV DA	1315/50 300 (300-1)				
LNAV/VNAV DA	1419-1½ 404 (400-1½)				
LNAV MDA	1500/40 485 (500-¾)			1500/50 485 (500-1)	1500/60 485 (500-1¼)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9500
CH 82108	188°	TDZE	994
W19A		Apt Elev	1026

RNAV (GPS) Y RWY 19L

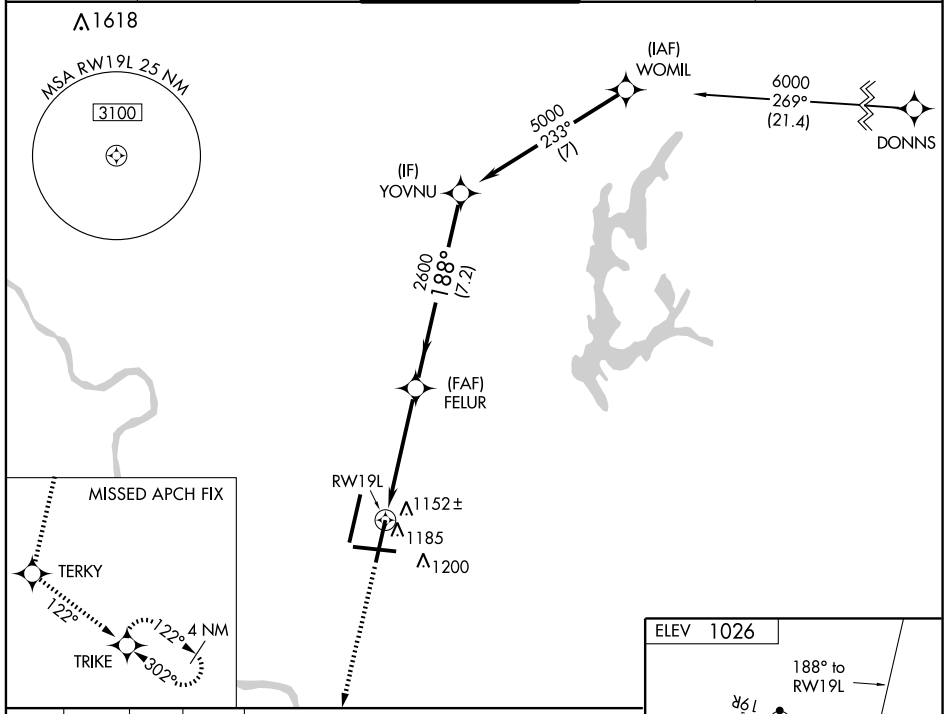
KANSAS CITY INTL (MCI)

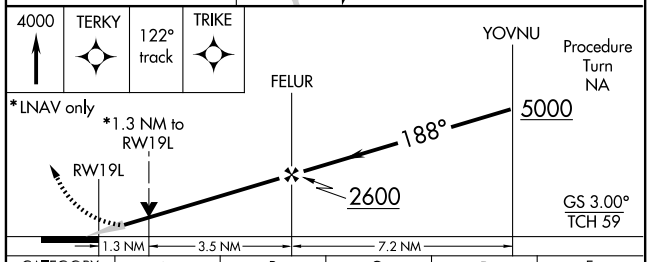
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

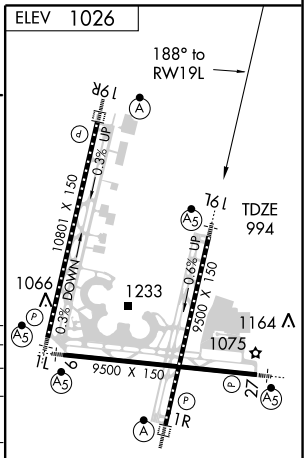
MALSR

MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)		1440/40 446 (500-¾)	1440/50 446 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	10801
CH 72908	188°	TDZE	989
W19B		Apt Elev	1026

RNAV (GPS) Y RWY 19R

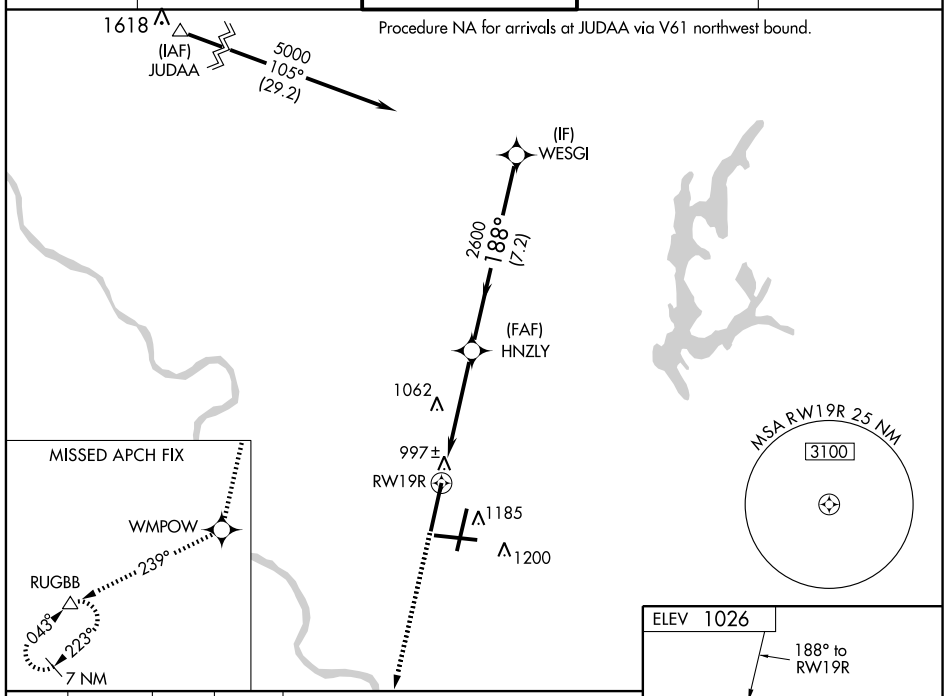
KANSAS CITY INTL (MCI)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

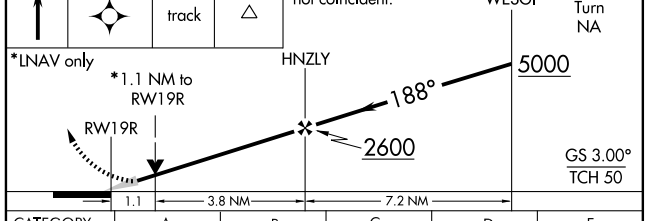
ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

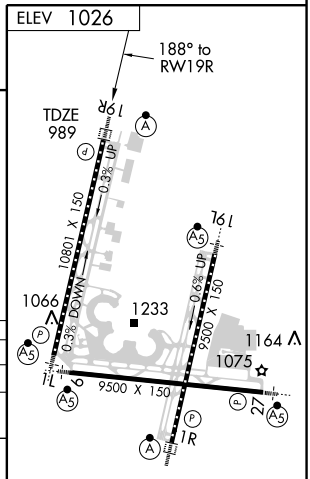
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



4000	WMPOW	239° track	RUGBB	VGSI and RNAV glidepath not coincident.	WESGI	Procedure Turn NA



CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)			1260/40 271 (300-¾)	
LNAV MDA	1380/24 391 (400-½)			1380/50 391 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy ldg	9500
CH 82708	271°	TDZE	1026
W27A		Apt Elev	1026

RNAV (GPS) Y RWY 27

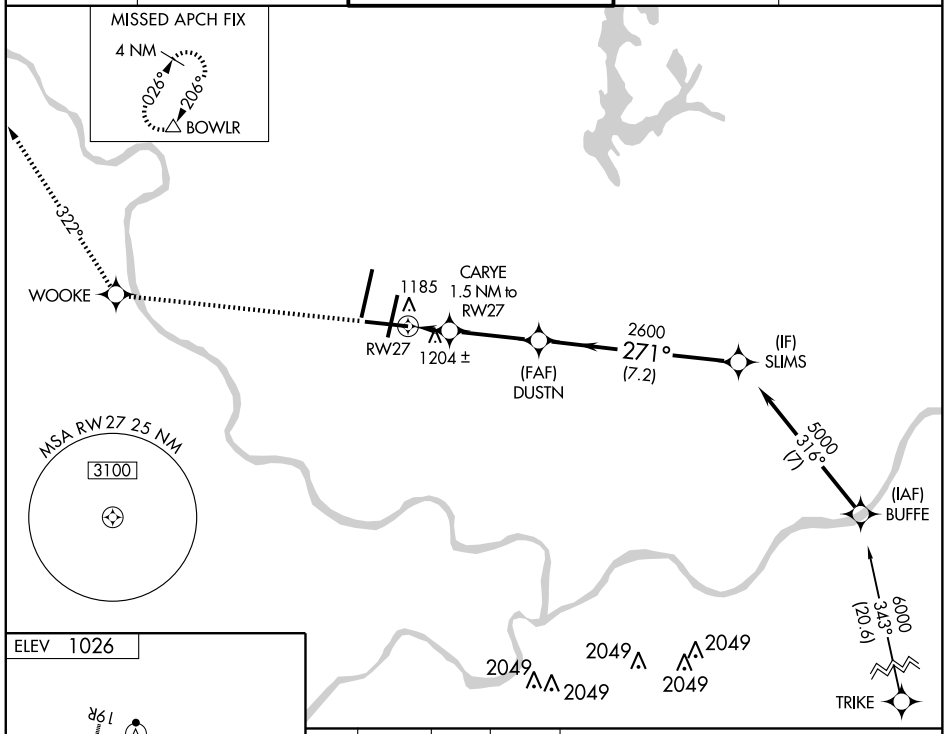
KANSAS CITY INTL (MCI)

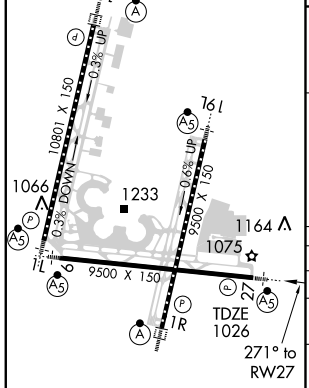
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR (A5)

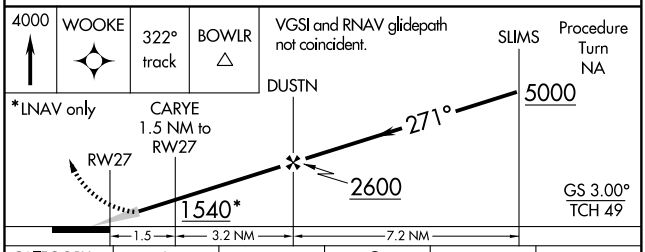
MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L



CATEGORY	A	B	C	D	E
LPV DA	1276/24 250 (300-½)				
LNAV/VNAV DA	1495/60 469 (500-1¼)				
LNAV MDA	1460/24 434 (500-½)		1460/40 434 (500-¾)		1460/50 434 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)		1580-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10801
008°	TDZE	1011
	Apt Elev	1026

RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

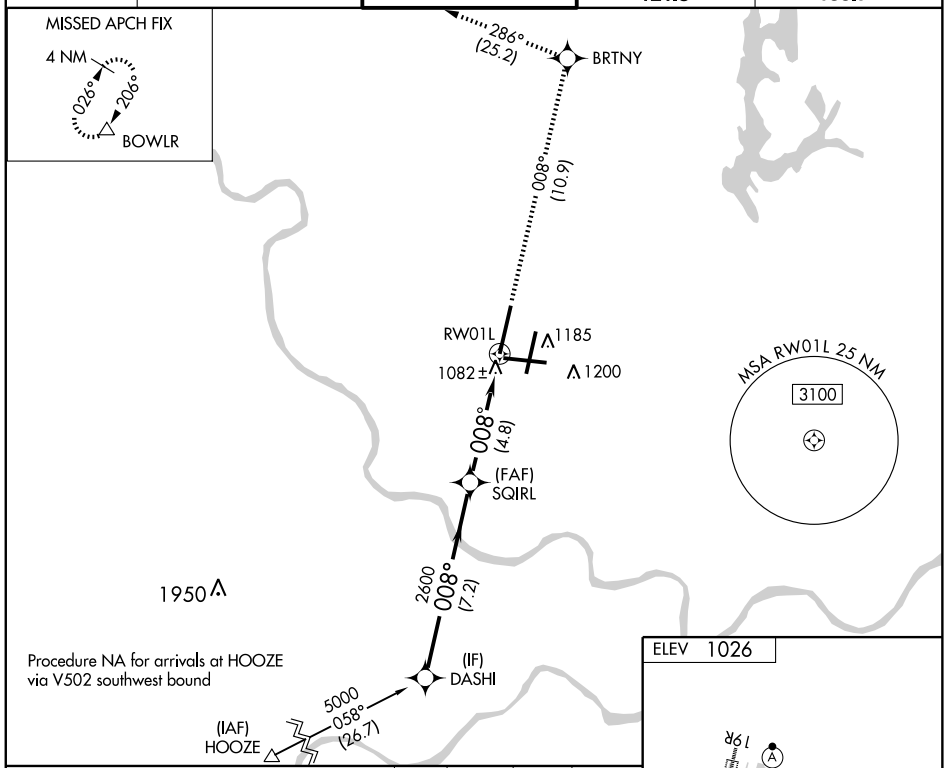
For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

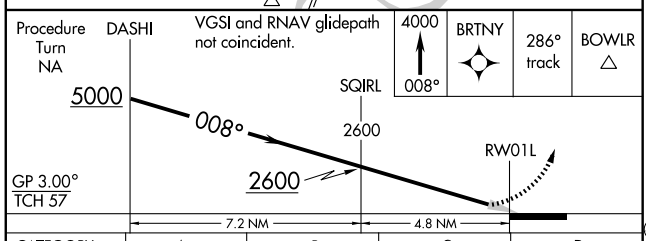
NA

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

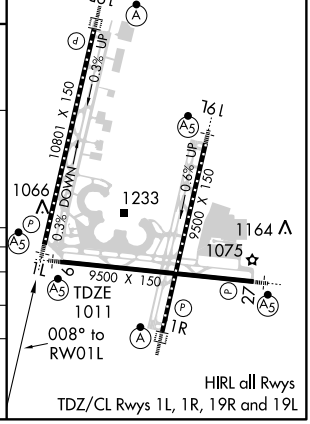
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.19 DA*	1261/24 250 (300-½)			
RNP 0.30 DA	1371/40 360 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Z RWY 1R

KANSAS CITY INTL (MCI)

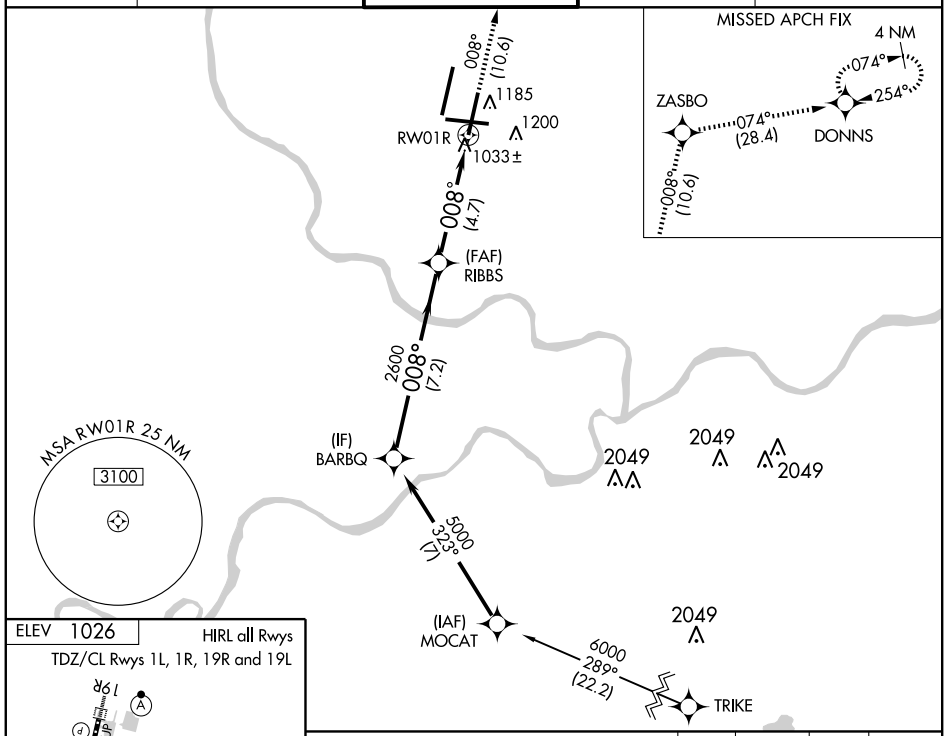
APP CRS	Rwy Idg	9500
008°	TDZE	1016
	Apt Elev	1026

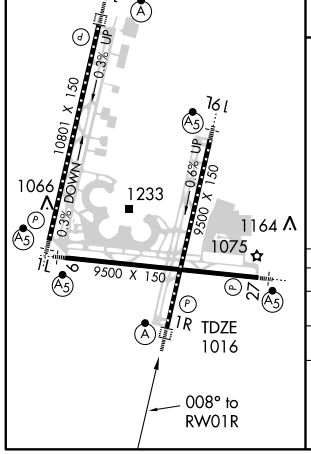
T NA GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

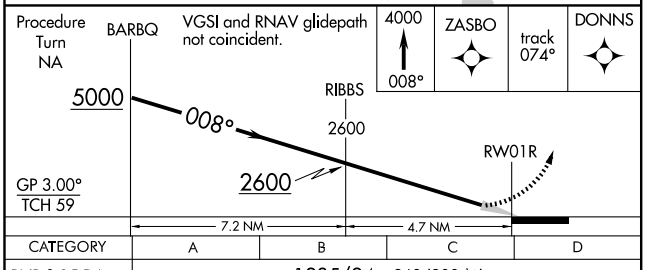
ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
RNP 0.15 DA	1285/24 268 (300-½)			
RNP 0.30 DA	1324/24 307 (300-½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9500
091°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 9

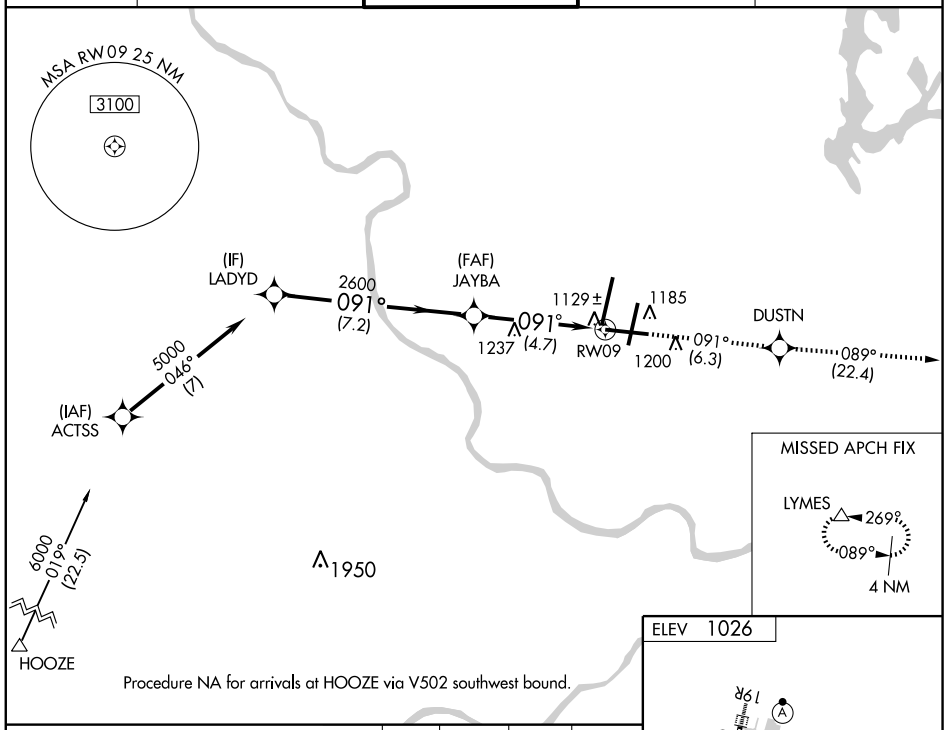
KANSAS CITY INTL (MCI)

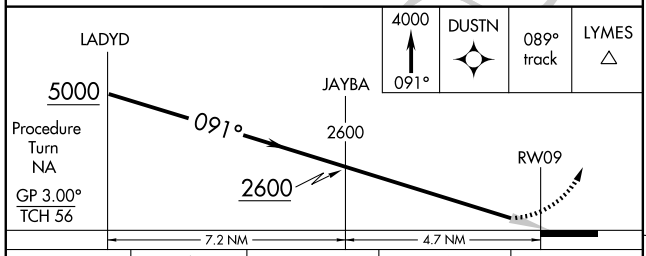
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR (A5)

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

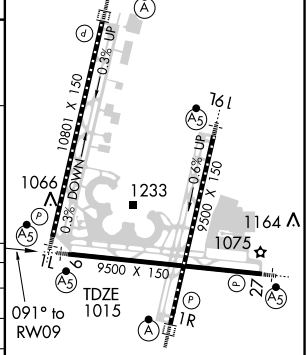
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1355/40 340 (400-¾)			
RNP 0.30 DA	1392/40 377 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	9500
188°	TDZE	994
	Apt Elev	1026

RNAV (RNP) Z RWY 19L

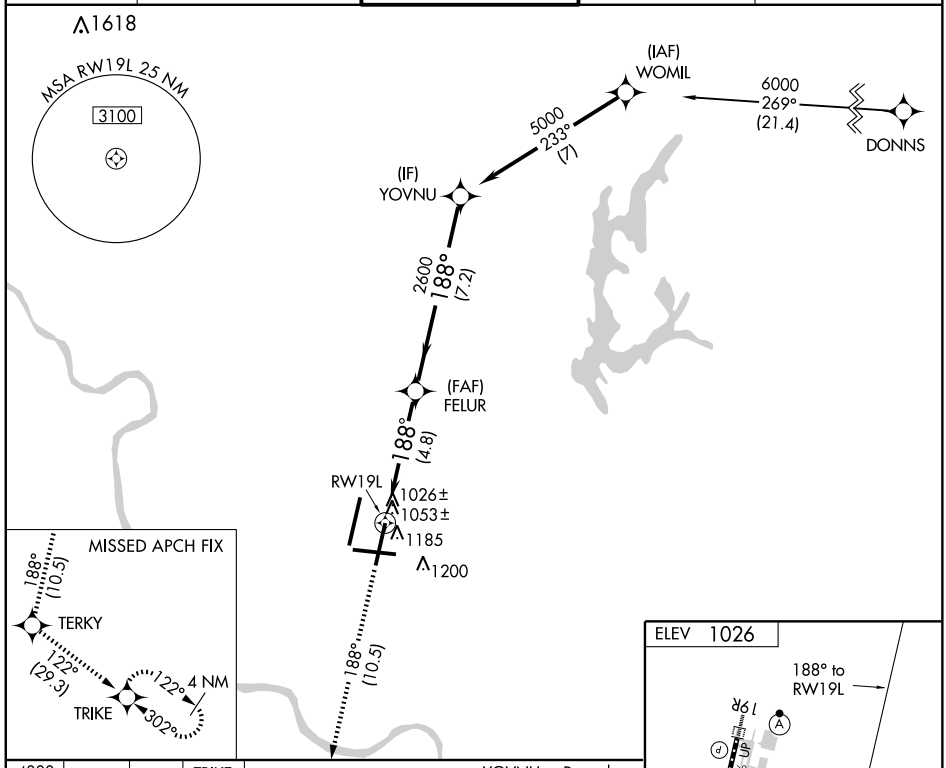
KANSAS CITY INTL (MCI)

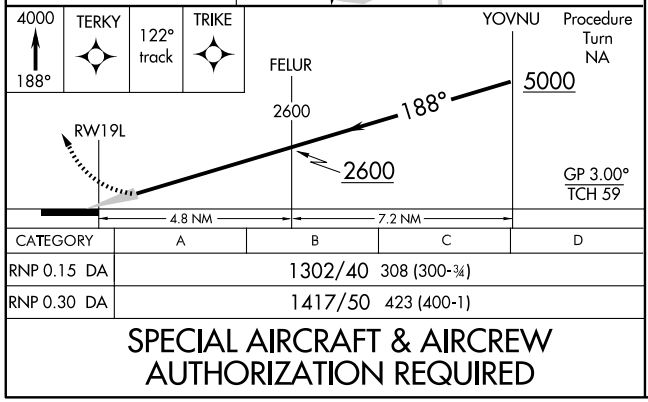
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

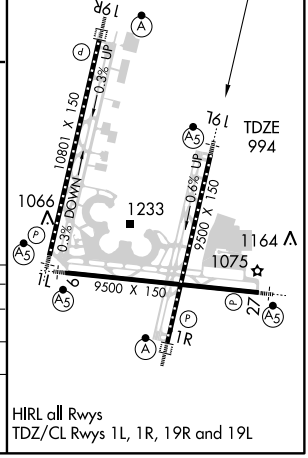
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1302/40 308 (300-¾)			
RNP 0.30 DA	1417/50 423 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10801
188°	TDZE	989
	Apt Elev	1026

RNAV (RNP) Z RWY 19R

KANSAS CITY INTL (MCI)

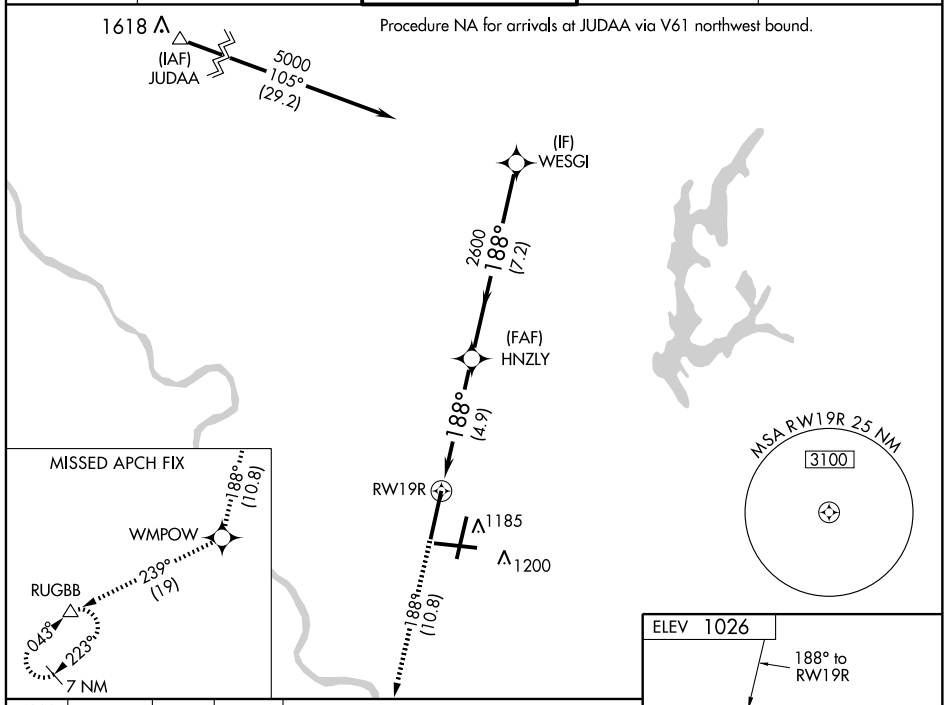
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

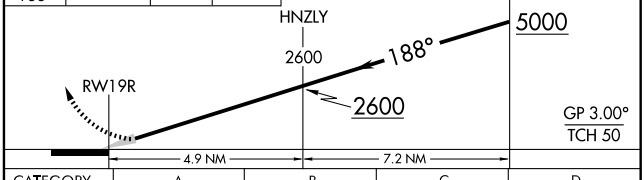
MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

Procedure NA for arrivals at JUDAA via V61 northwest bound.

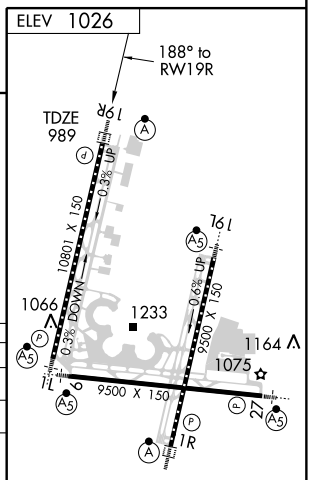


4000 / 188°	WMPOW	239° track	RUGBB	VGSI and RNAV glidepath not coincident.	WESGI	Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.15 DA	1239/24	250 (300-½)		
RNP 0.30 DA	1275/24	286 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	9500
271°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 27

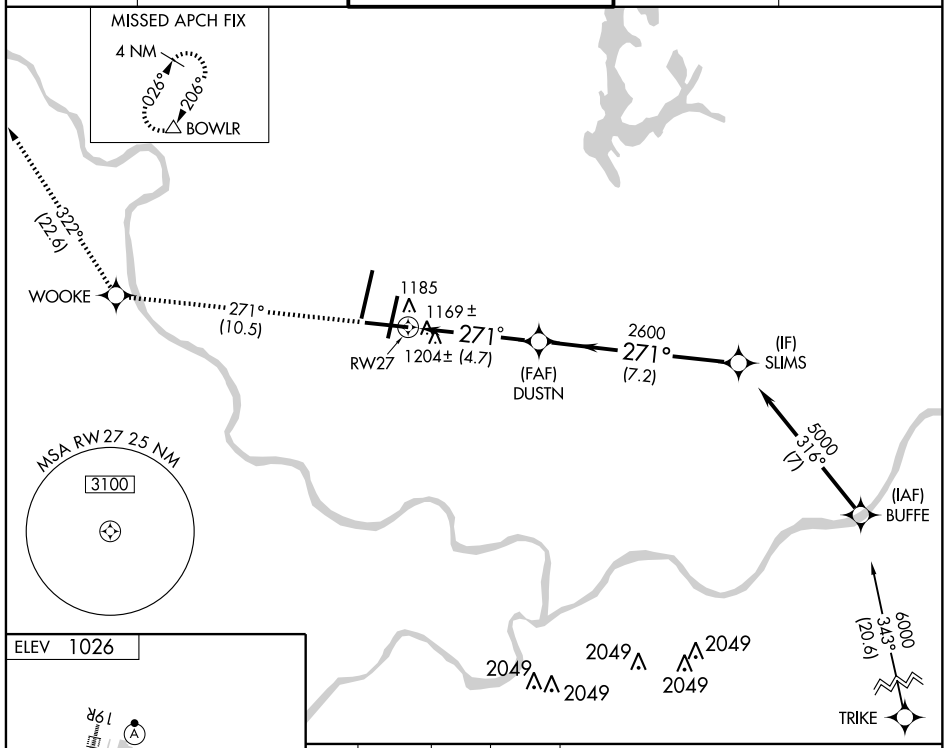
KANSAS CITY INTL (MCI)

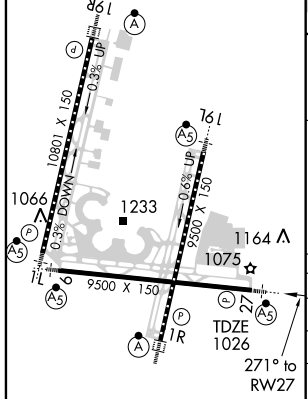
NA — GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

MALSR

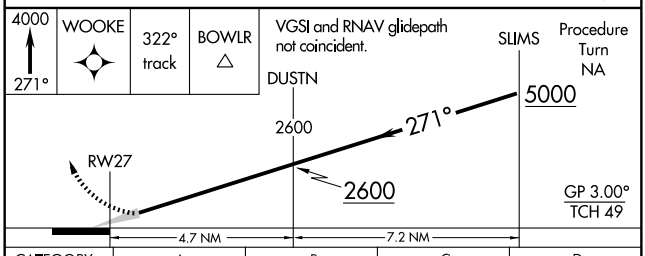
MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L



CATEGORY	A	B	C	D
RNP 0.15 DA	1414/40 388 (400-¾)			
RNP 0.30 DA	1492/60 466 (500-1¼)			

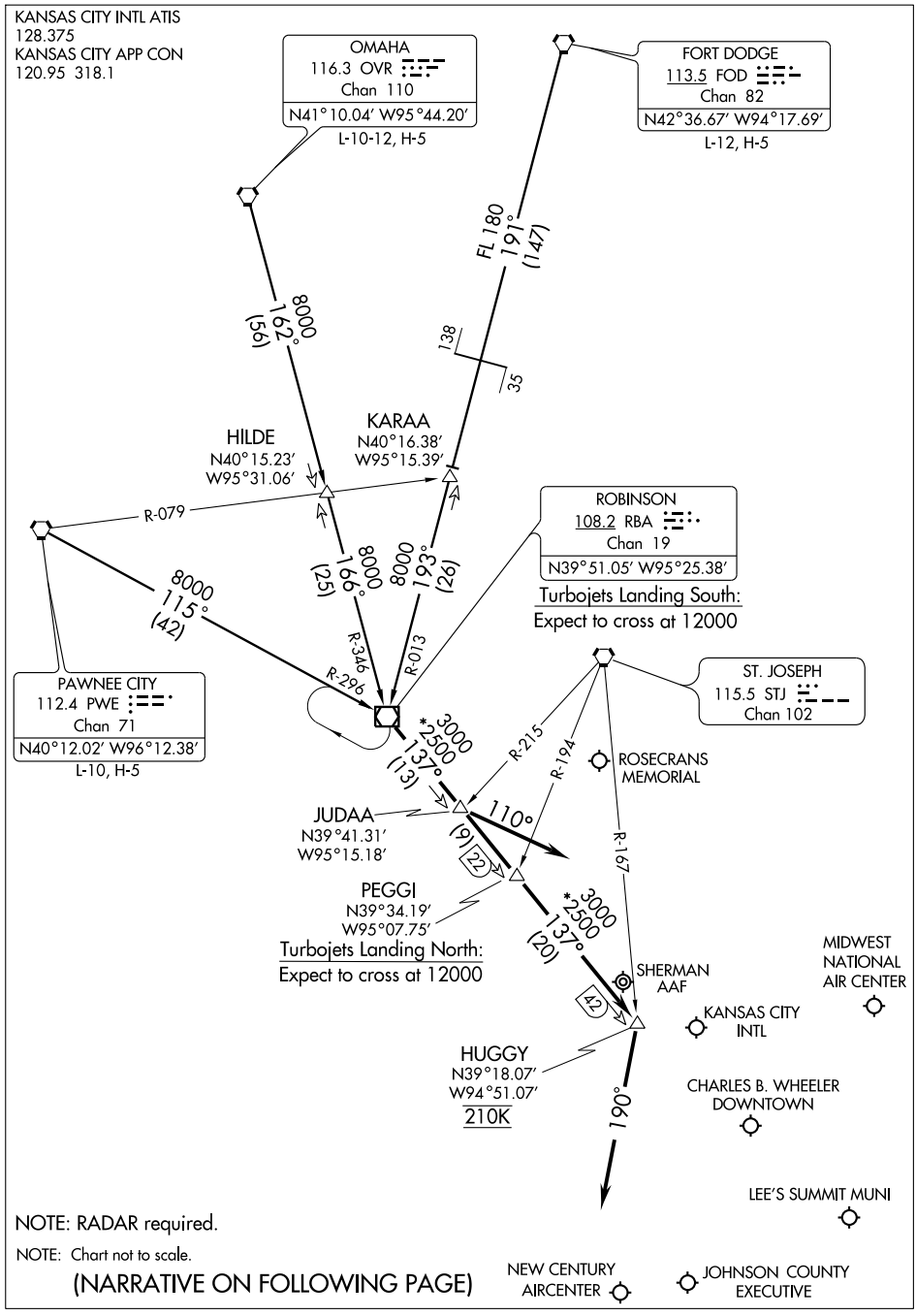
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

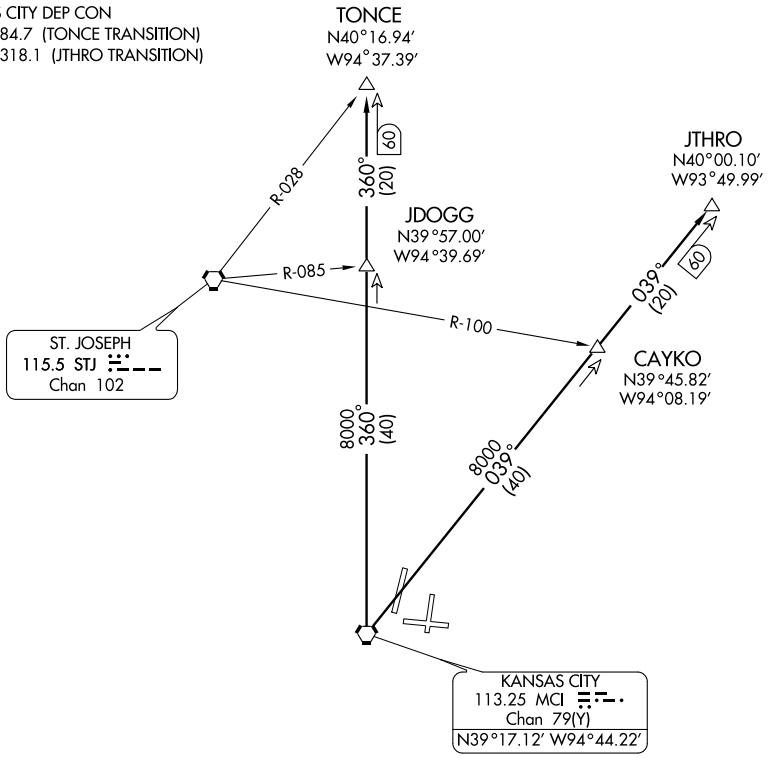
. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

ROYAL THREE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7 (TONCE TRANSITION)
123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

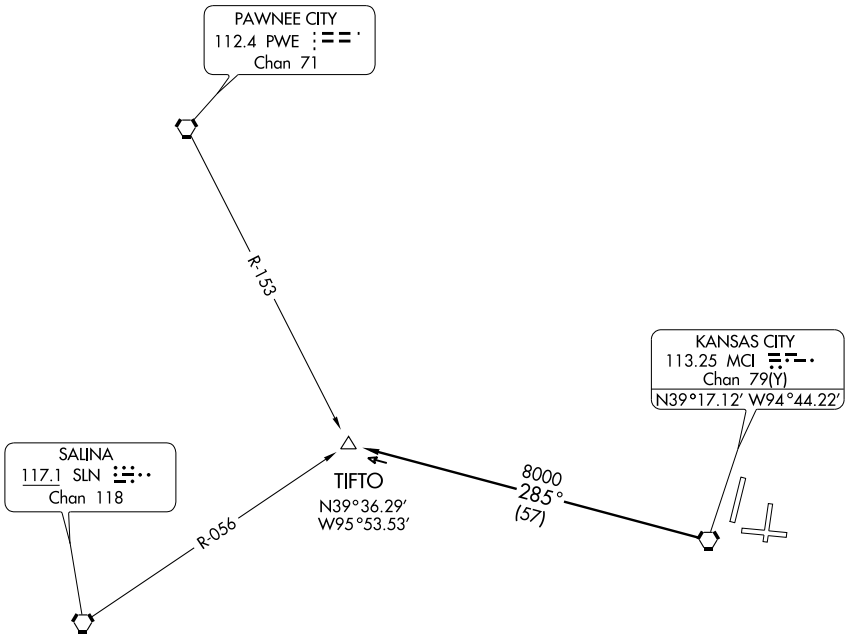
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

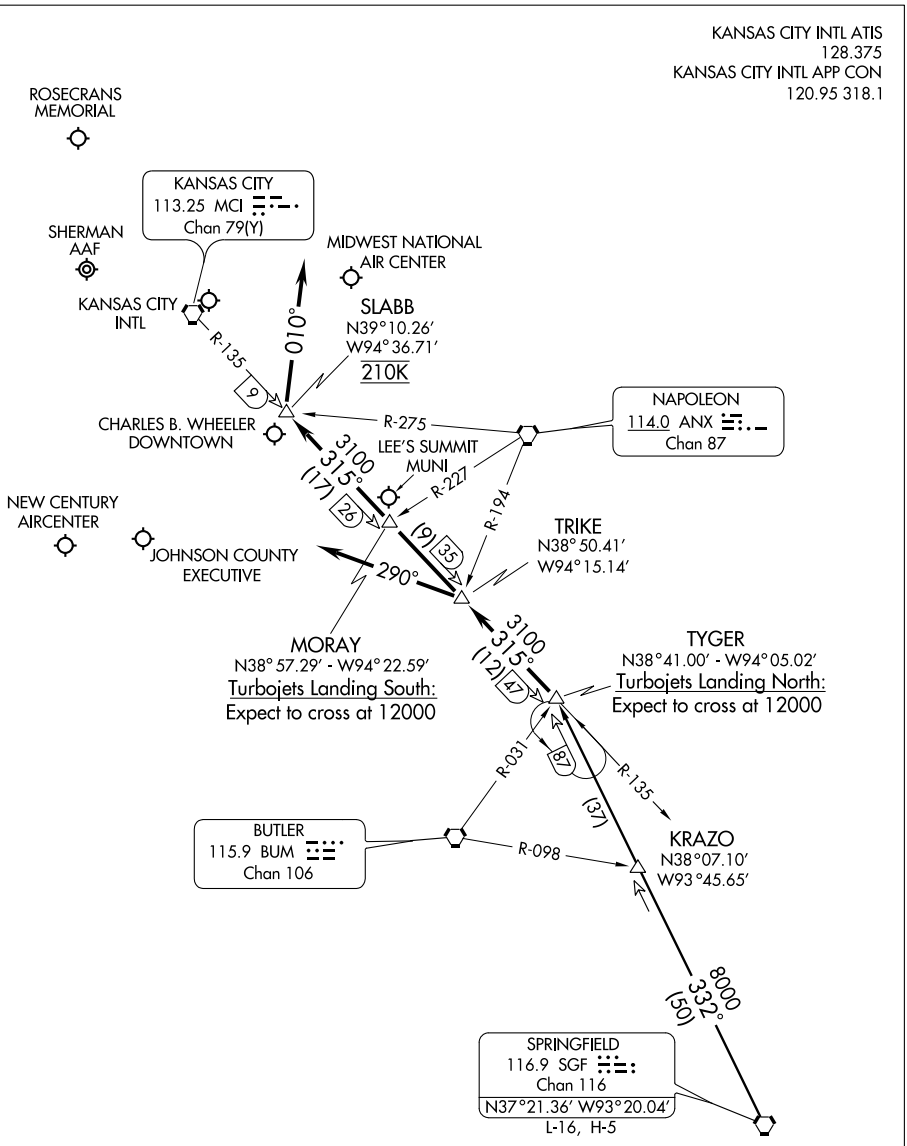
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

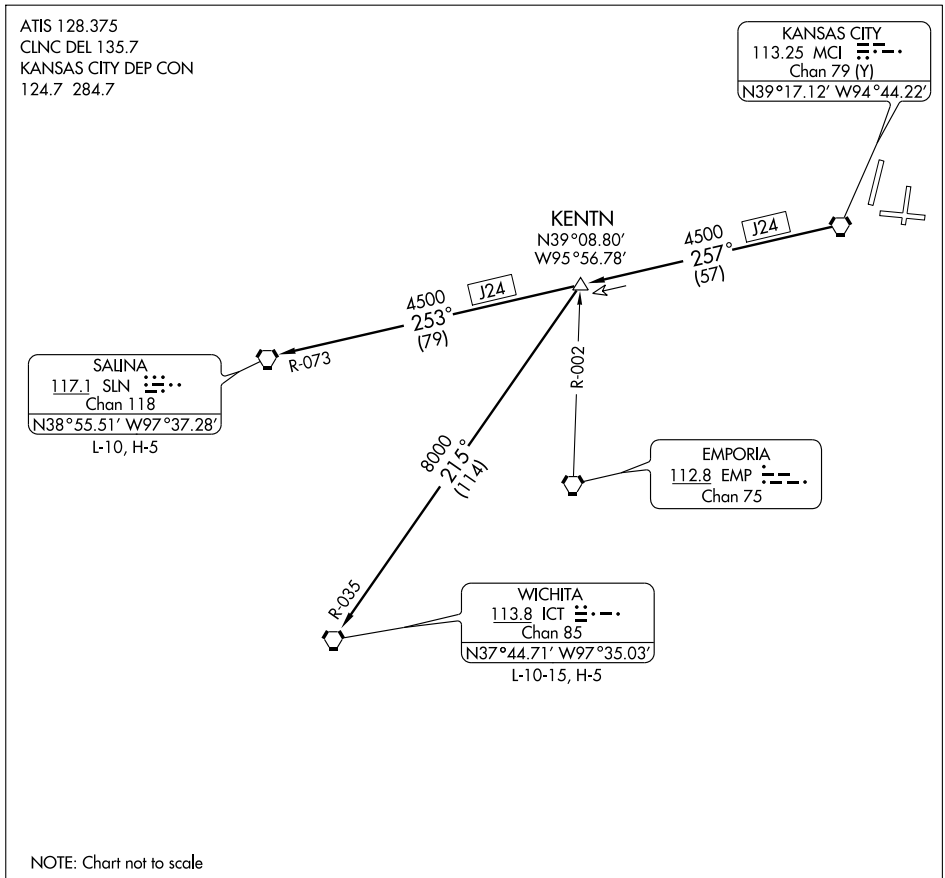
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

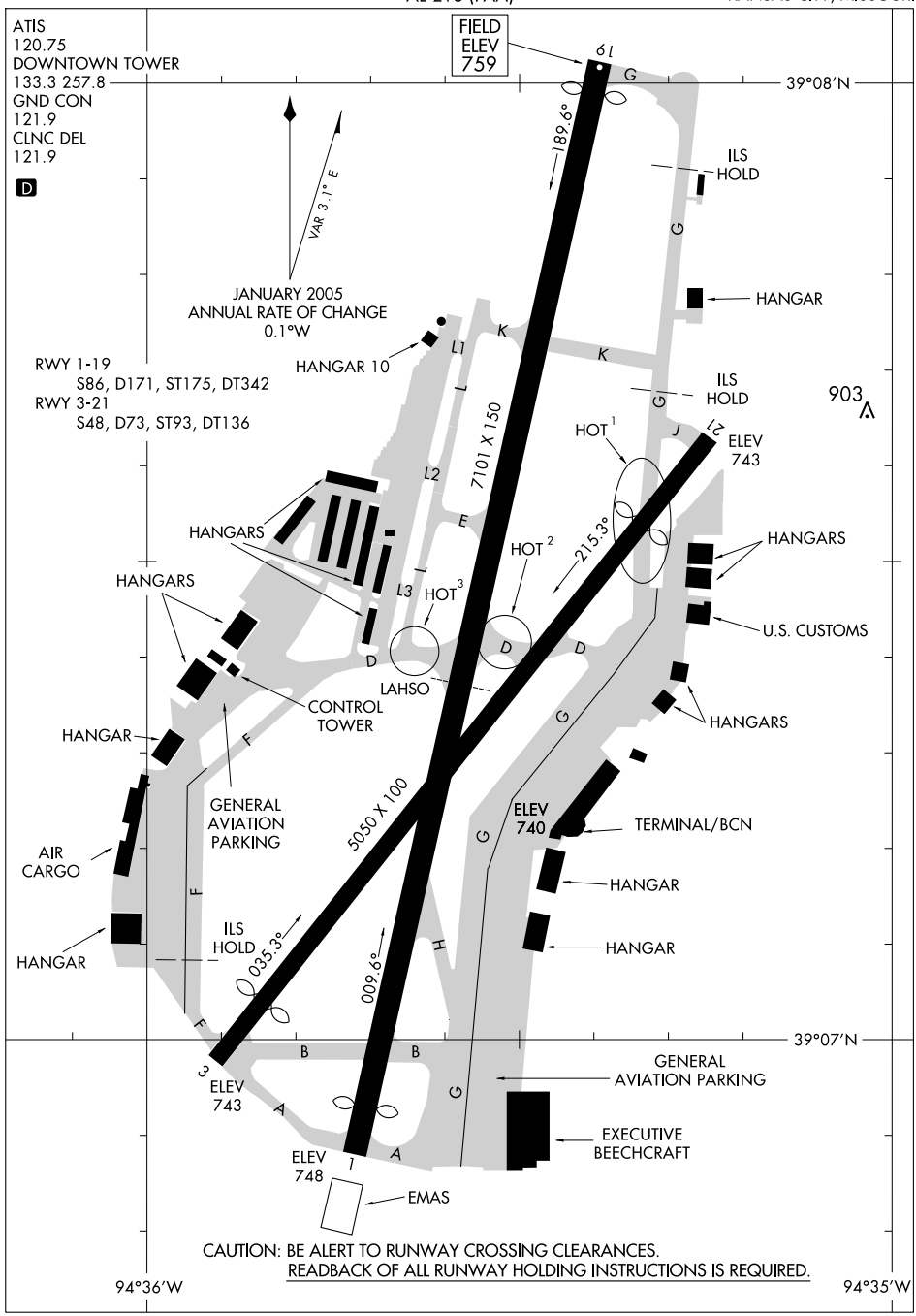
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

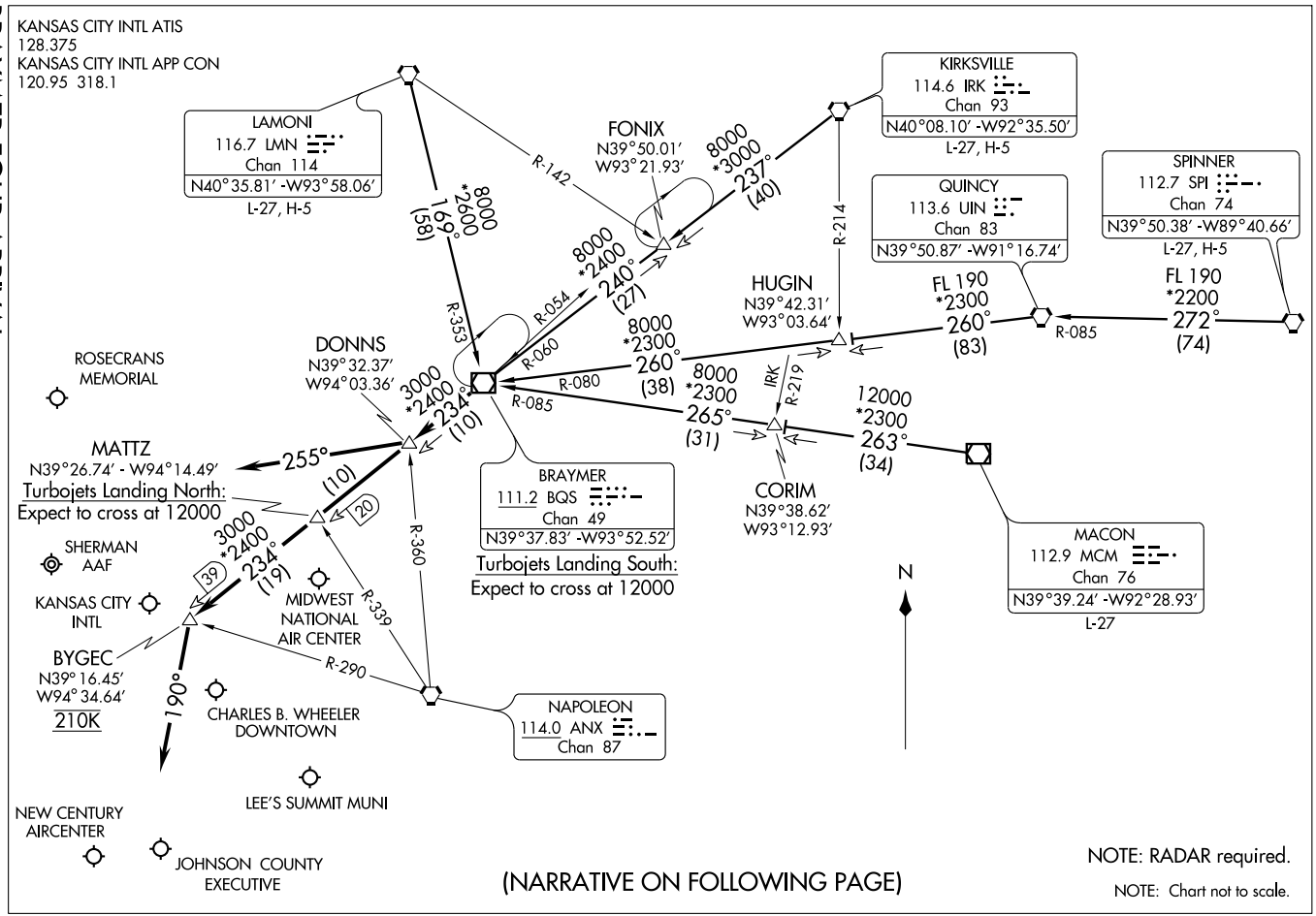
10042

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

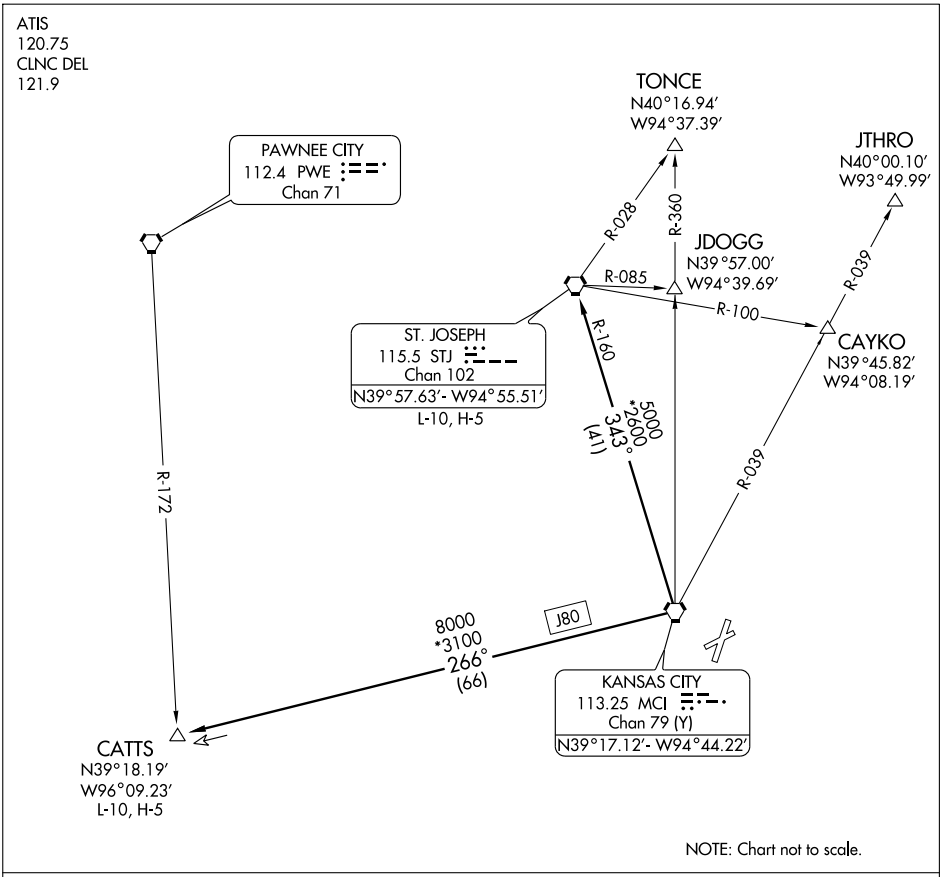
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

CHIEF THREE DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-GQR	APP CRS	Rwy Idg	4550
111.75	031°	TDZE	744
		Apt Elev	759

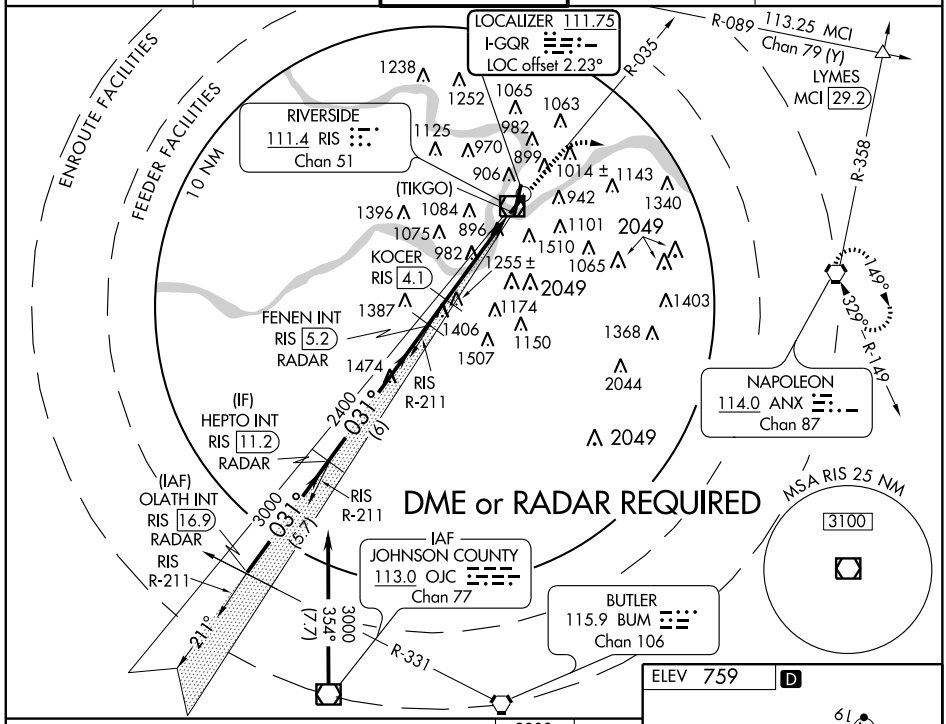
ILS or LOC RWY 3

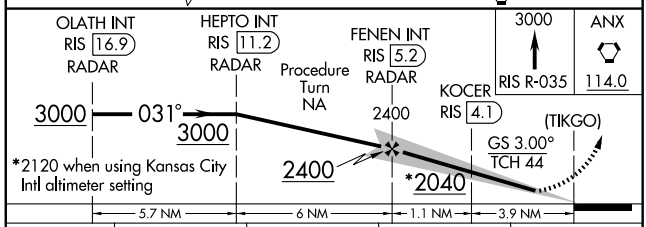
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

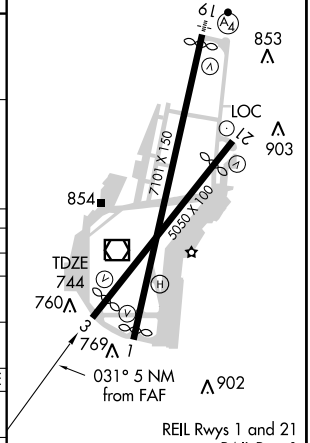
MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
S-ILS 3	1049/50 305 (300-1)		NA	
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA	
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3 1281 (1300-3)	
KOCER FIX MINIMUMS #			# DME from RIS VOR/DME	
S-LOC 3	1240/50 496 (500-1)		NA	
CIRCLING	1400-1 641 (700-1)		1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)



REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-MKC	APP CRS	Rwy Idg	6901
109.9	188°	TDZE	757
		Apt Elev	759

ILS OR LOC RWY 19

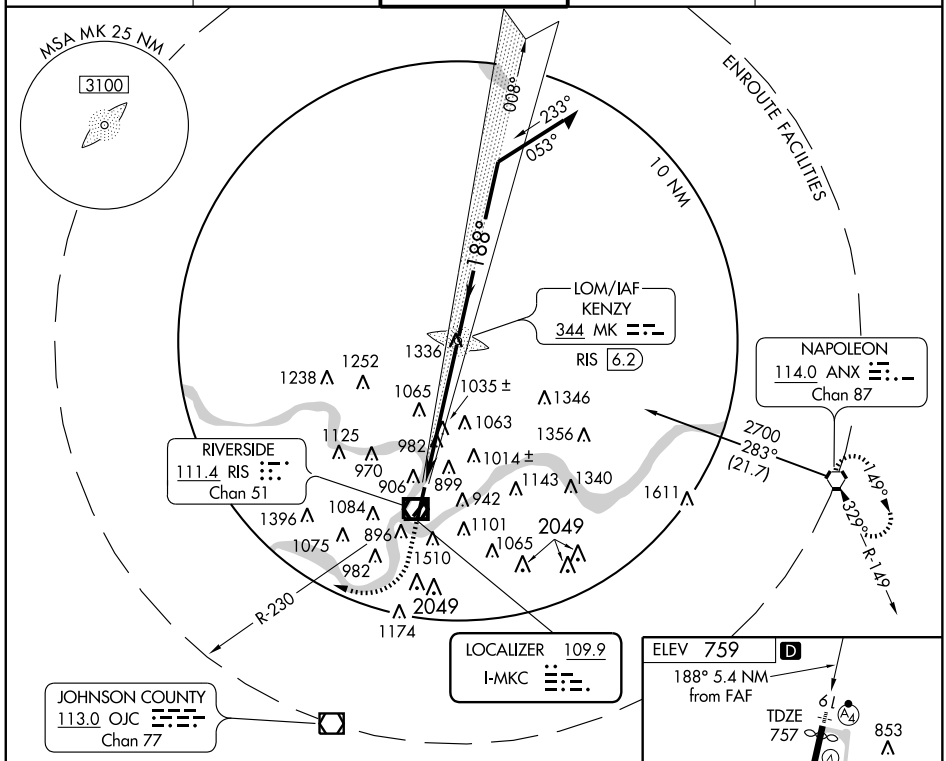
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

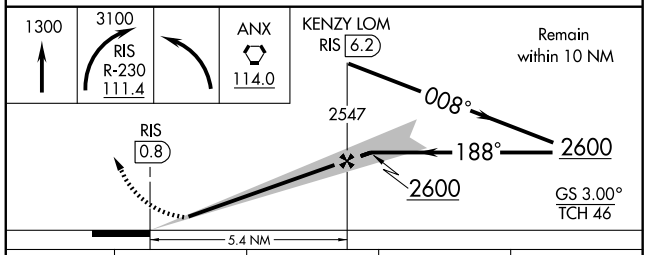
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply to S-LOC-19 Cat C.

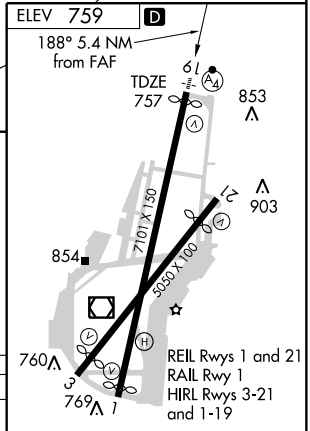
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)		1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

FAF to MAP 5.4 NM

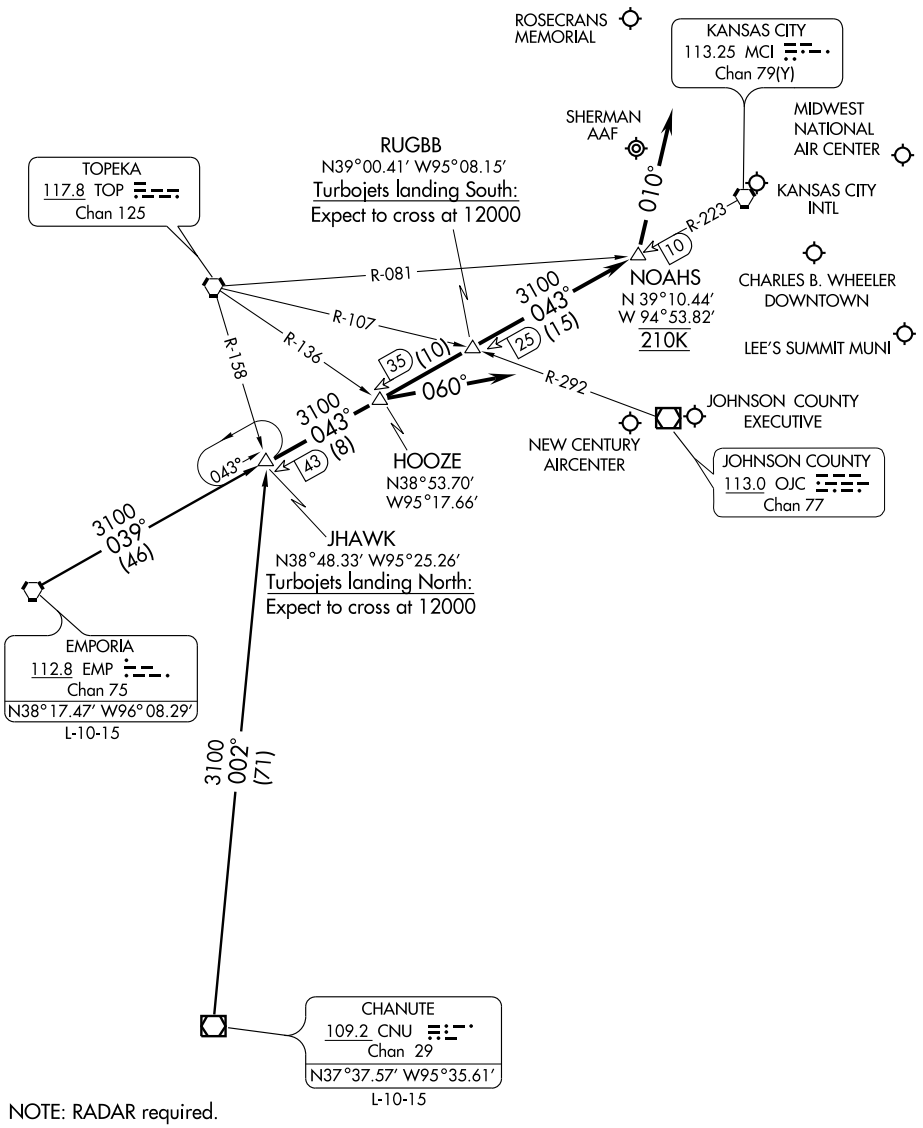
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-3. 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

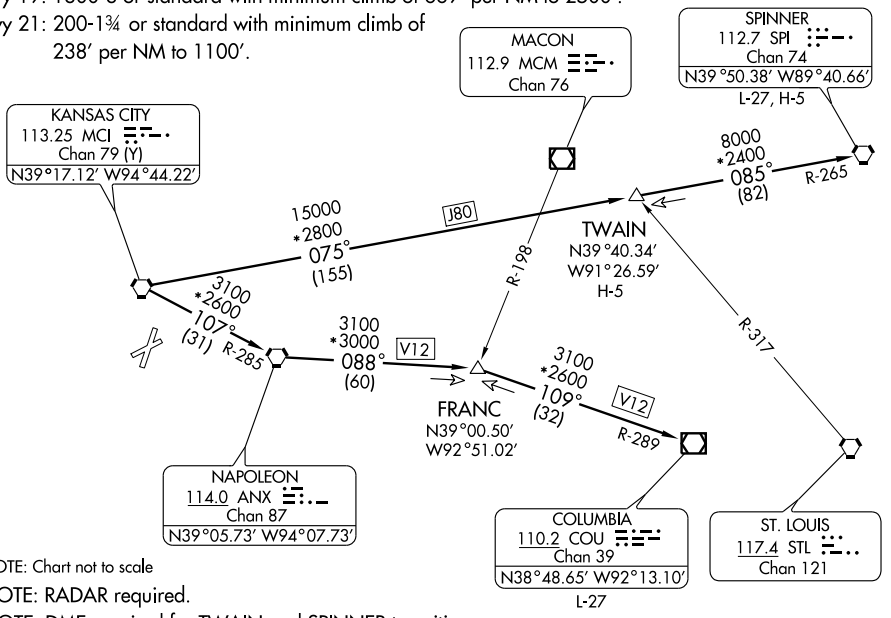
NC-3, 08 APR 2010 to 06 MAY 2010

LAKES FIVE DEPARTURE

ATIS 120.75
CLNC DEL 121.9

TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.
Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.
Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.
Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOM MK	APP CRS	Rwy Idg	6901
344	188°	TDZE	757
		Apt Elev	759

NDB RWY 19

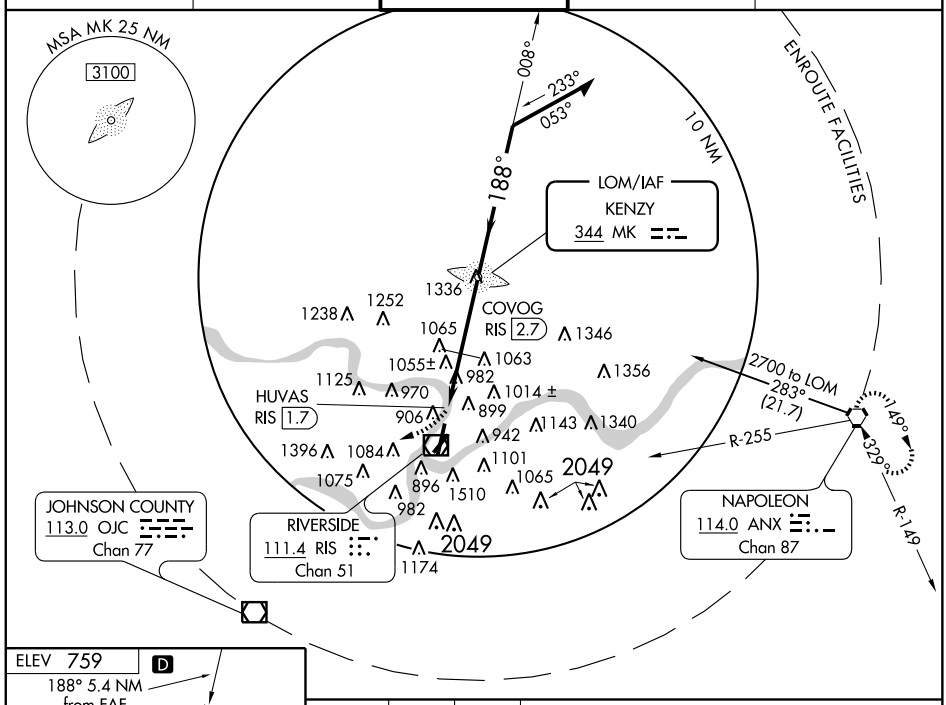
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

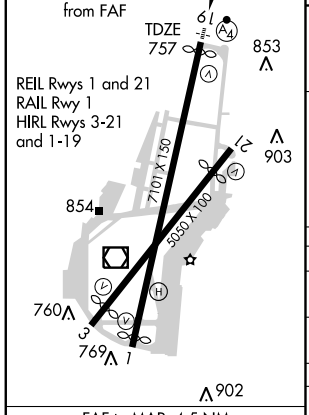
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

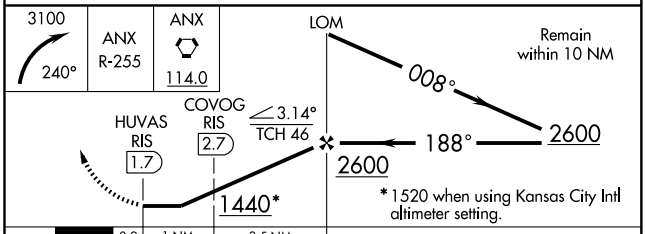
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

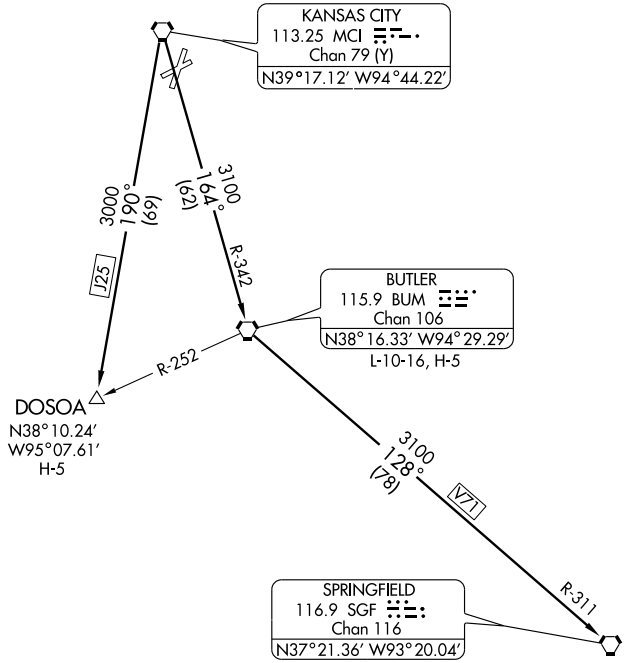


CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2¼ 683 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2¼ 681 (700-2¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg 4550 TDZE 744 Apt Elev 759

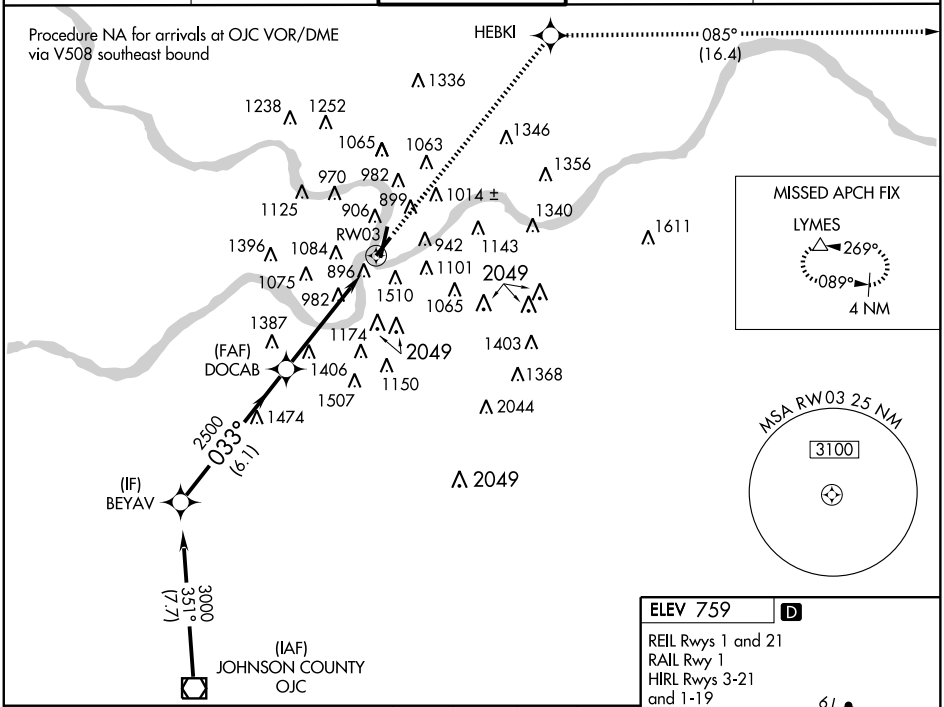
RNAV (GPS) RWY 3

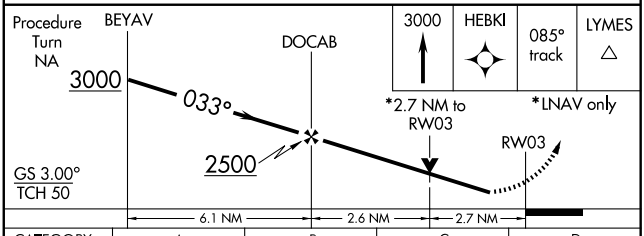
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

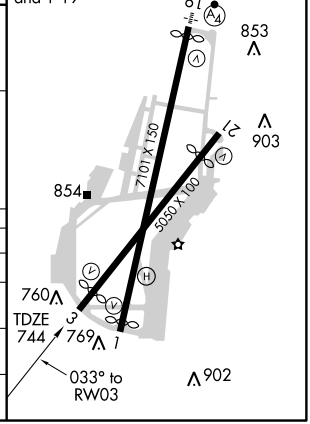
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
LPV DA	1100/60 356 (400-1¼)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1660/60 916 (1000-1¼)		NA	
CIRCLING	1660-1¼ 901 (1000-1¼)		1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)



NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4351
222°	TDZE	744
	Apt Elev	759

RNAV (GPS) RWY 21

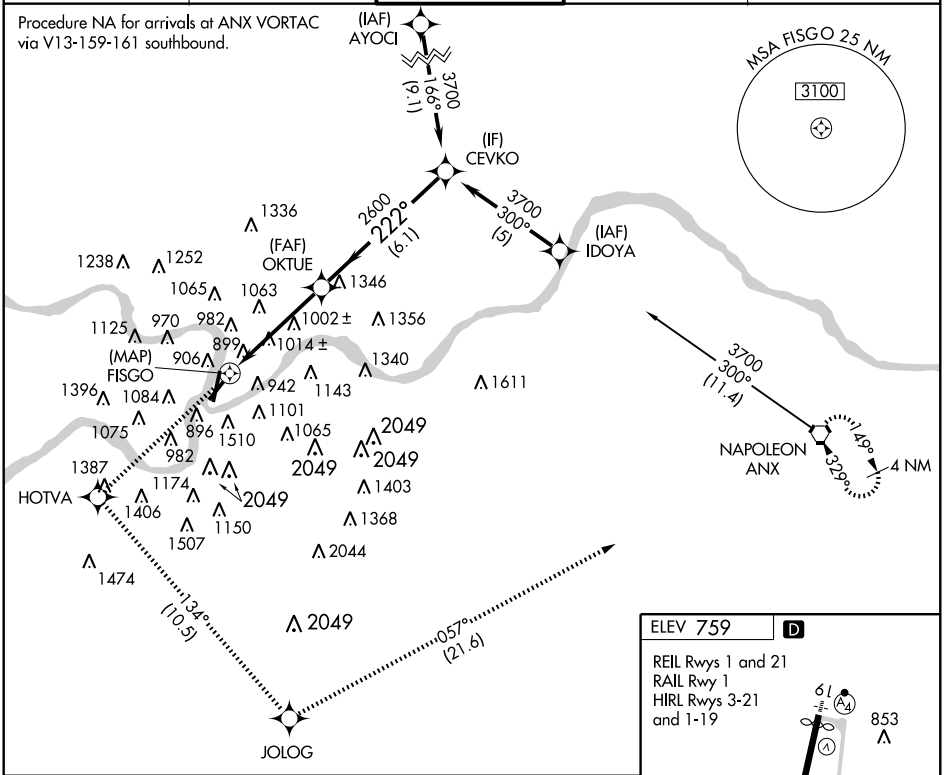
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

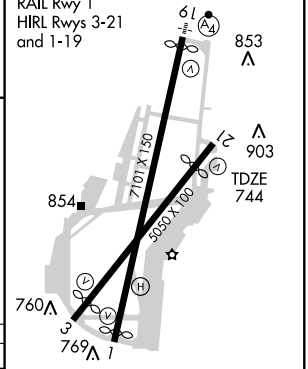
Procedure NA for arrivals at ANX VORTAC via V13-159-161 southbound.



CATEGORY	A	B	C	D
LNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)

ELEV 759 D

REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

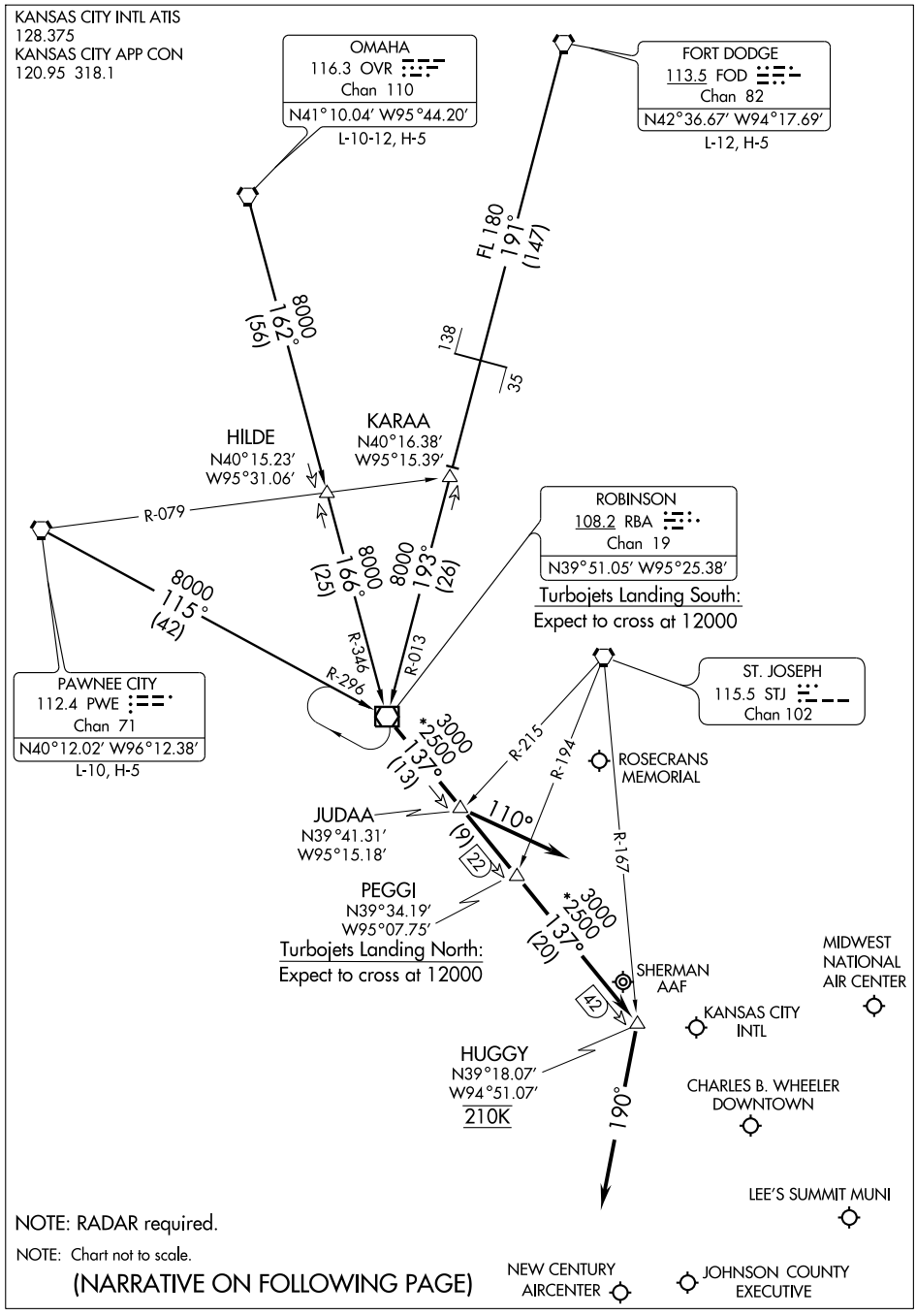


NC-3, 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

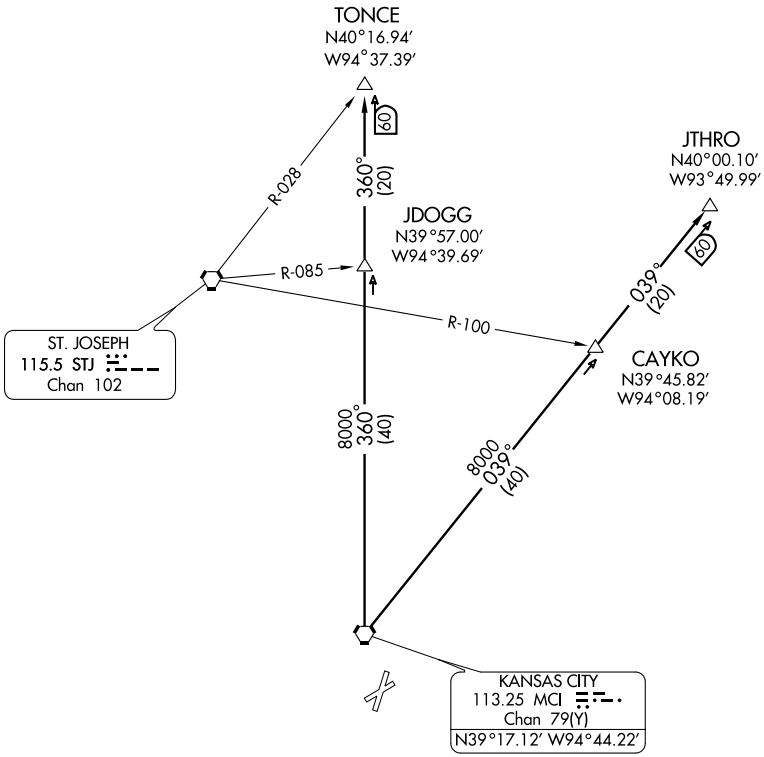
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

ROYAL THREE DEPARTURE

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

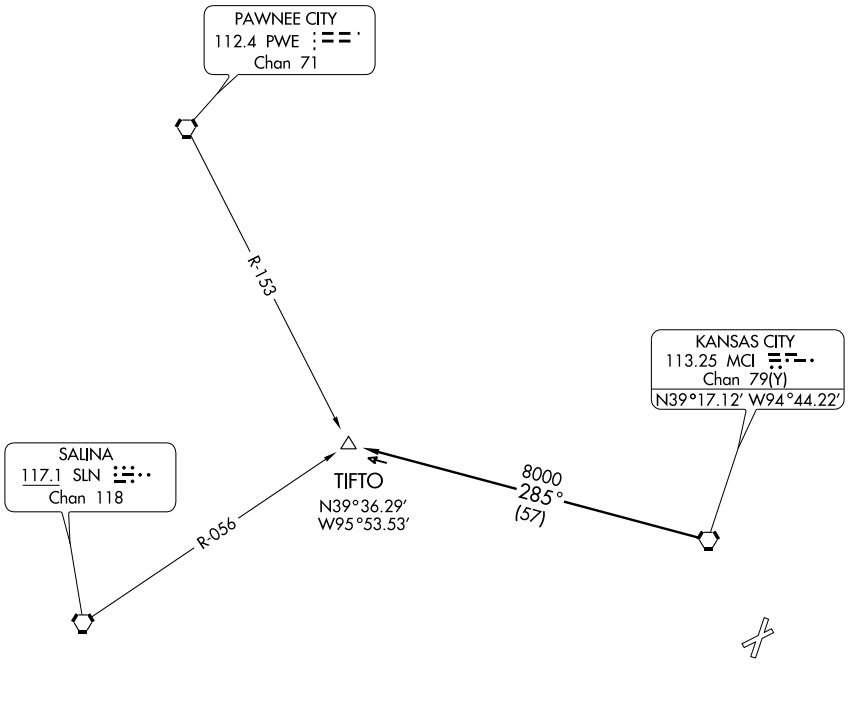
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

TIFTO TWO DEPARTURE

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

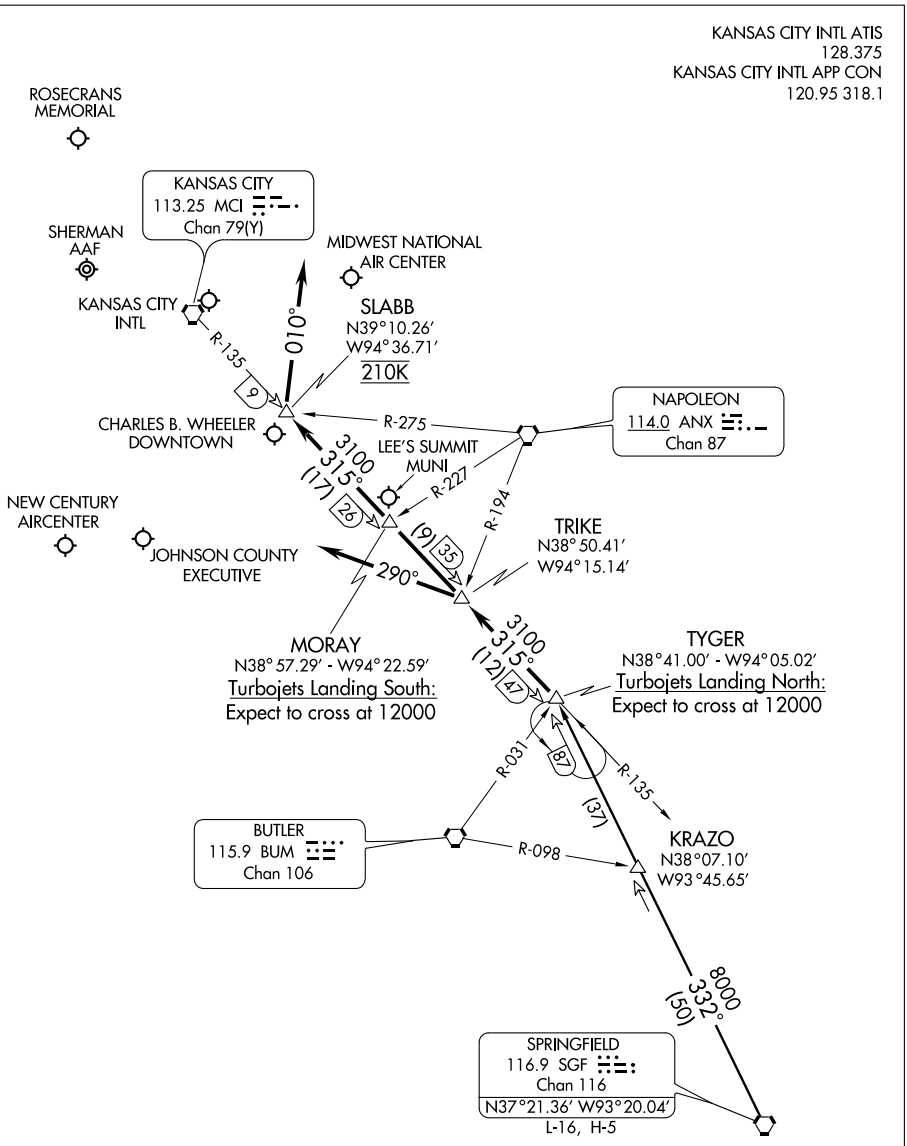
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RIS 111.4 Chan 51	APP CRS 028°	Rwy Idg 4550 TDZE 744 Apt Elev 759

VOR RWY 3

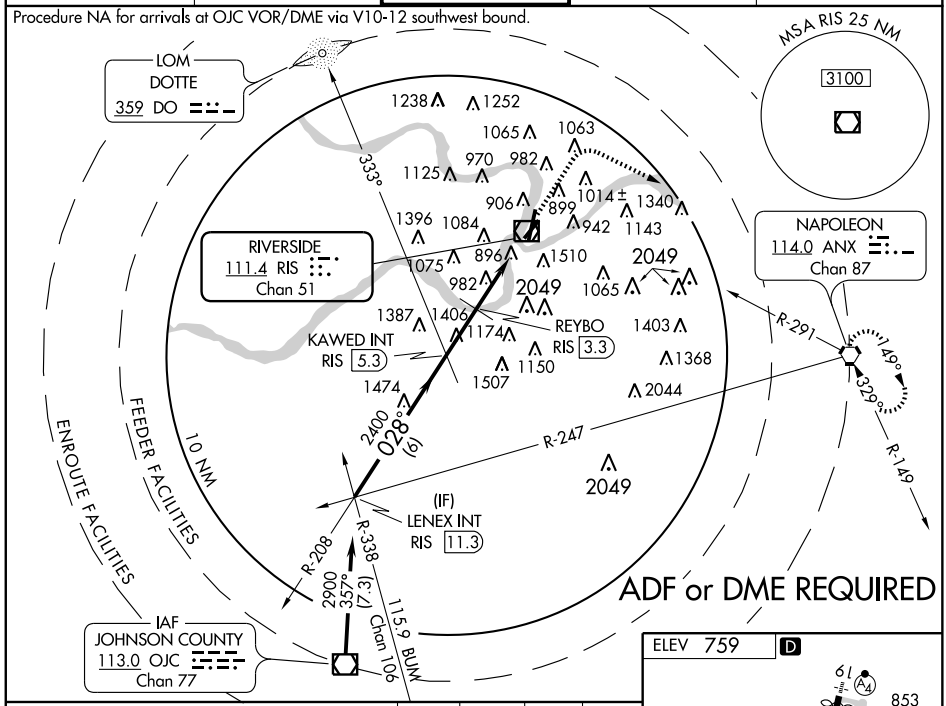
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

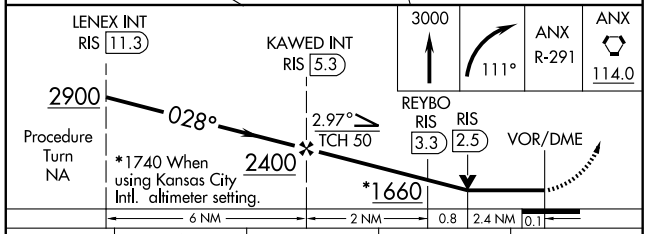
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

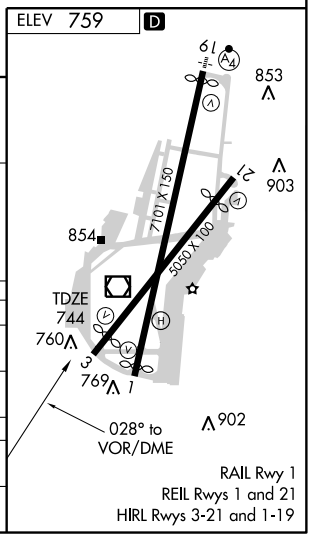
ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.





CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RIS 111.4 Chan 51	APP CRS 193°	Rwy Idg 6901 TDZE 757 Apt Elev 759

VOR RWY 19

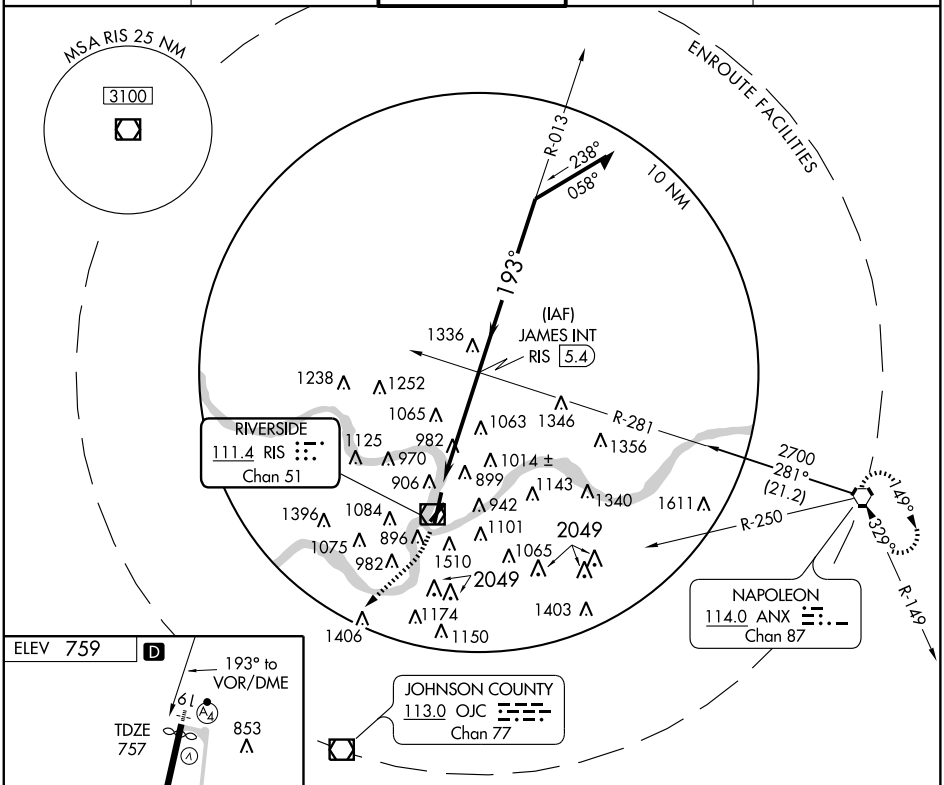
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

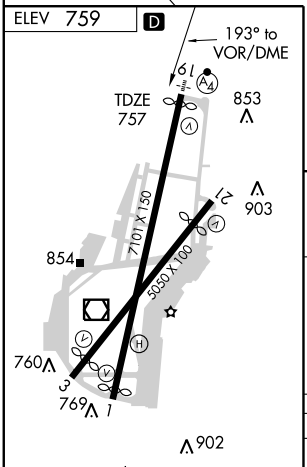
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

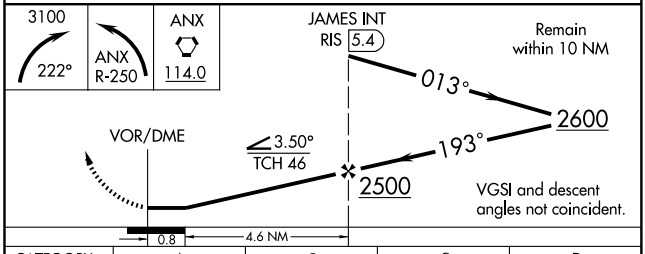
MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19



CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME RIS	APP CRS	Rwy Idg	4351
111.4	218°	TDZE	744
Chan 51		Apt Elev	759

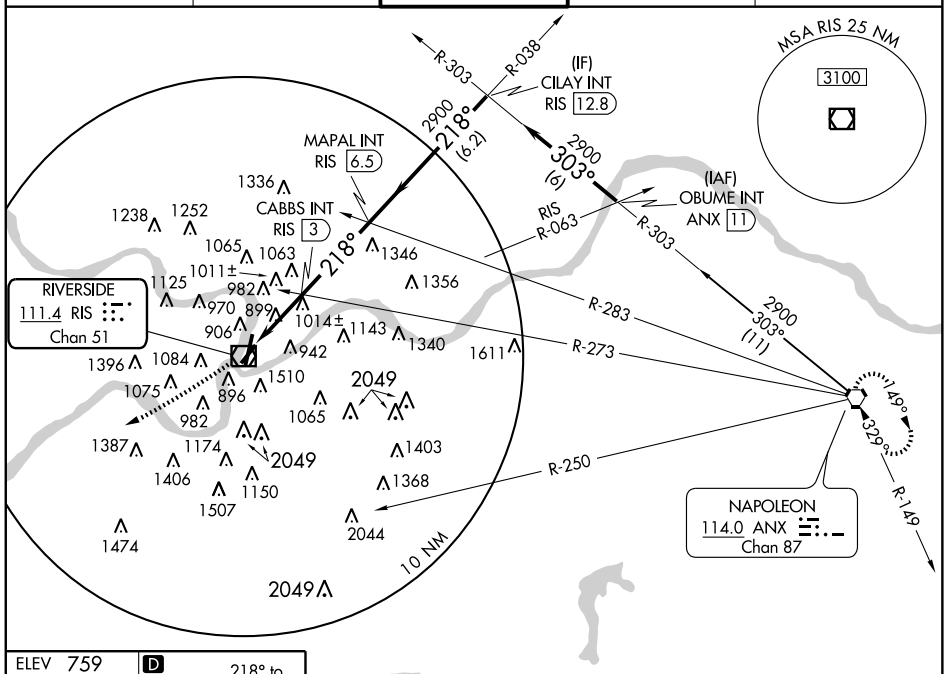
VOR RWY 21

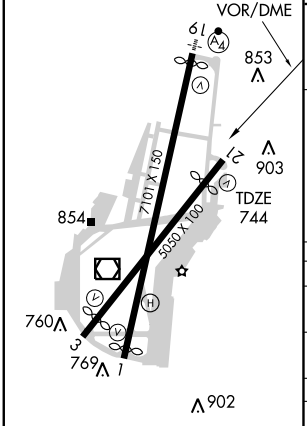
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

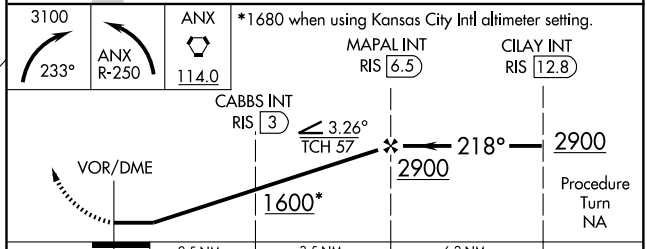
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





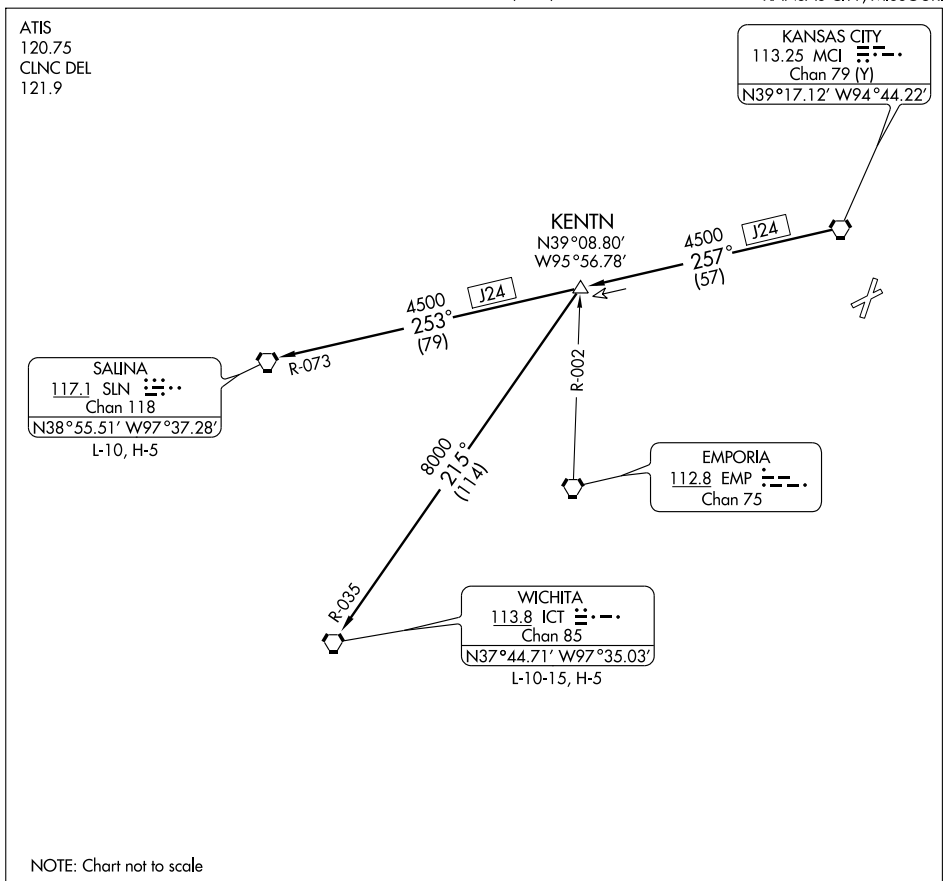


CATEGORY	A	B	C	D
S-21	1600-1 856 (900-1)	1600-1¼ 856 (900-1¼)	NA	
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)
CABBS FIX MINIMUMS				
S-21	1320-1 576 (600-1)		NA	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 08 APR 2010 to 06 MAY 2010

WILDCAT TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

NDB TKX 358	APP CRS 011°	Rwy Idg 5000 TDZE 262 Apt Elev 262

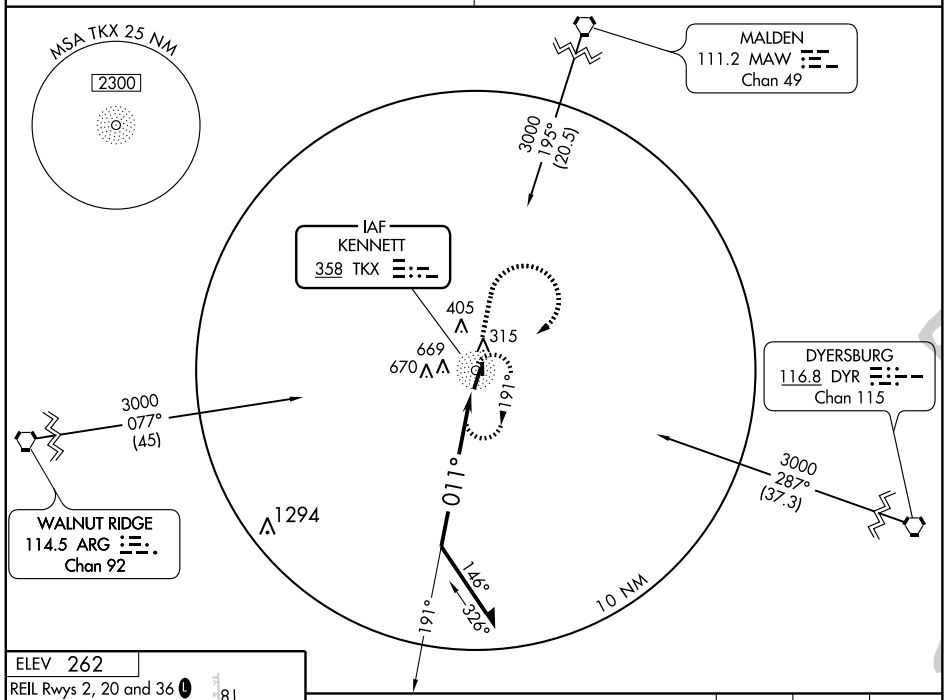
NDB RWY 2

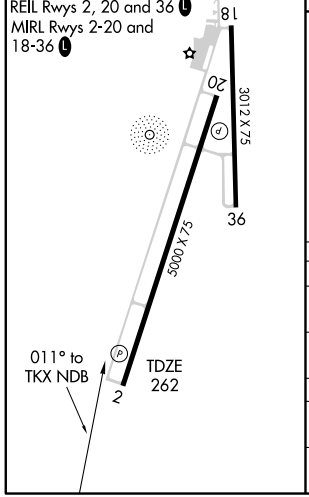
KENNETT MEMORIAL (TKX)

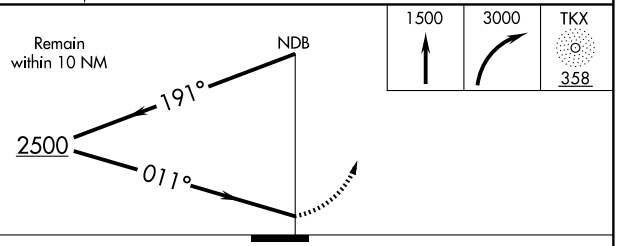
T
A NA — Circling NA to Rwy 36 at night. Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TKX NDB and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼)	1080-2½ 818 (900-2½)	NA
CIRCLING	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼)	1080-2½ 818 (900-2½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-2	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼)	1120-2½ 858 (900-2½)	NA
CIRCLING	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼)	1120-2½ 858 (900-2½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB TKX	APP CRS	Rwy Idg	5000
358	210°	TDZE	262
		Apt Elev	262

NDB RWY 20

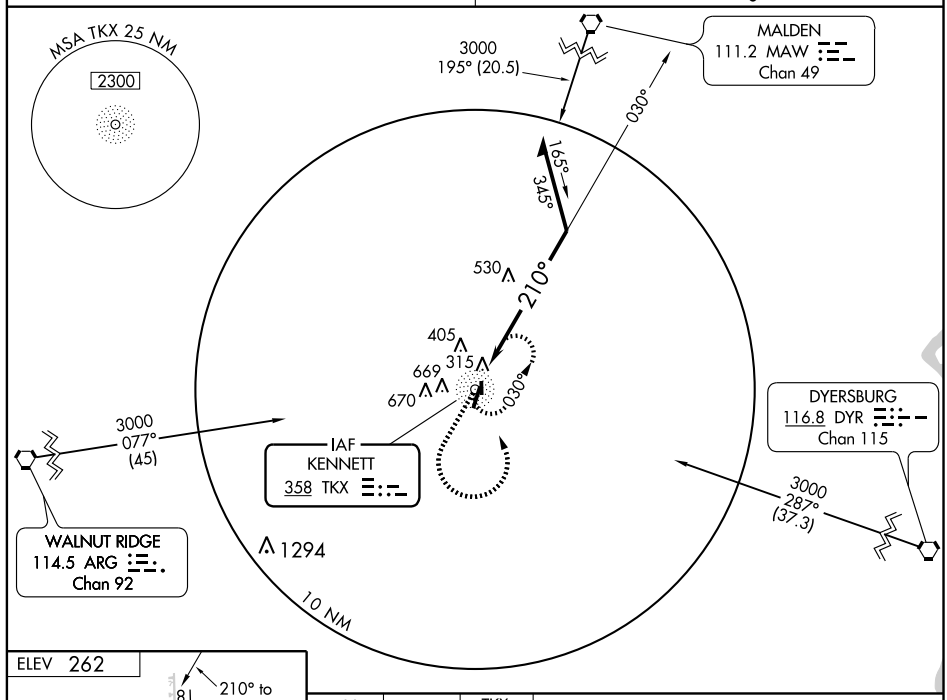
KENNETT MEMORIAL (TKX)

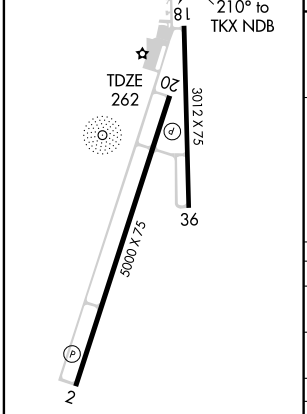
Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TKX NDB and hold.

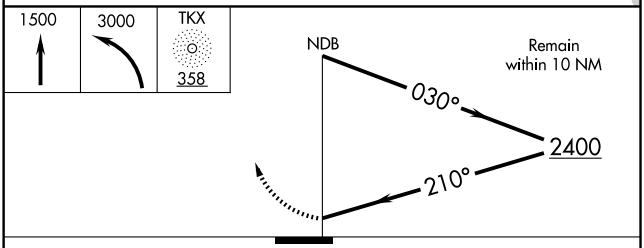
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L





REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L



CATEGORY	A	B	C	D
S-20	940-1	678 (700-1)	940-2 678 (700-2)	NA
CIRCLING	940-1	678 (700-1)	940-2 678 (700-2)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	980-1	718 (800-1)	980-2 718 (800-2)	NA
CIRCLING	980-1	718 (800-1)	980-2 718 (800-2)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
029°	Rwy Idg	5000
	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 2
KENNETT MEMORIAL (TKX)

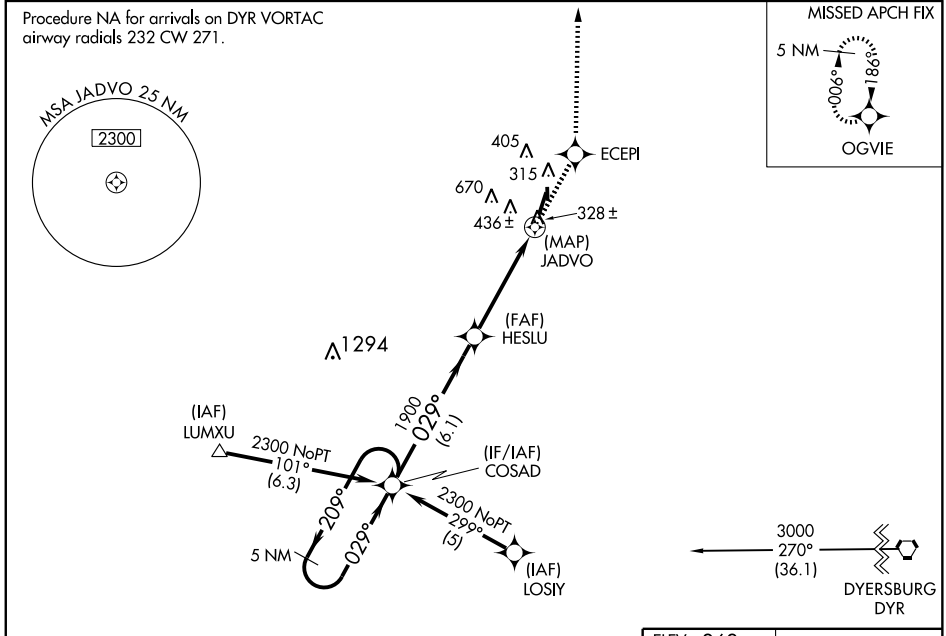
T
NA

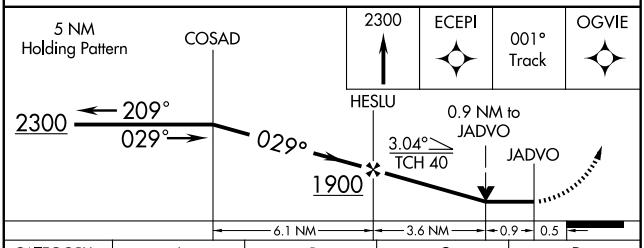
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

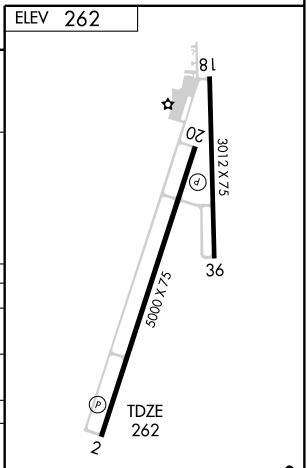
MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.





CATEGORY	A	B	C	D
LNAV MDA	740-1	478 (500-1)	740-1¼ 478 (500-1¼)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA



REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
186°	TDZE	262
	Apt Elev	262

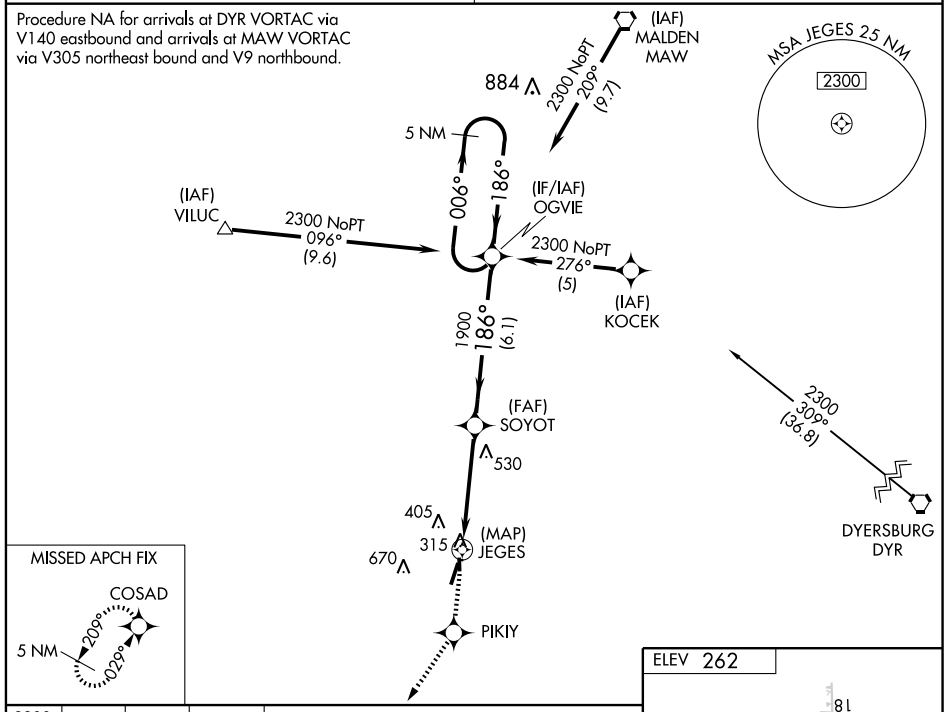
RNAV (GPS) RWY 20
KENNETT MEMORIAL (TKX)

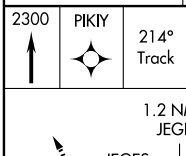
V A NA — DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

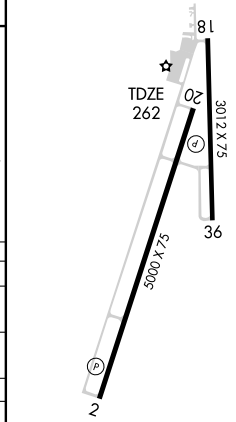
Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.





CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA

ELEV 262



REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAW 111.2 Chan 49	APP CRS 194°	Rwy Idg 5000 TDZE 262 Apt Elev 262

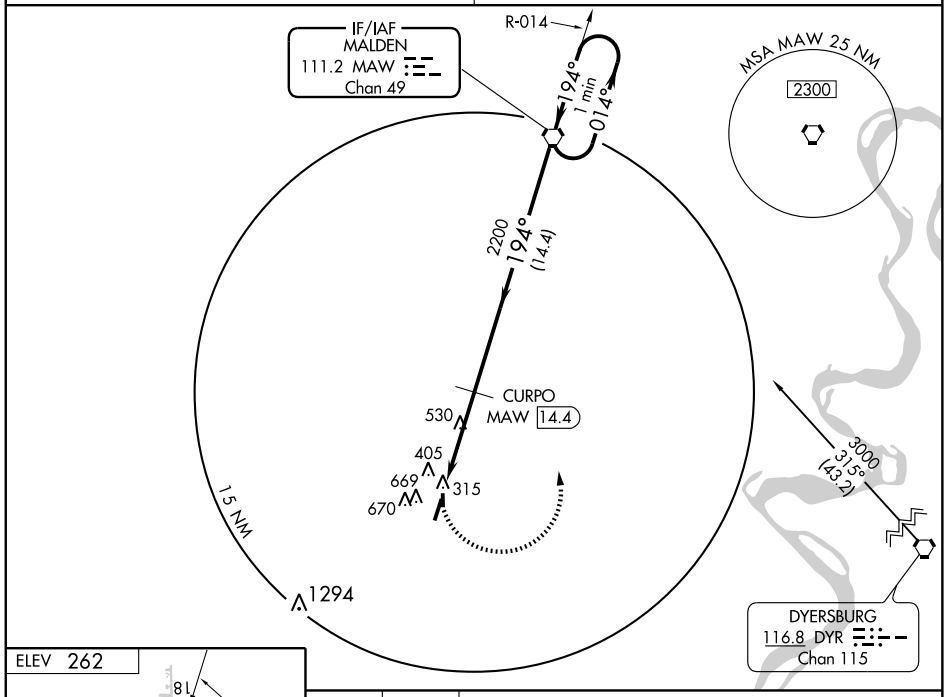
VOR/DME RWY 20
KENNETT MEMORIAL (TKX)

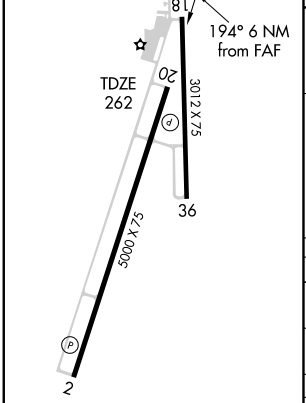
T
A NA

Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

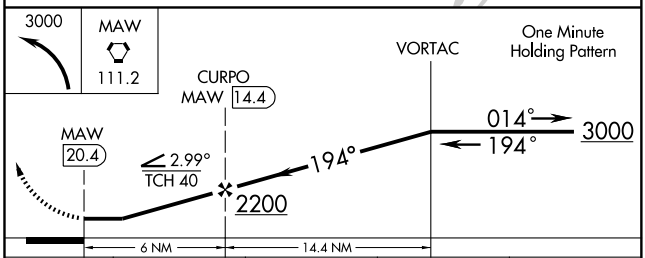
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L



CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

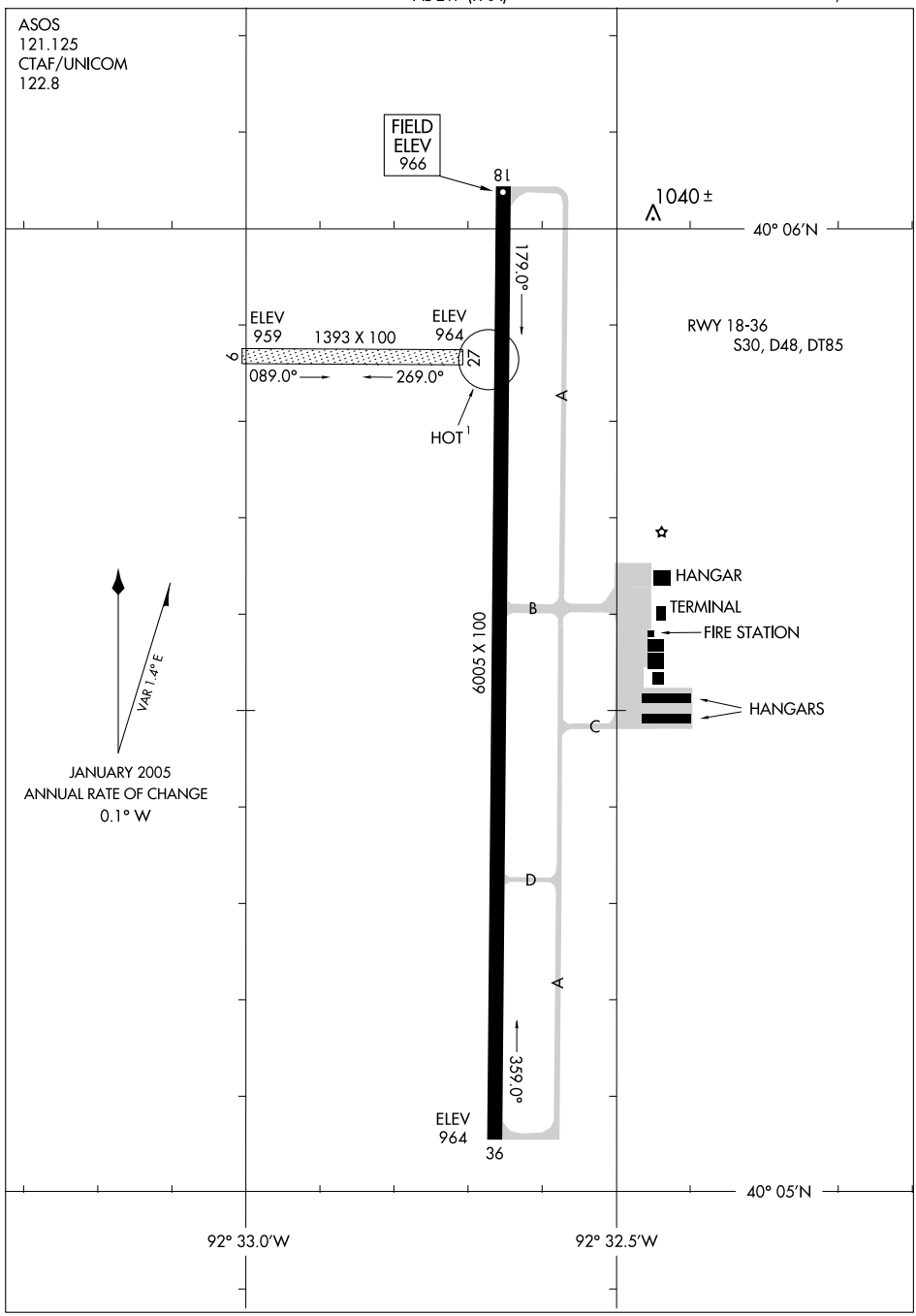
NC-3. 08 APR 2010 to 06 MAY 2010

09239

AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

LOC/DME I-IRK	APP CRS	Rwy Idg	6005
111.5	357°	TDZE	965
Chan 52		Apt Elev	966

ILS or LOC/DME RWY 36

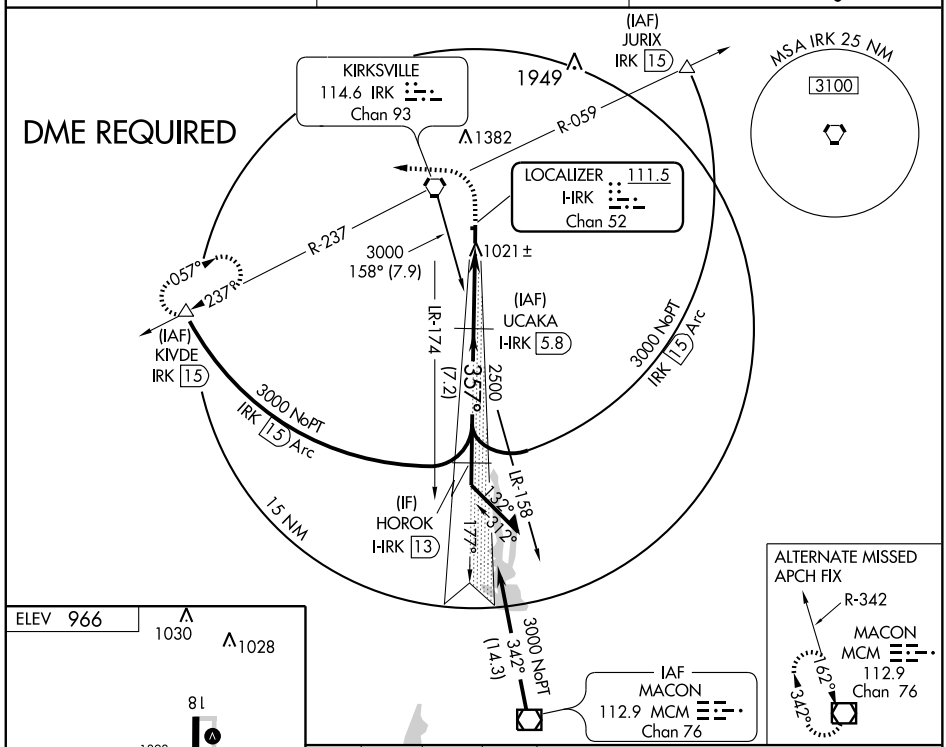
KIRKSVILLE RGNL (IRK)

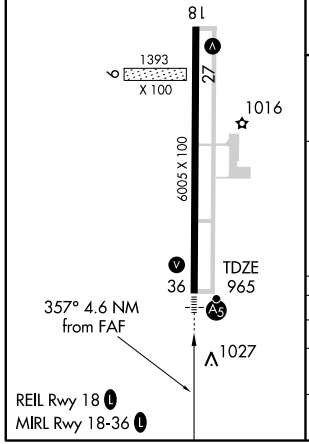
T When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile.
A VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

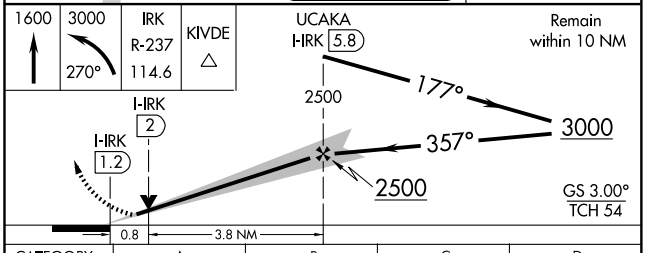
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	1165-½ 200 (200-½)			
S-LOC 36	1280-½ 315 (400-½)			1280-¾ 315 (400-¾)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
177°	Rwy Idg	6005
	TDZE	966
	Apt Elev	966

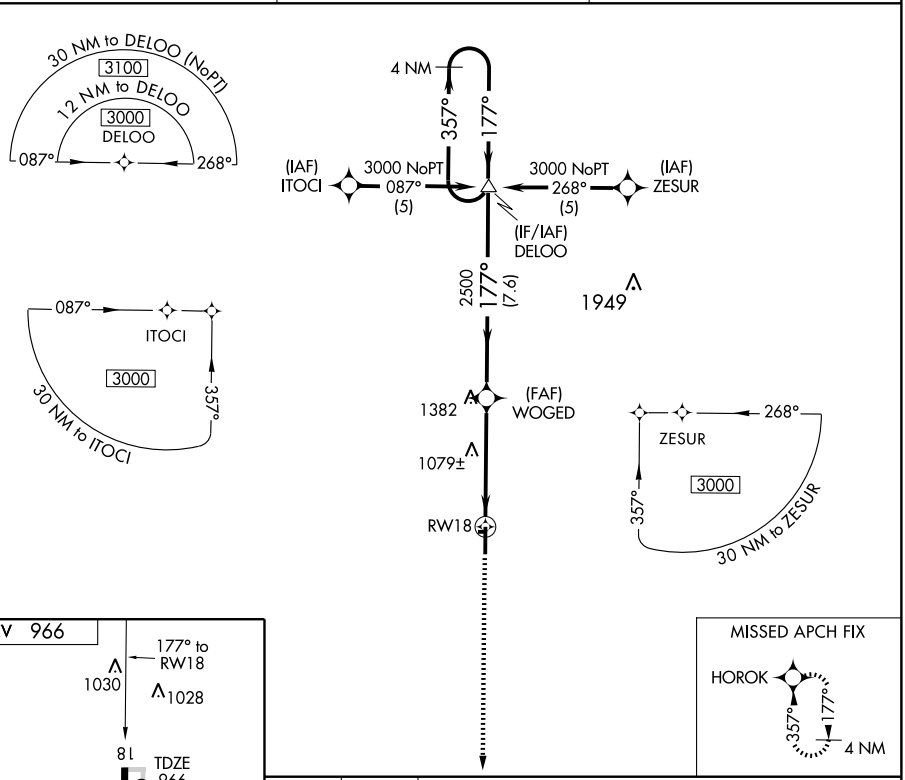
RNAV (GPS) RWY 18

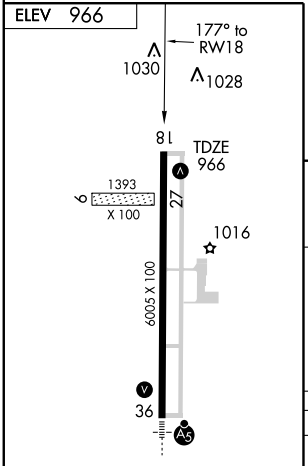
KIRKSVILLE RGNL (IRK)

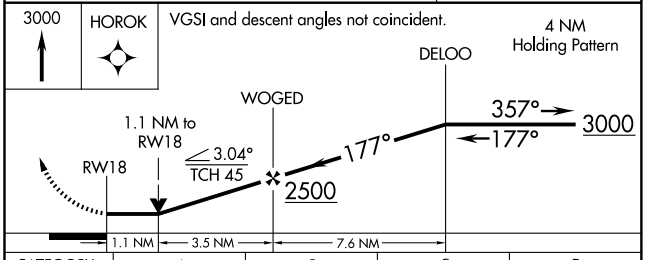
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 70513	357°	Rwy Idg	6005
W36A		TDZE	965
		Apt Elev	966

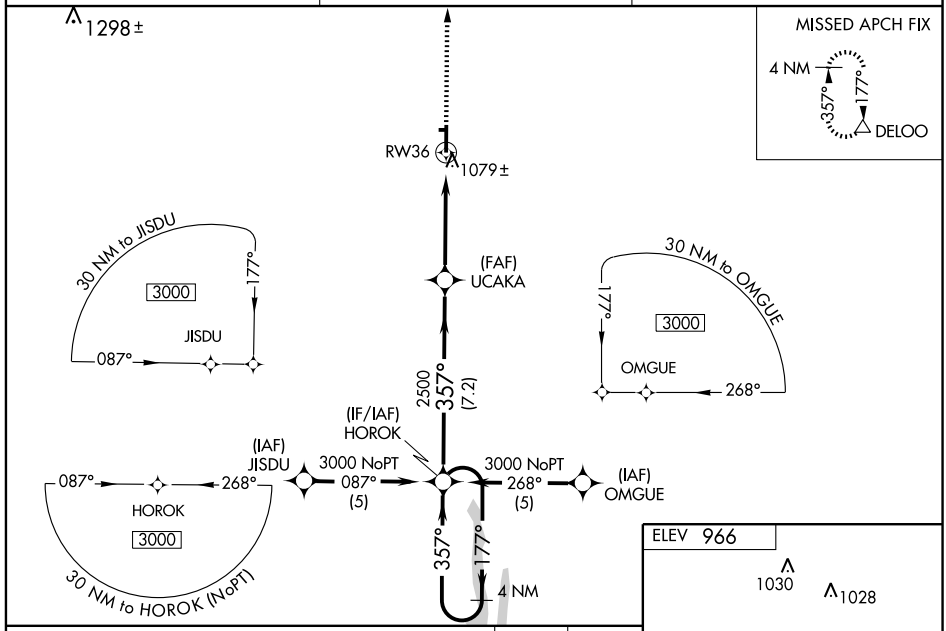
RNAV (GPS) RWY 36
KIRKSVILLE RGNL (IRK)

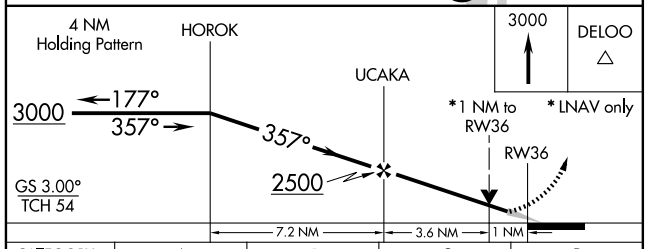
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

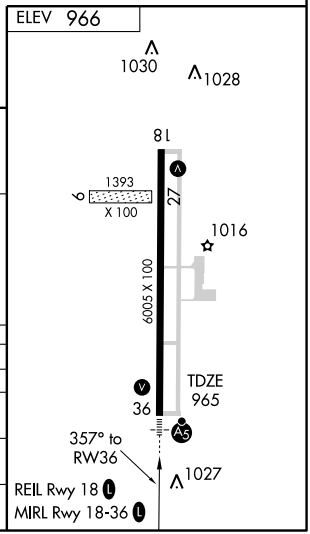
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1165-½ 200 (200-½)			
LNAV/VNAV DA	1349-¾ 384 (400-¾)			
LNAV MDA	1340-½ 375 (400-½)			1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC IRK	APP CRS	Rwy Idg	N/A
114.6	134°	TDZE	N/A
Chan 93		Apt Elev	966

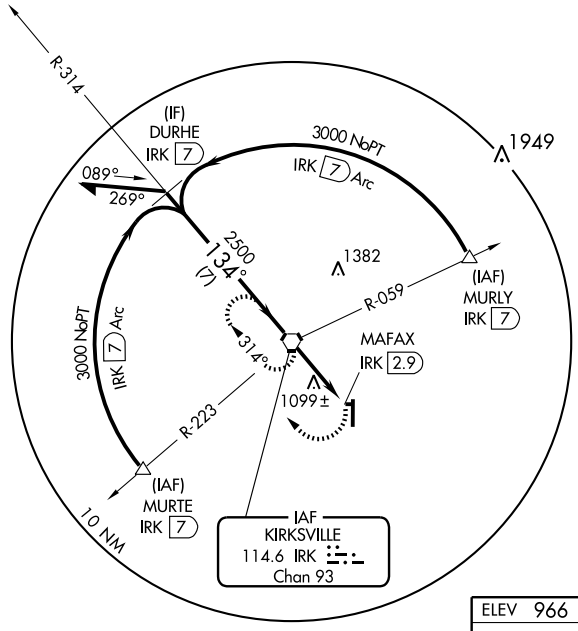
VOR-A

KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

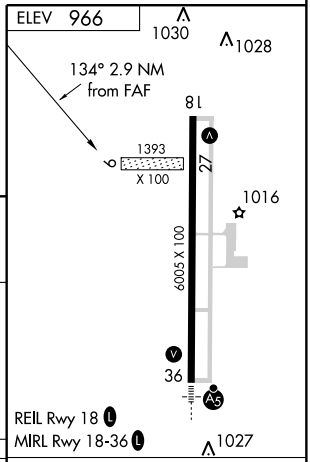
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

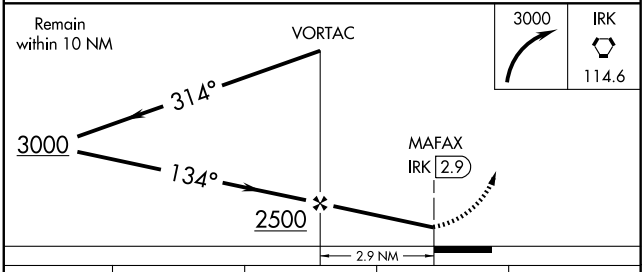
ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L



NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.







CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3. 08 APR 2010 to 06 MAY 2010

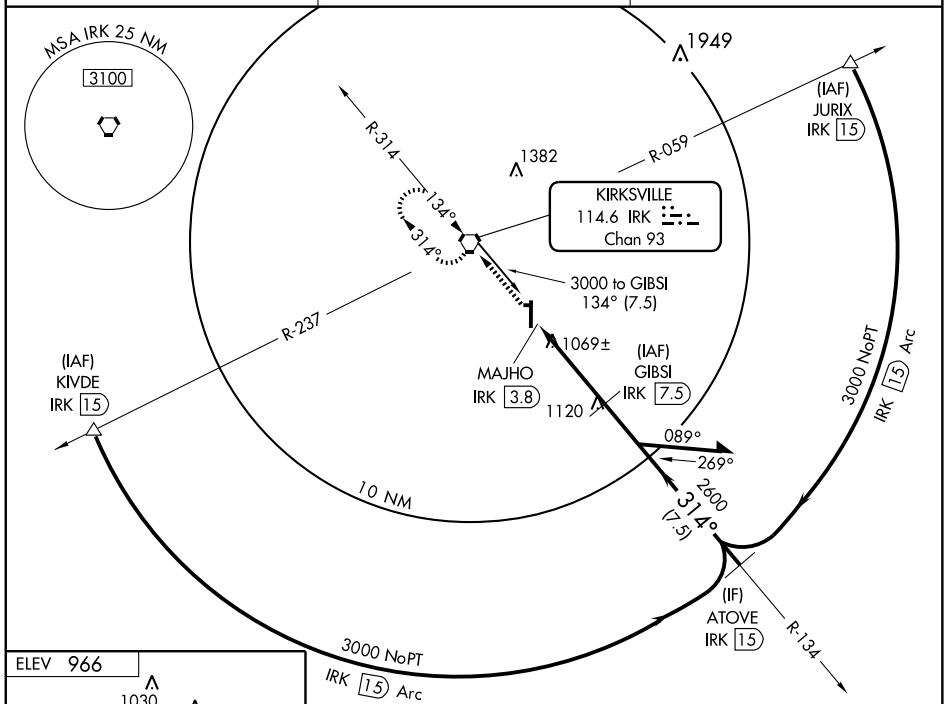
VORTAC IRK	APP CRS	Rwy Idg	N/A
114.6	314°	TDZE	N/A
Chan 93		Apt Elev	966

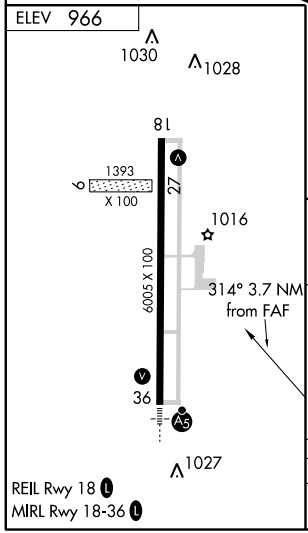
VOR/DME-B
KIRKSVILLE RGNL (IRK)

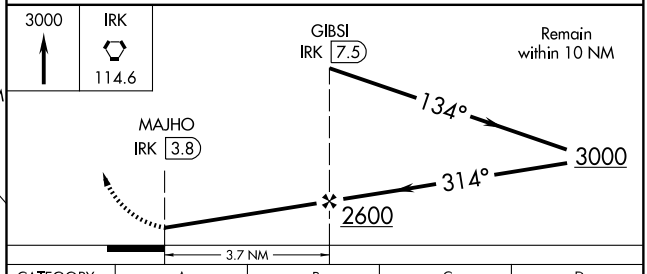
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L

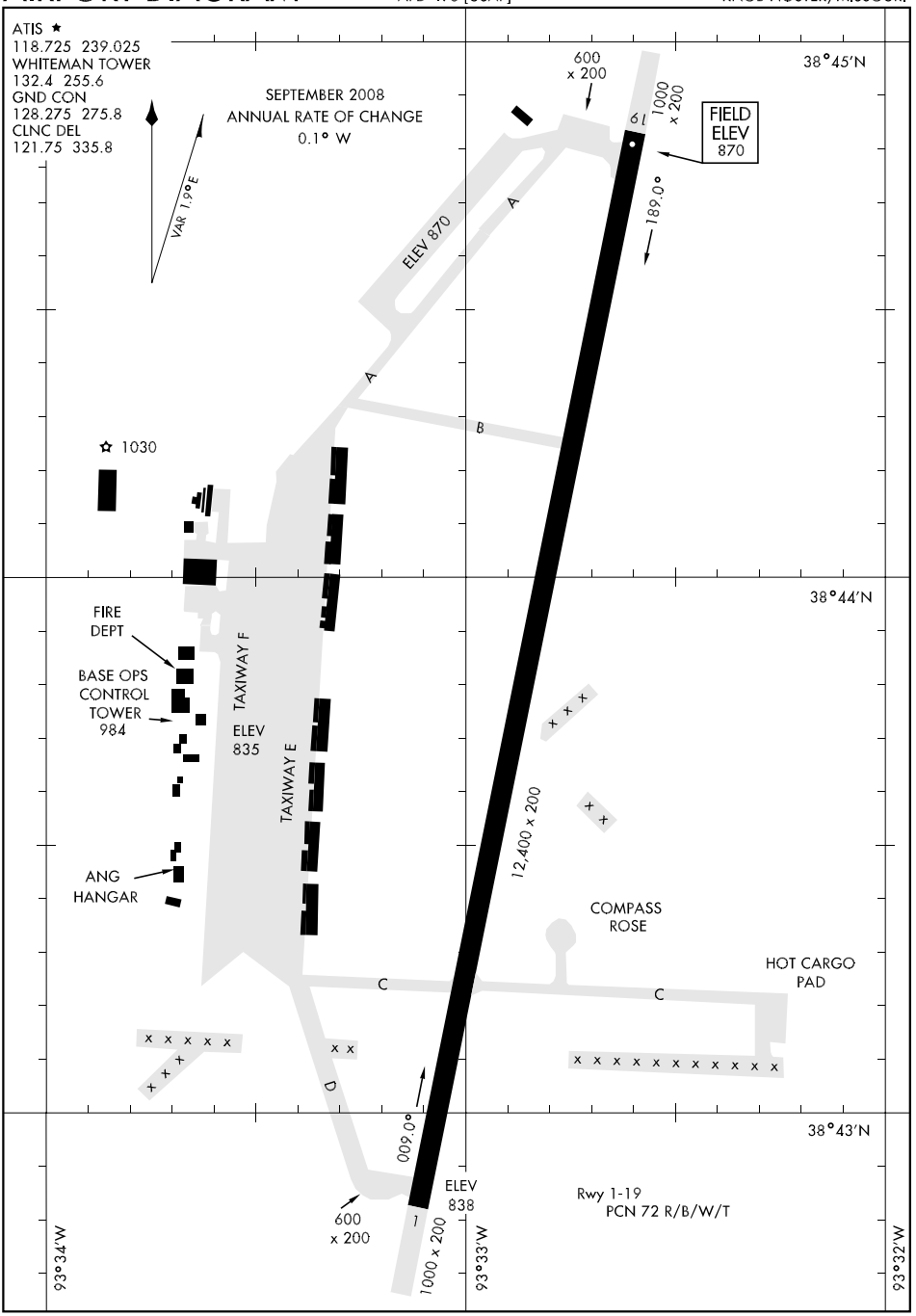






CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010


ATIS ★
118.725 239.025
WHITEMAN TOWER
132.4 255.6
GND CON
128.275 275.8
CLNC DEL
121.75 335.8
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.9°E
38°45'N
600 x 200
1000 x 200
6L
FIELD ELEV 870
189.0°
ELEV 870
A
B
1030
FIRE DEPT
BASE OPS CONTROL TOWER 984
TAXIWAY F
TAXIWAY E
ELEV 835
38°44'N
12,400 x 200
ANG HANGAR
COMPASS ROSE
HOT CARGO PAD
C
D
609.0°
ELEV 838
600 x 200
1000 x 200
1
Rwy 1-19
PCN 72 R/B/W/T
38°43'N
93°34'W
93°33'W
93°32'W

HI-ILS or LOC/DME RWY 1

LOC I-SZL	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
110.3	007°	12,400 / 837 / 870		

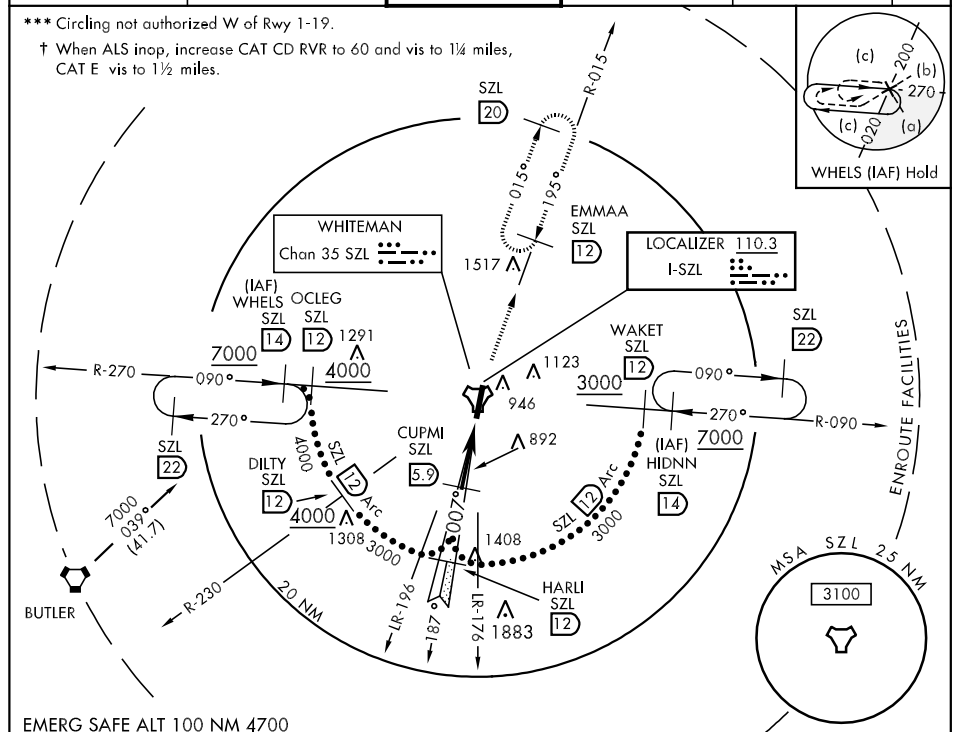
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

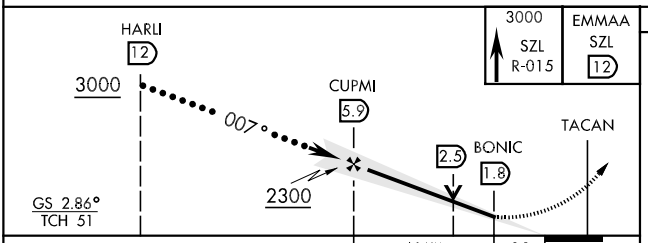
ALSF-1

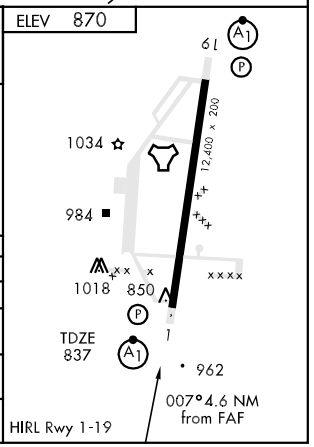
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.
† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.







CATEGORY	C	D	E
S-ILS 1*	1037/24 200 (200-½)		
S-LOC 1**	1240/40 403 (400-¾)		1240/50 403 (400-1)
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 †	1260/40 423 (400-¾)		1260/50 423 (400-1)

HI-ILS or LOC/DME RWY 19

LOC I-MXJ	APCH CRS	Rwy ldg 12,400 / TDZE 870 / Arpt Elev 870
108.5	187°	

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

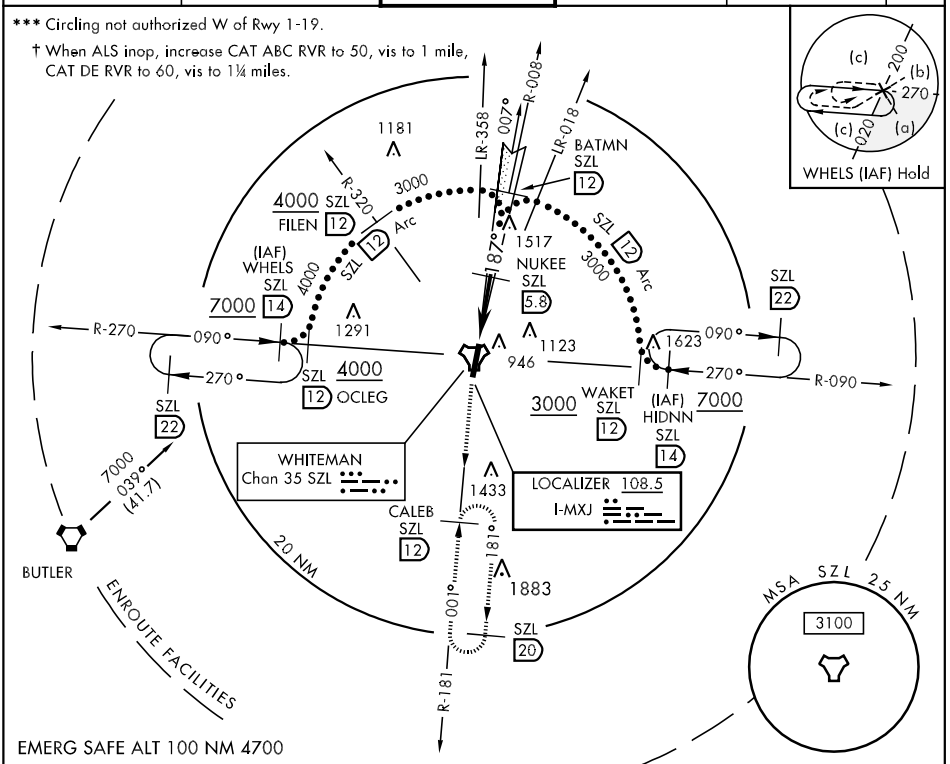
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

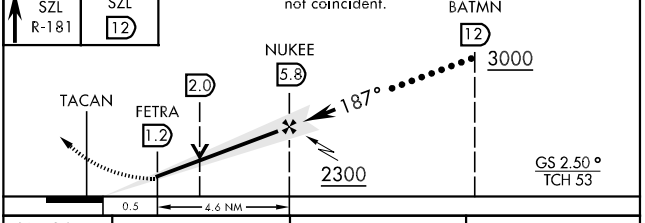
*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

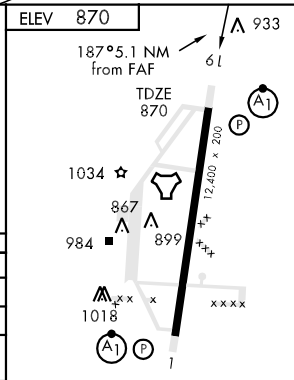


3000 SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.



ELEV 870



HIRL Rwy 1-19

CATEGORY	C	D	E
S-ILS 19 *	1070/24	200	(200-½)
S-LOC 19 **	1240/40	370	(400-¾)
CIRCLING ***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/40	390 (400-¾)	

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
SZL Chan 35	001°	12,400	837	870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

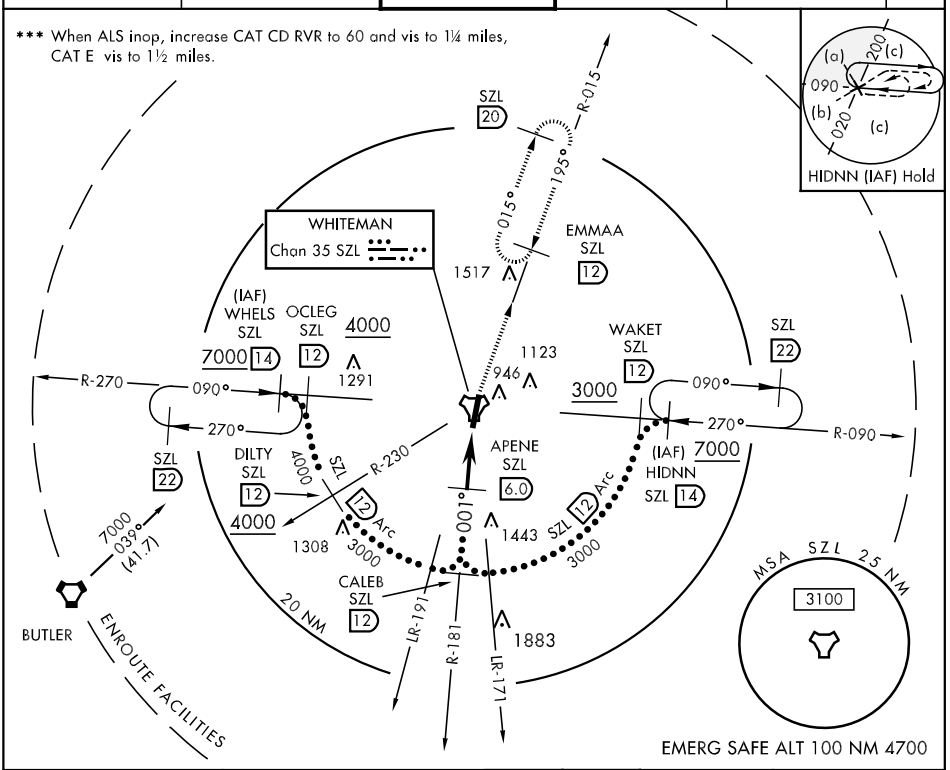
▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

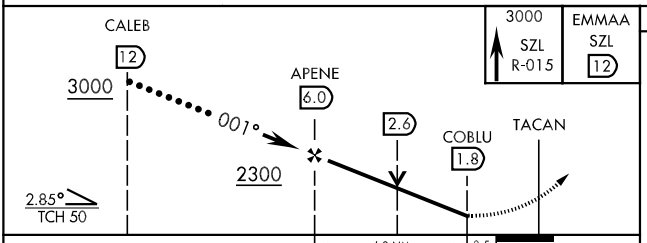
ALSF-1 (A1)

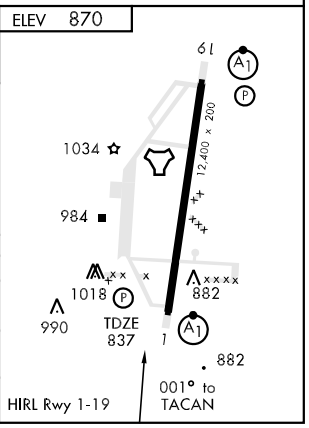
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.







CATEGORY	C	D	E
S-1 *	1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/40 423 (400-¾)		1260/50 423 (400-1)

NC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 19

TACAN	APCH CRS	Rwy Idg	12,400
Chan 35	195°	TDZE	870
		Arpt Elev	870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

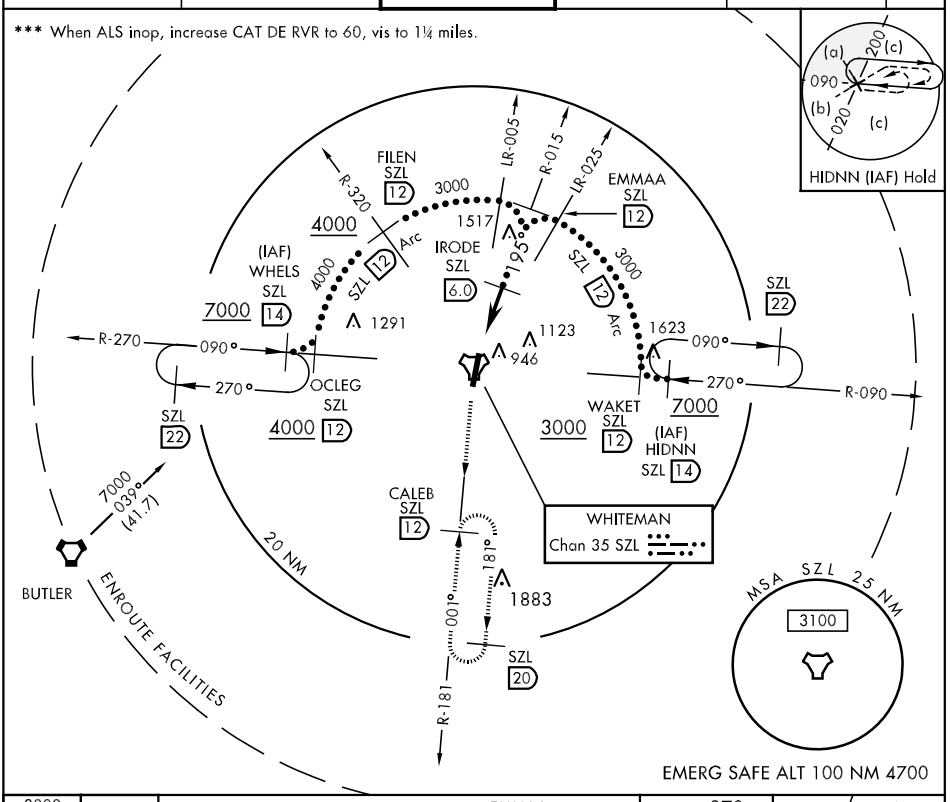
* When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

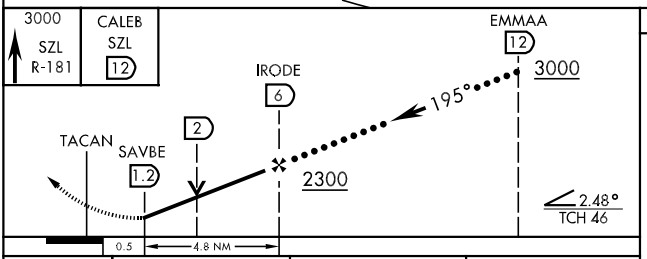
ALSF-1

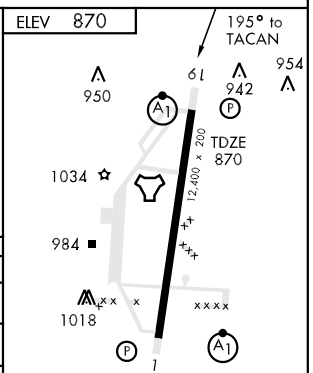
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT DE RVR to 60, vis to 1¼ miles.







CATEGORY	C	D	E
S-19 *	1260/40 390 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19***	1260/40 390 (400-¾)		

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 1

LOC I-SZL	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-496 [USAF]	WHITEMAN AFB (KSZL)
110.3	007°	12,400 / 837 / 870		

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

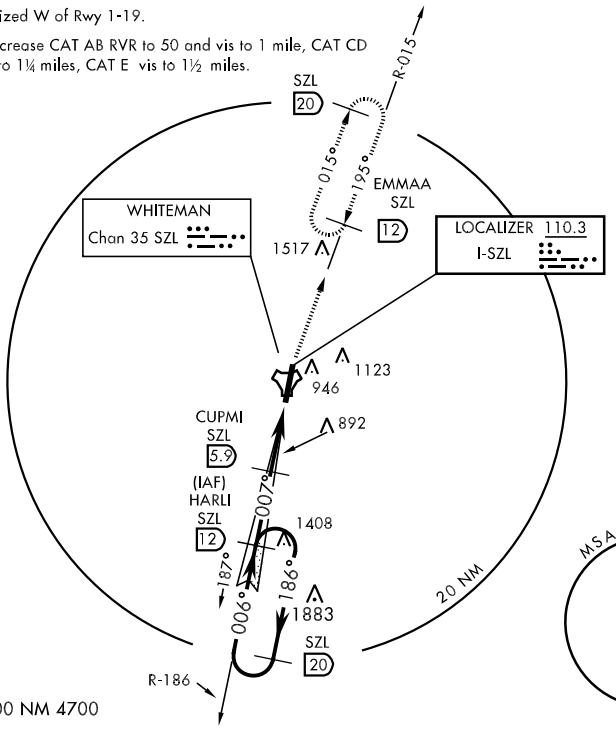
ALSF-1

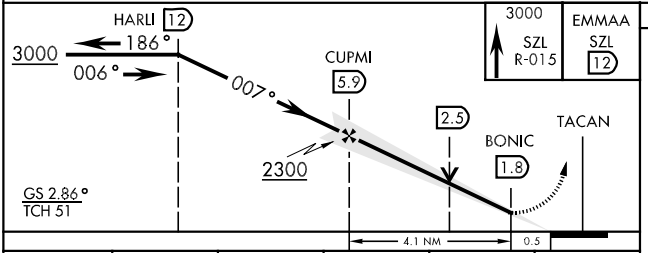
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

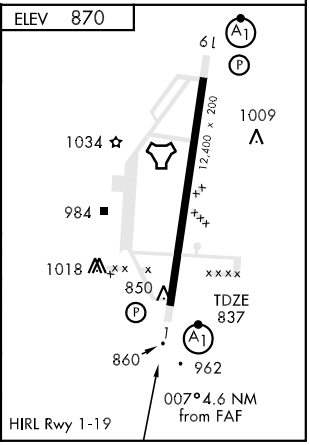
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.







CATEGORY	A	B	C	D	E
S-ILS 1*	1037/24		200	(200-½)	
S-LOC 1**	1240/24 403 (400-½)		1240/40 403 (400-¾)		1240/50 403 (400-1)
CIRCLING***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 †	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

ILS or LOC/DME RWY 19

LOC I-MXJ	APCH CRS	Rwy ldg 12,400 / TDZE 870 / Arpt Elev 870
108.5	187°	AL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

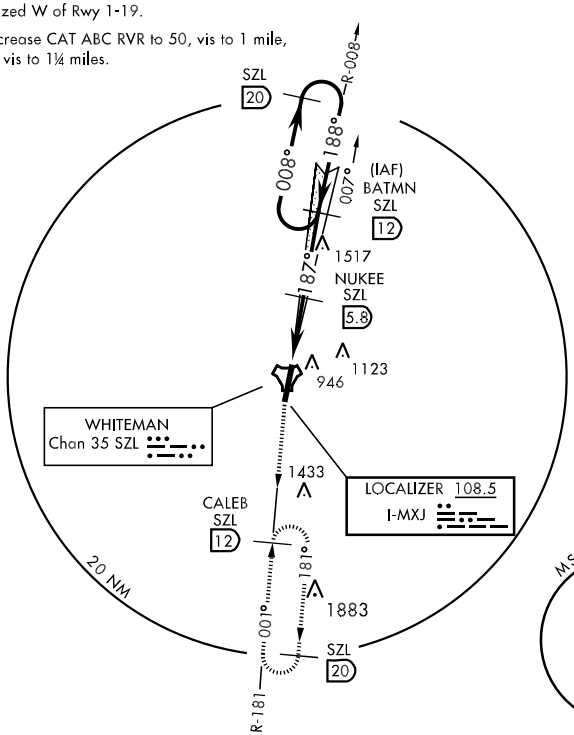
ALSF-1

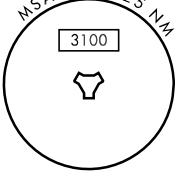
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

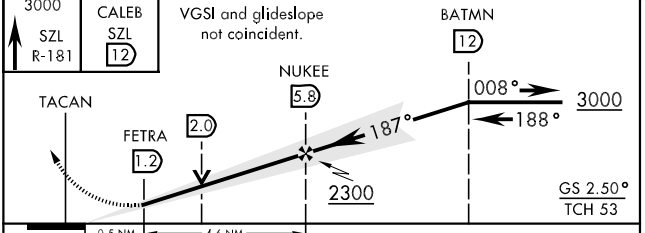


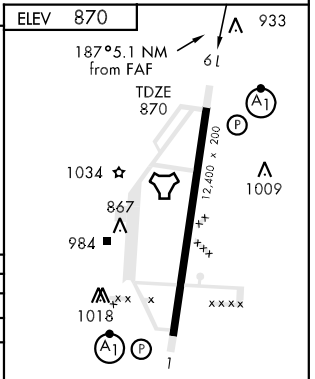


EMERG SAFE ALT 100 NM 4700

3000 ↑ SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.





HIRL Rwy 1-19

CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200	(200-½)	
S-LOC 19 **	1240/24 370 (400-½)		1240/40 370 (400-¾)		
CIRCLING ***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/24 390 (400-½)		1260/40 390 (400-¾)		

RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

APCH CRS	Rwy ldg	12,400
007°	TDZE	837
	Arpt Elev	870

AL-496 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

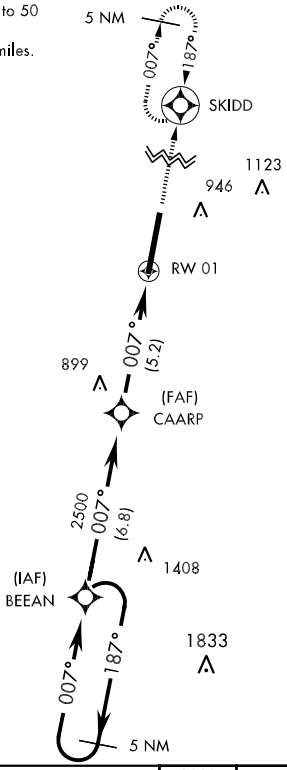
ALSF-1

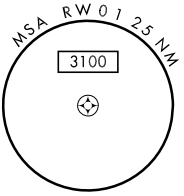
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

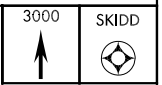
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

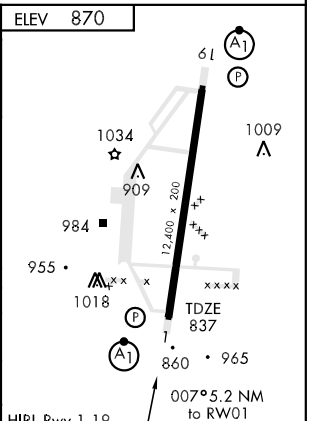
DME/DME RNP 0.3 N/A.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg 12,400 TDZE 870 Arpt Elev 870
187°	

AL-496[USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

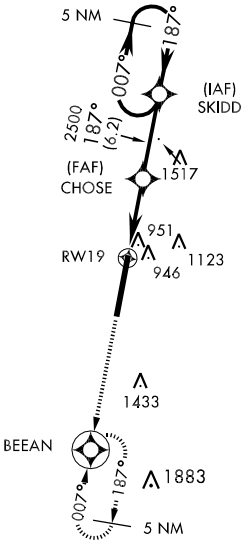
ALSF-1

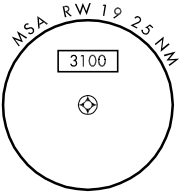
MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

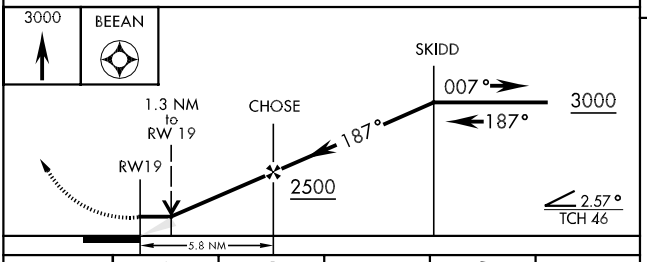
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

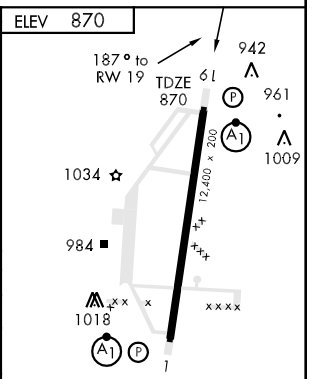
DME/DME RNP 0.3 N/A.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24	390 (400-½)	1260/40	390 (400-¾)	
CIRCLING **	1340-1	470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 ***	1260/24	390 (400-½)	1260/40	390 (400-¾)	

TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	12,400
Chan 35	001°	TDZE	837
		Arpt Elev	870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

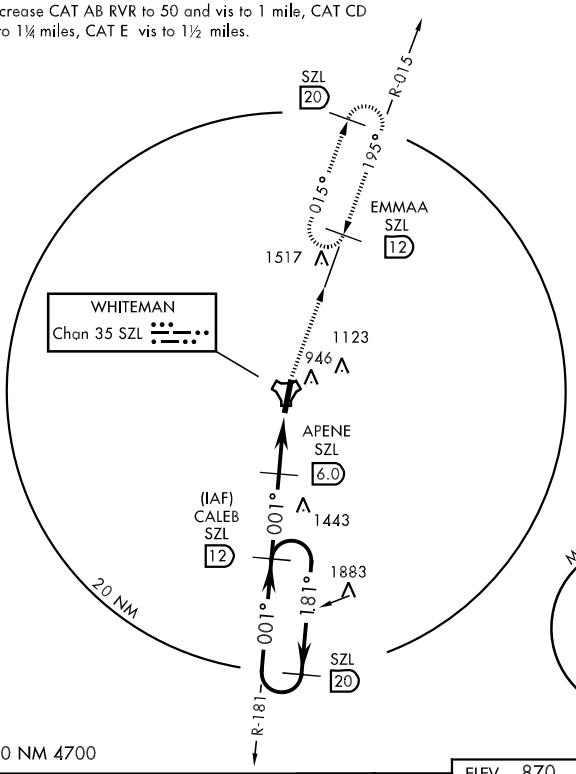
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1 (A1)

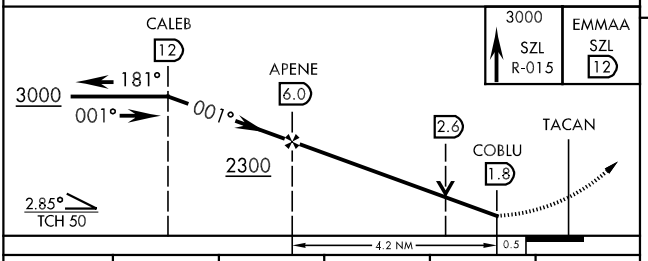
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

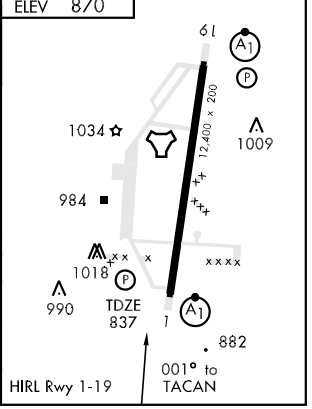
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-1 *	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

TACAN RWY 19

TACAN SZL Chan 35	APCH CRS 195°	Rwy Idg 12,400 TDZE 870 Arpt Elev 870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

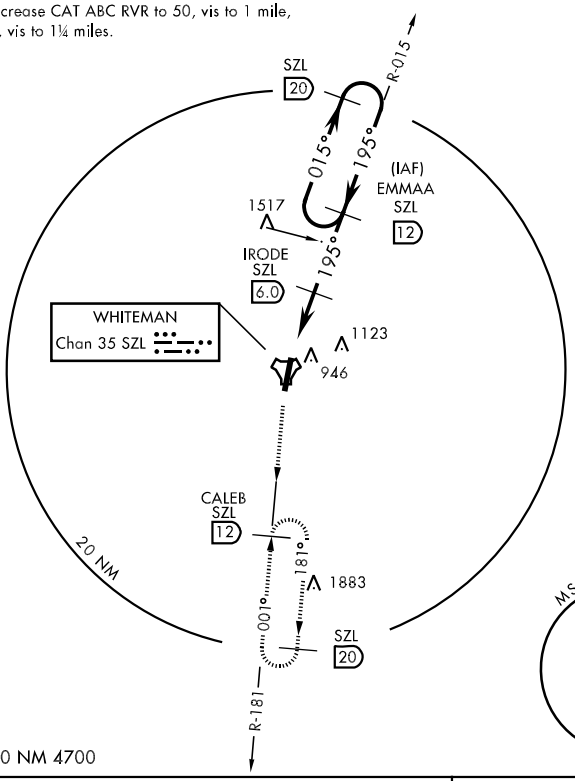
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

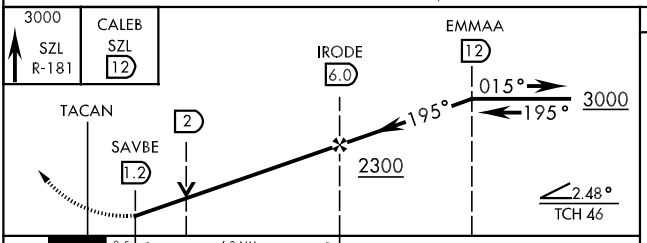
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

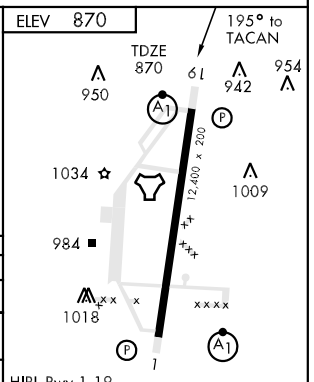
ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-19 *	1260/24 390 (400-½)		1260/40 390 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19***	1260/24 390 (400-½)		1260/40 390 (400-¾)		

NDB LLU	APP CRS	Rwy Idg	2902
356	036°	TDZE	1008
		Apt Elev	1009

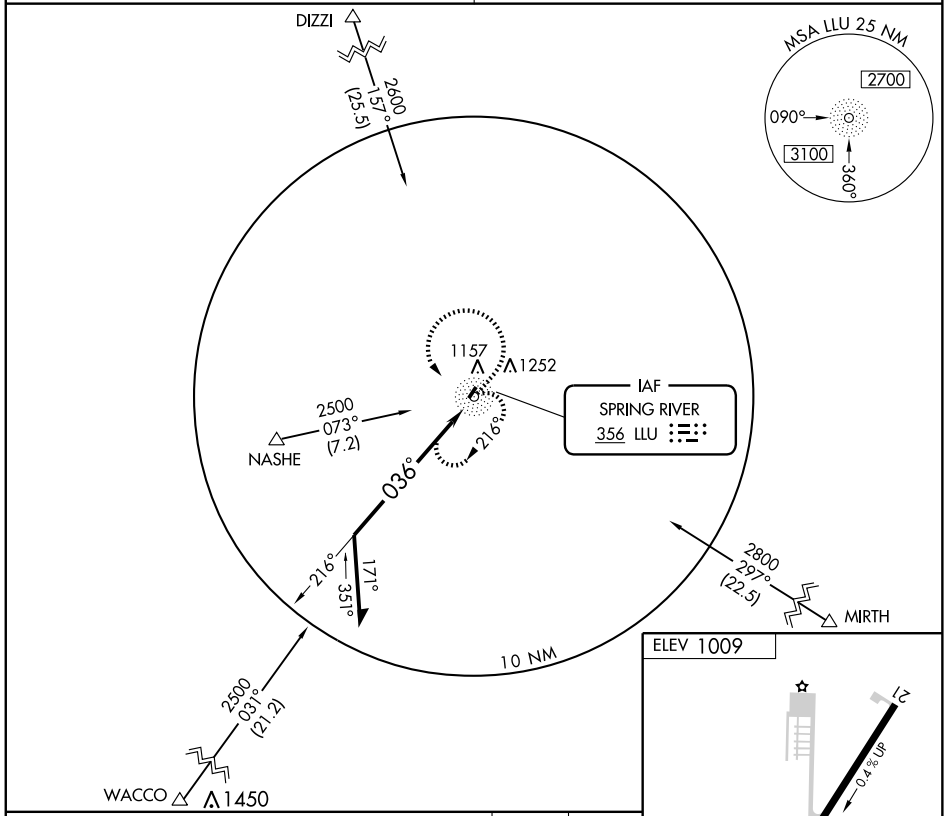
NDB RWY 3
LAMAR MUNI (LLU)

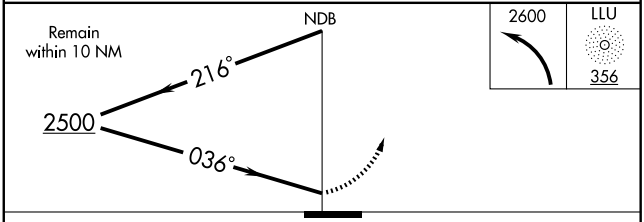
T
A NA

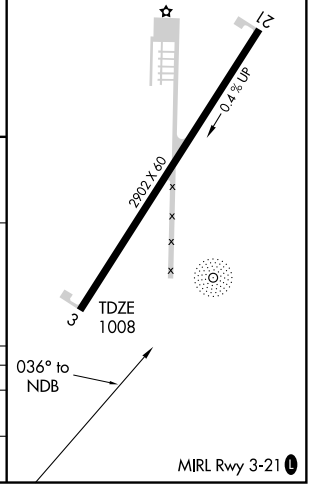
Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L







CATEGORY	A	B	C	D
S-3	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

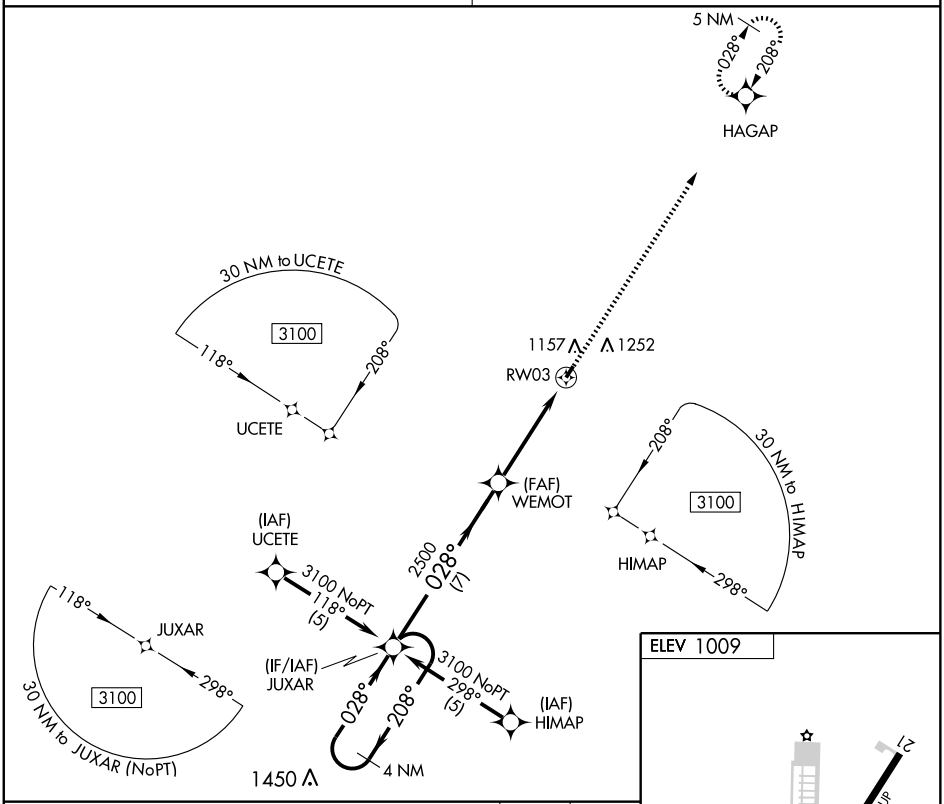
APP CRS	Rwy Idg	2902
028°	TDZE	1008
	Apt Elev	1009

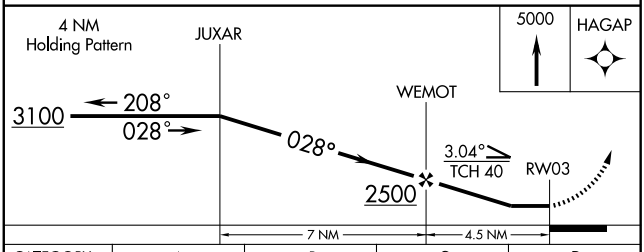
RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
NA
Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

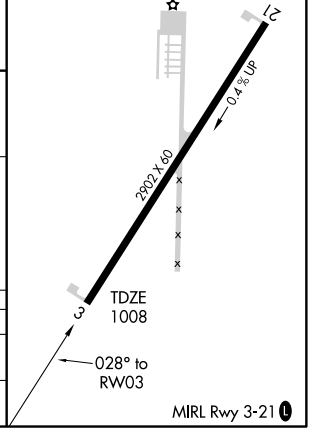
MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1520-1 512 (600-1)		1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

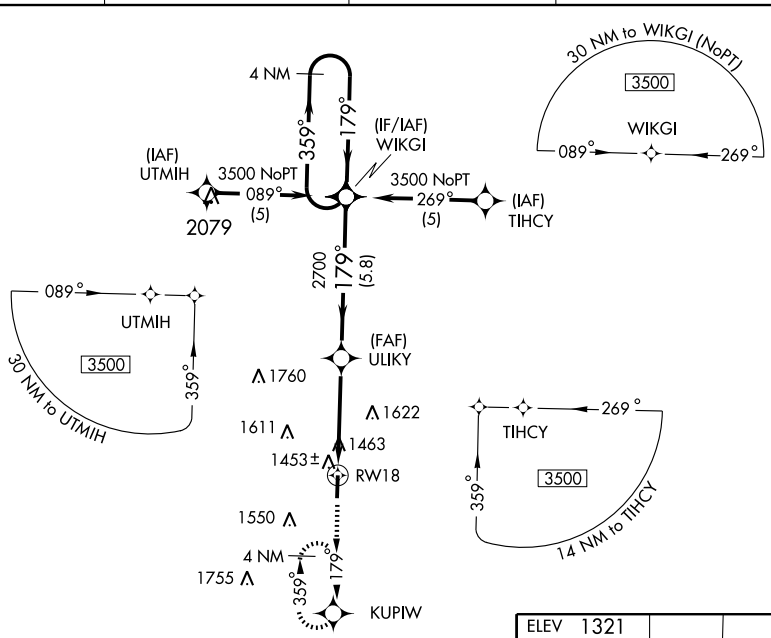
RNAV (GPS) RWY 18

LEBANON/ FLOYD W. JONES LEBANON (LBO)

NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

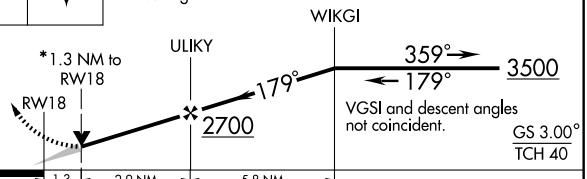
AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L



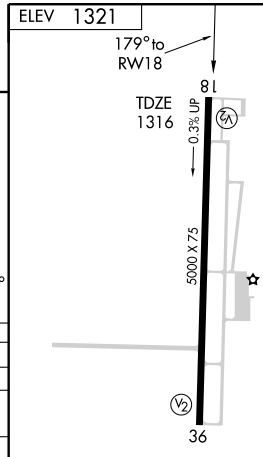
3500 | KUPIW

*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.

4 NM Holding Pattern



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1937-2 ¼ 621 (700-2¼)			
LNAV MDA	1760-1 444 (500-1)		1760-1¼ 444 (500-1¼)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)



REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
359°	TDZE	1321
	Apt Elev	1321

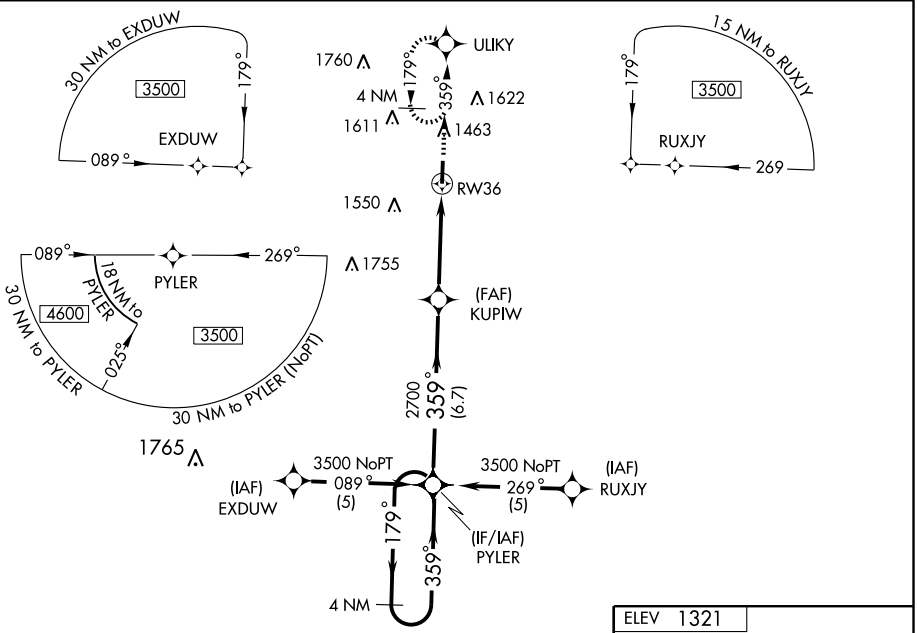
RNAV (GPS) RWY 36

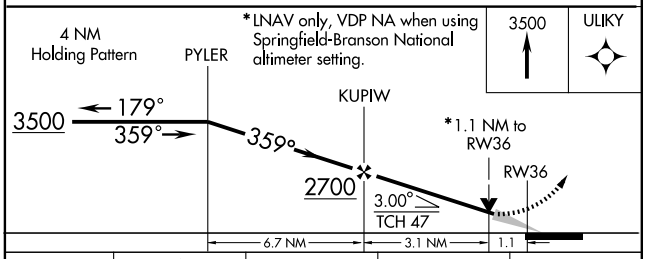
LEBANON/FLOYD W. JONES LEBANON (LBO)

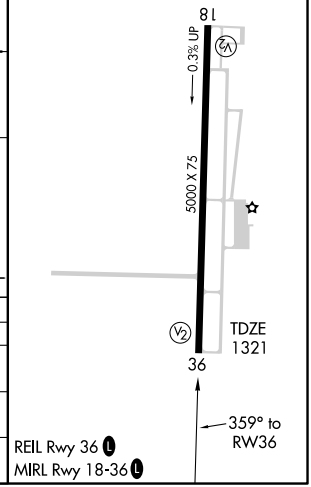
NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1680-1¼ 359 (400-1¼)			
LNAV MDA	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

NC-3, 08 APR 2010 to 06 MAY 2010

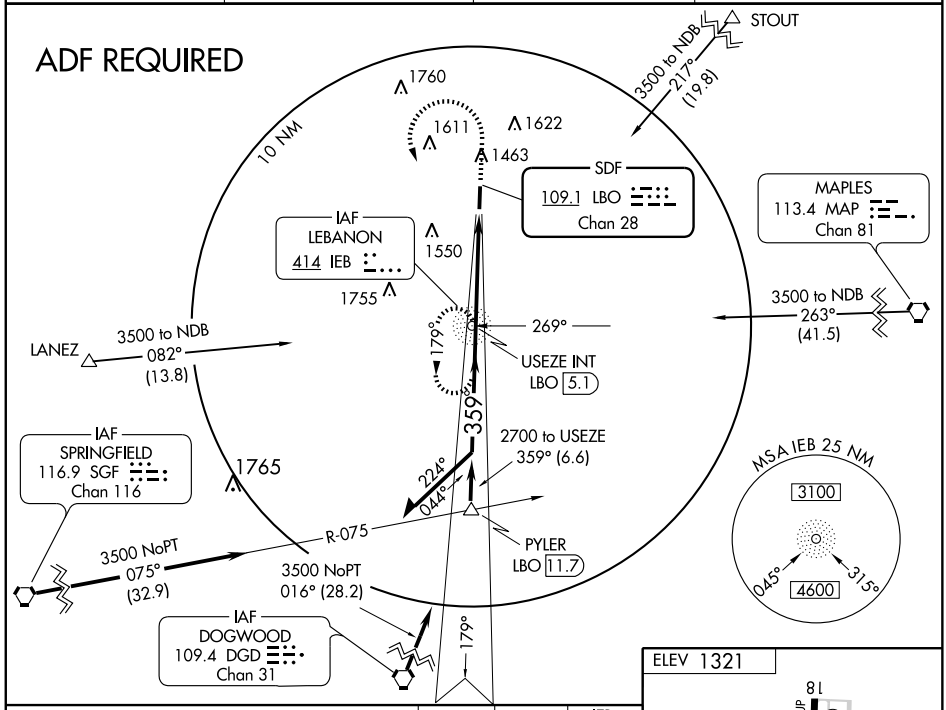
SDF LBO	APP CRS	Rwy Idg	5000
109.1	359°	TDZE	1321
Chan 28		Apt Elev	1321

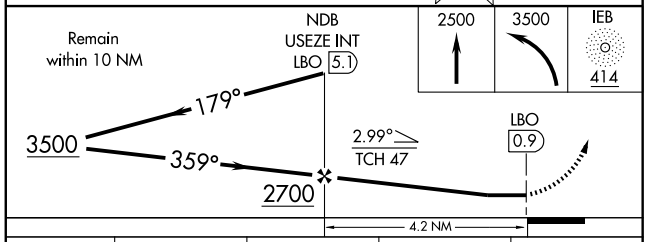
SDF RWY 36

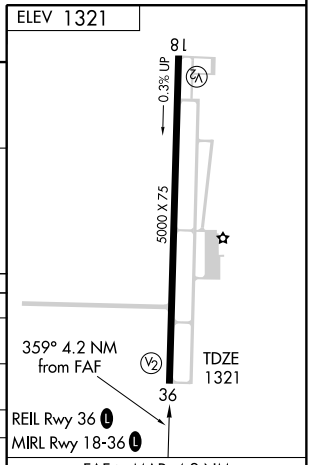
LEBANON/FLOYD W. JONES LEBANON (LBO)

NA	When local altimeter setting not received, use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1 479 (500-1)		1800-1¼ 479 (500-1¼)	1800-1½ 479 (500-1½)
CIRCLING	1920-1 599 (600-1)		1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)

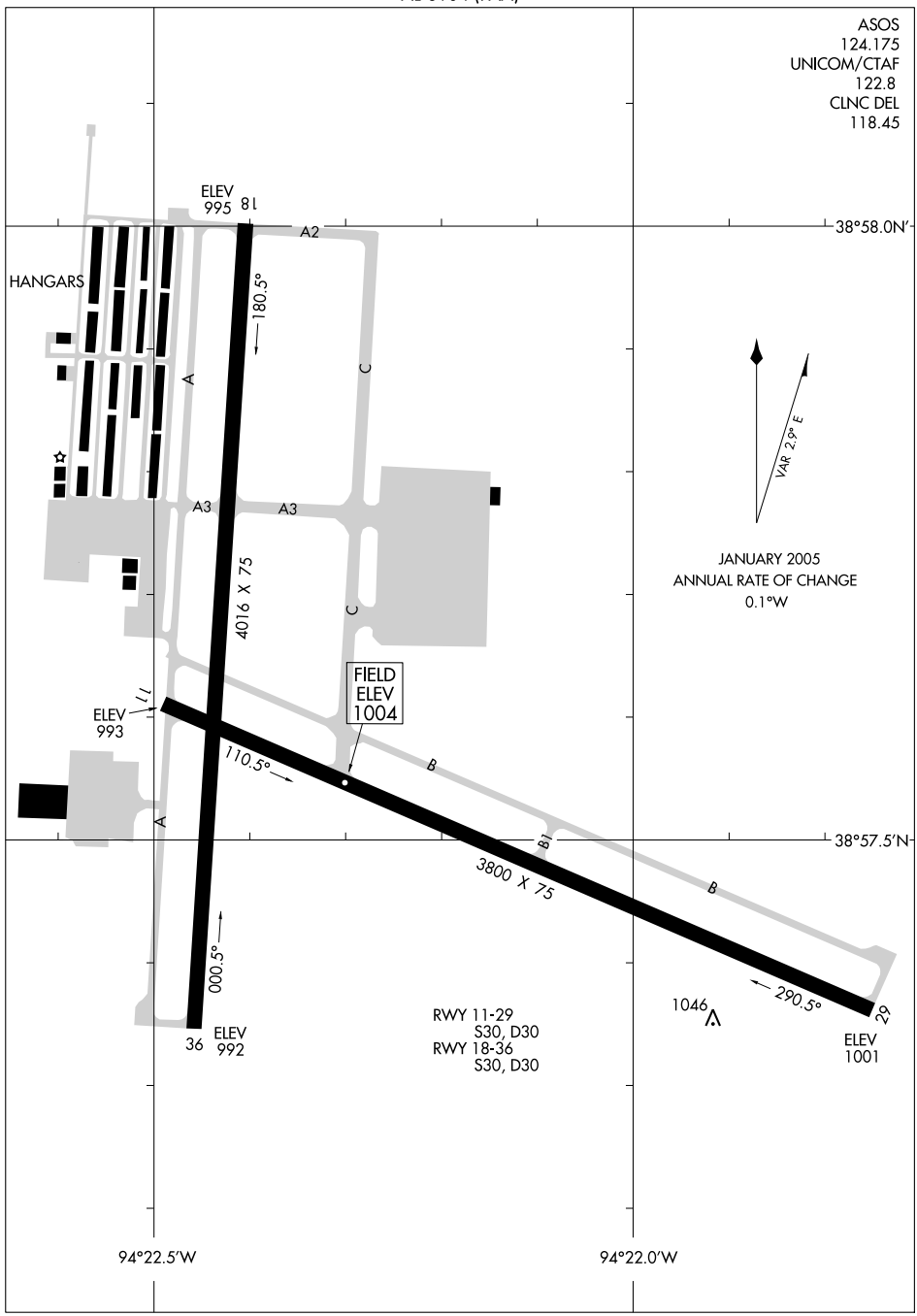
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

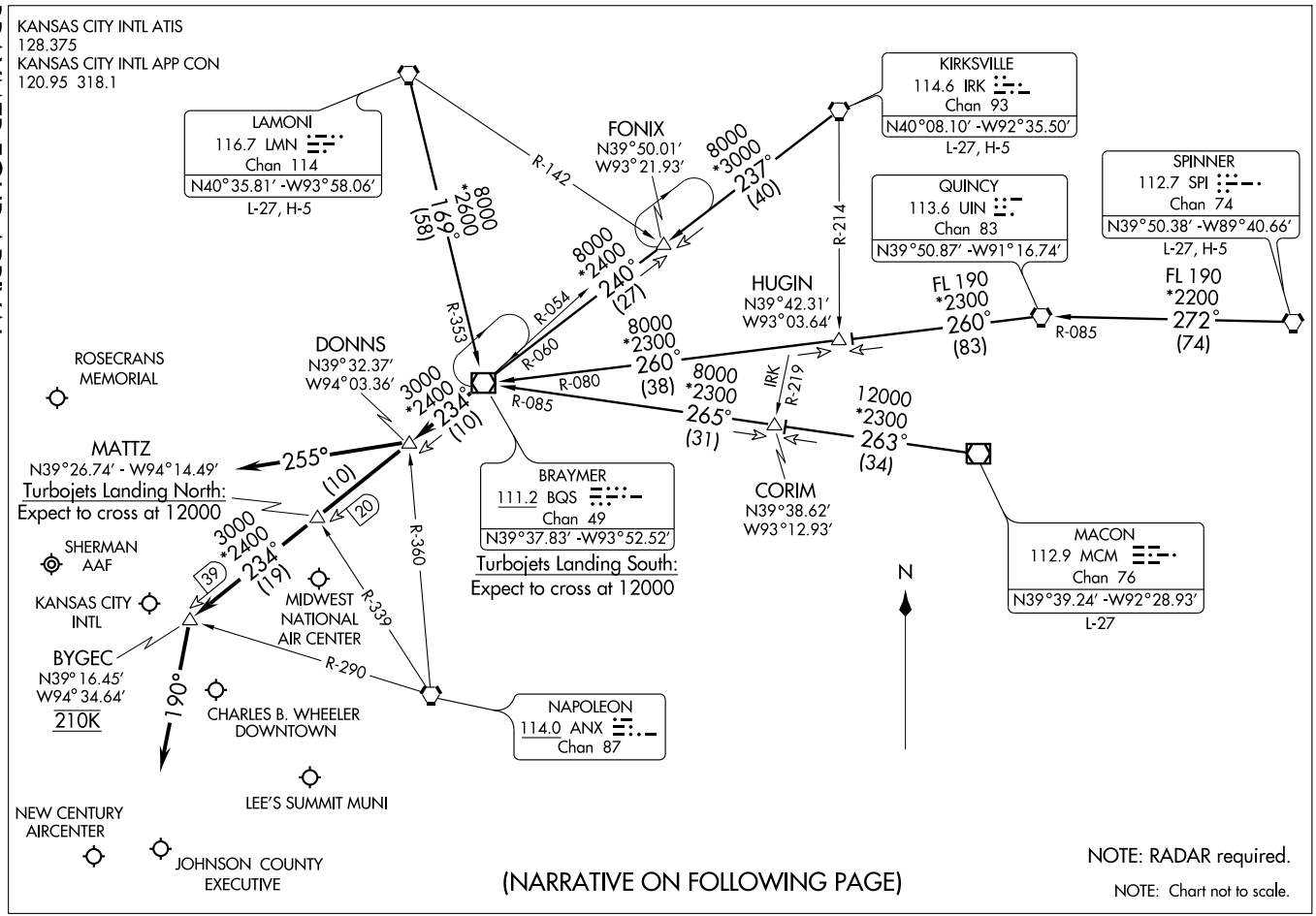
AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

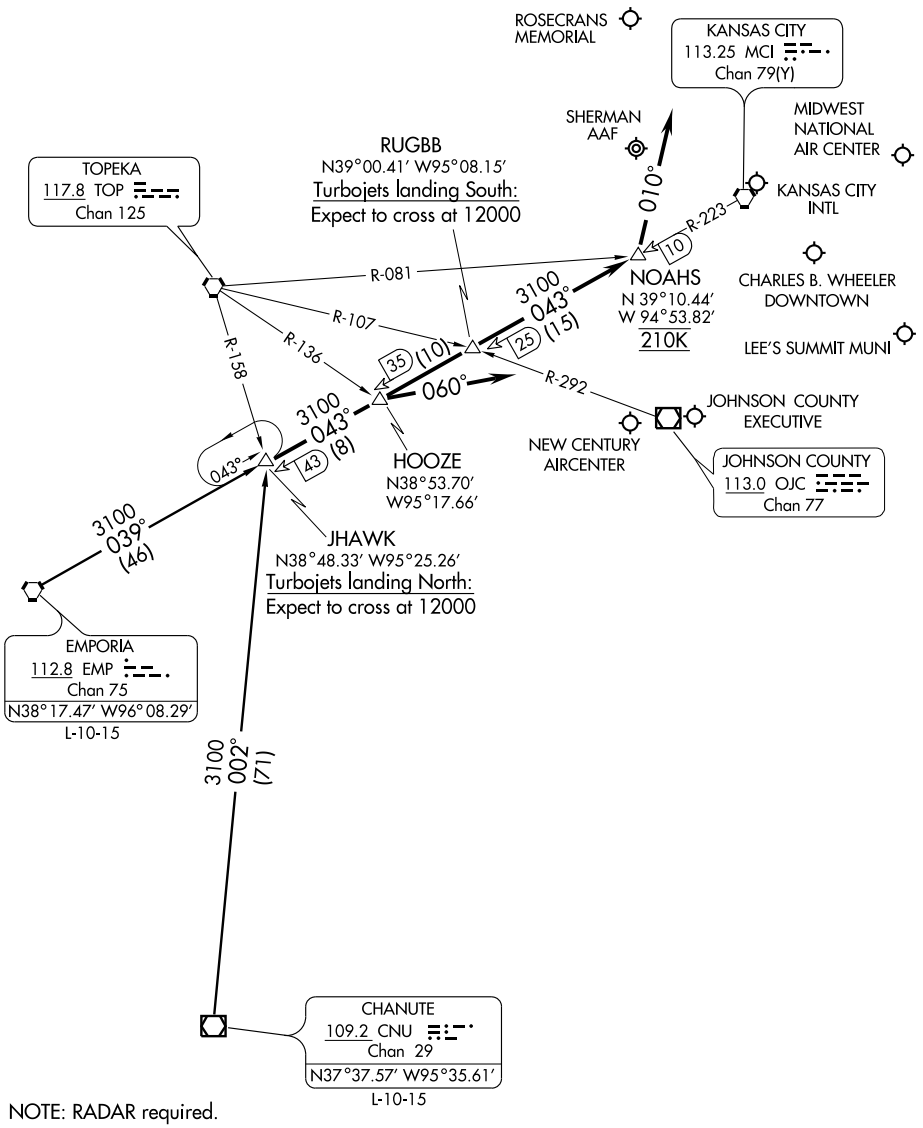
. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3800
CH 99405	109°	TDZE	1004
W11A		Apt Elev	1004

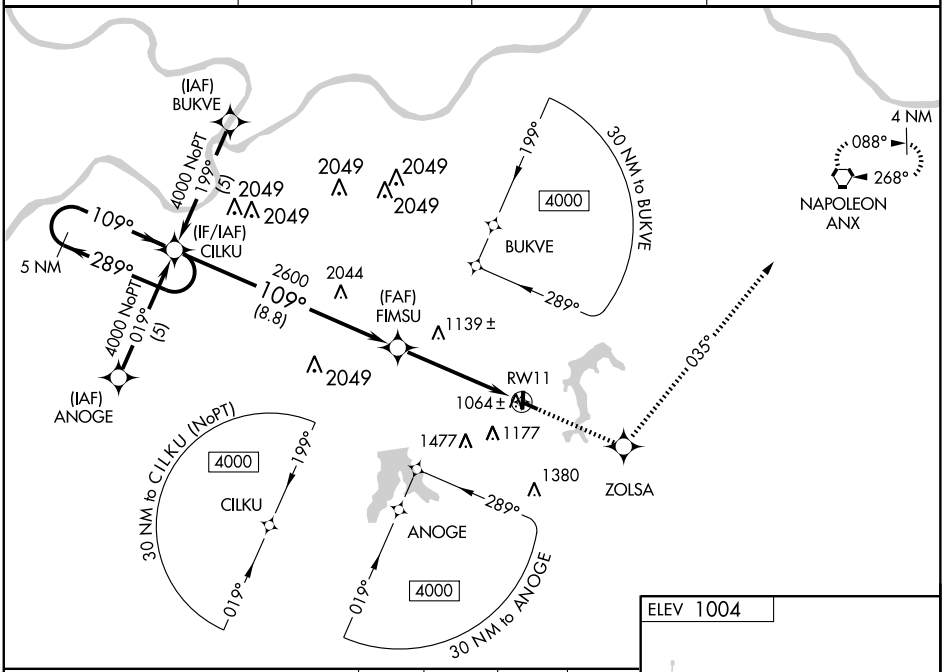
RNAV (GPS) RWY 11

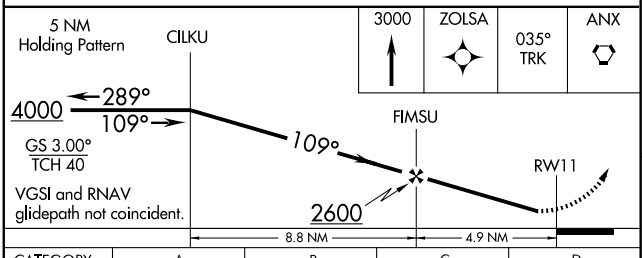
LEE'S SUMMIT MUNI (LXT)

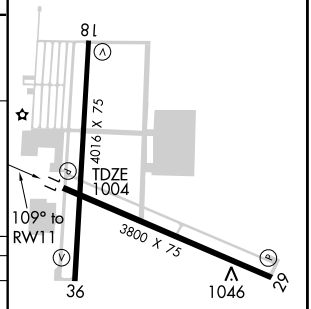
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1334-1¼ 330 (400-1¼)			NA
LNAV MDA	1400-1 396 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4016
CH 82204	179°	TDZE	998
W18A		Apt Elev	1004

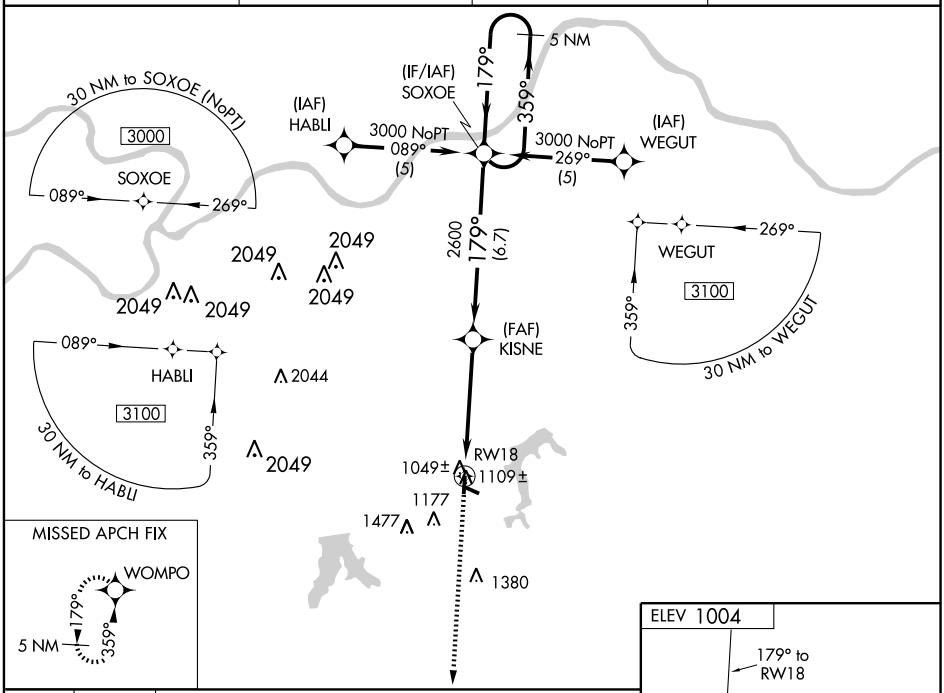
RNAV (GPS) RWY 18

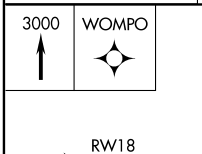
LEE'S SUMMIT MUNI (LXT)

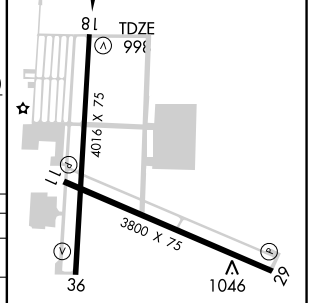
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1248-1 250 (300-1)			NA
LNAV/VNAV DA	1378-1¼ 380 (400-1¼)			NA
LNAV MDA	1360-1 362 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 48905 W29A	APP CRS 289°	Rwy Idg 3800 TDZE 1004 Apt Elev 1004

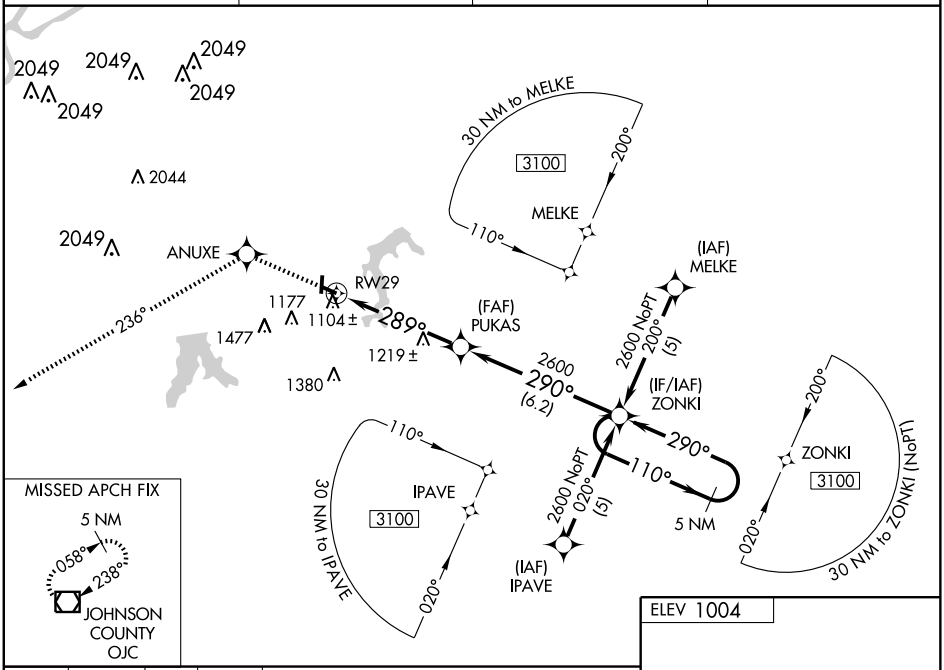
RNAV (GPS) RWY 29

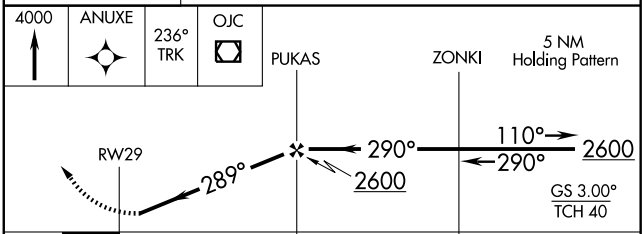
LEE'S SUMMIT MUNI (LXT)

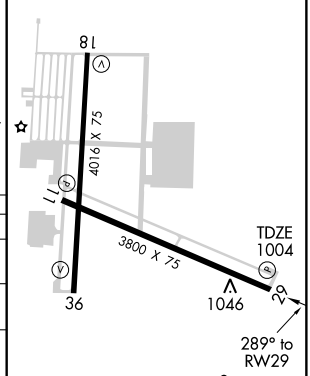
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1374-1¼ 370 (400-1¼)			NA
LNAV MDA	1480-1 476 (500-1)		1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

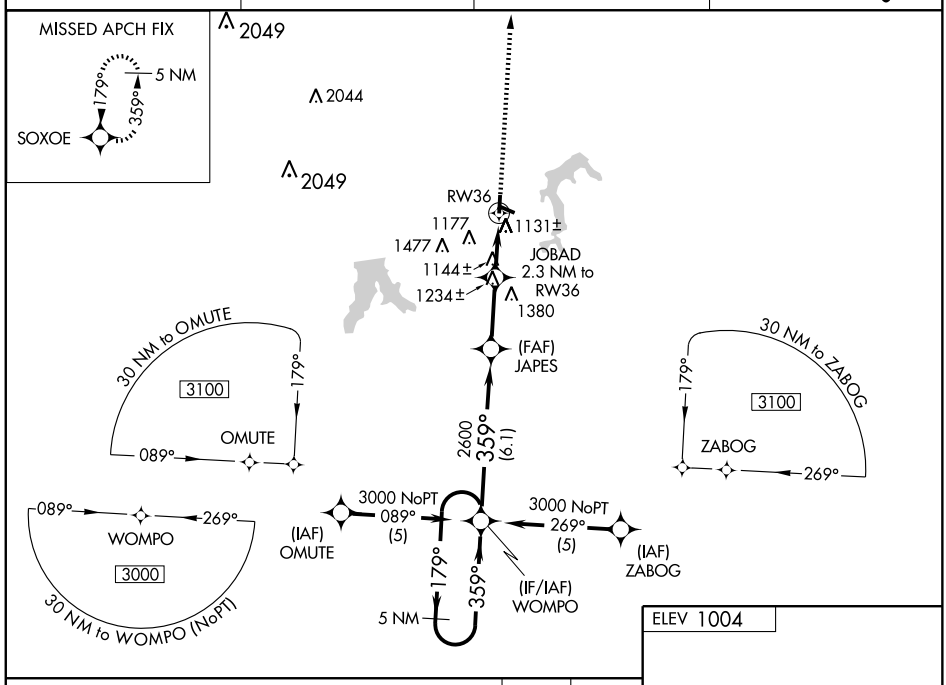
WAAS	APP CRS	Rwy Idg	4016
CH 48805	359°	TDZE	998
W36A		Apt Elev	1004

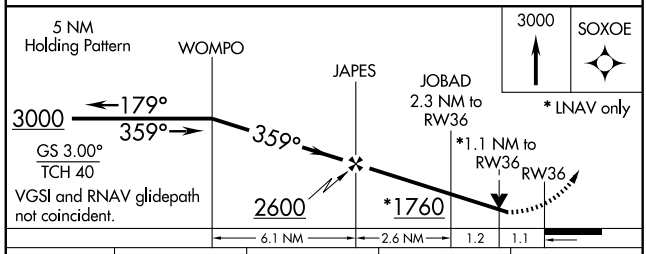
RNAV (GPS) RWY 36
LEE'S SUMMIT MUNI (LXT)

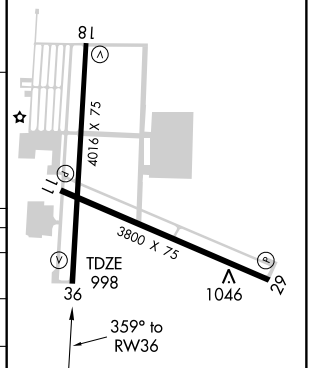
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1331-1¼ 333 (400-1¼)			NA
LNAV/VNAV DA	1530-2 532 (600-2)			NA
LNAV MDA	1420-1 422 (500-1)		1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

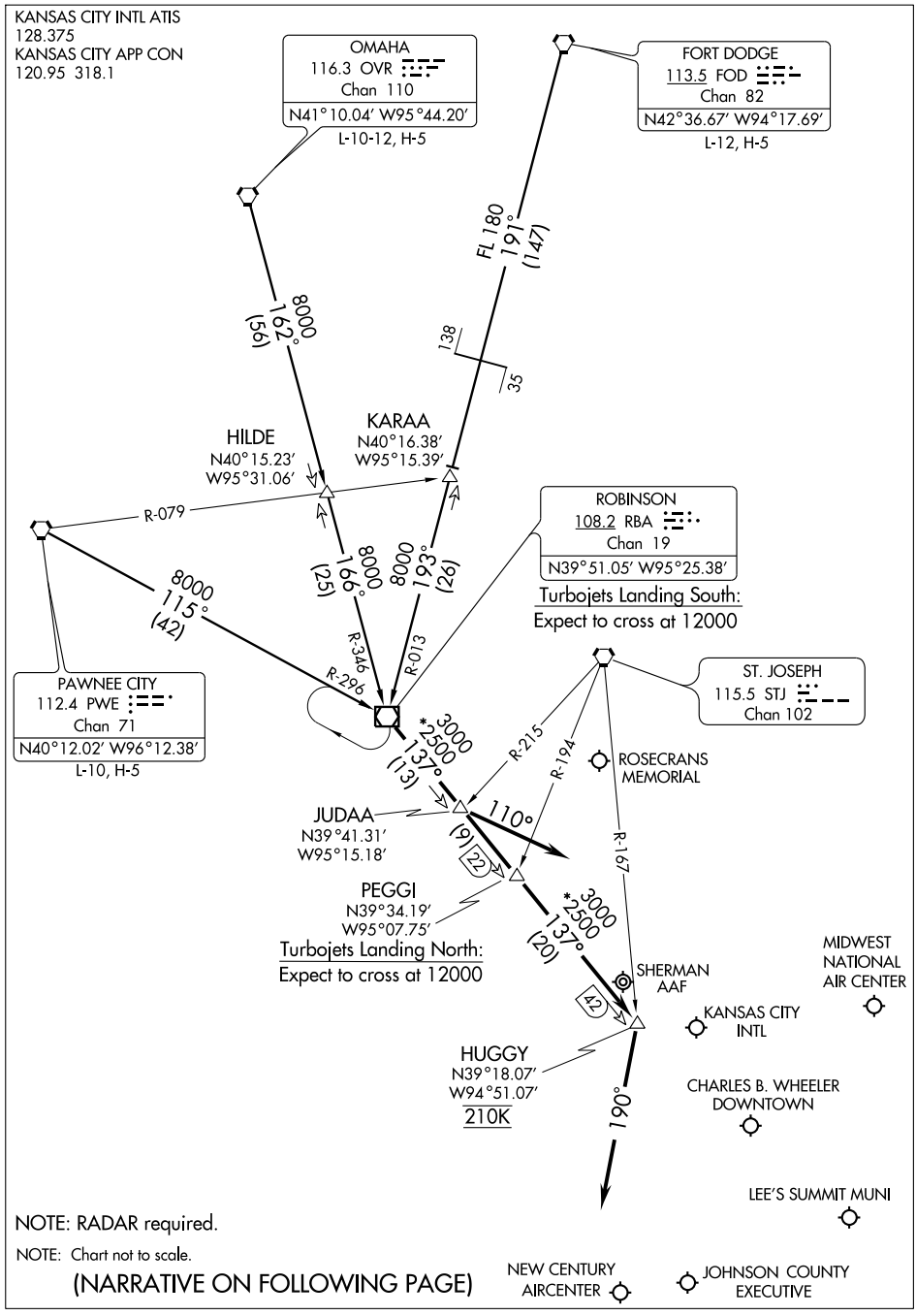
REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

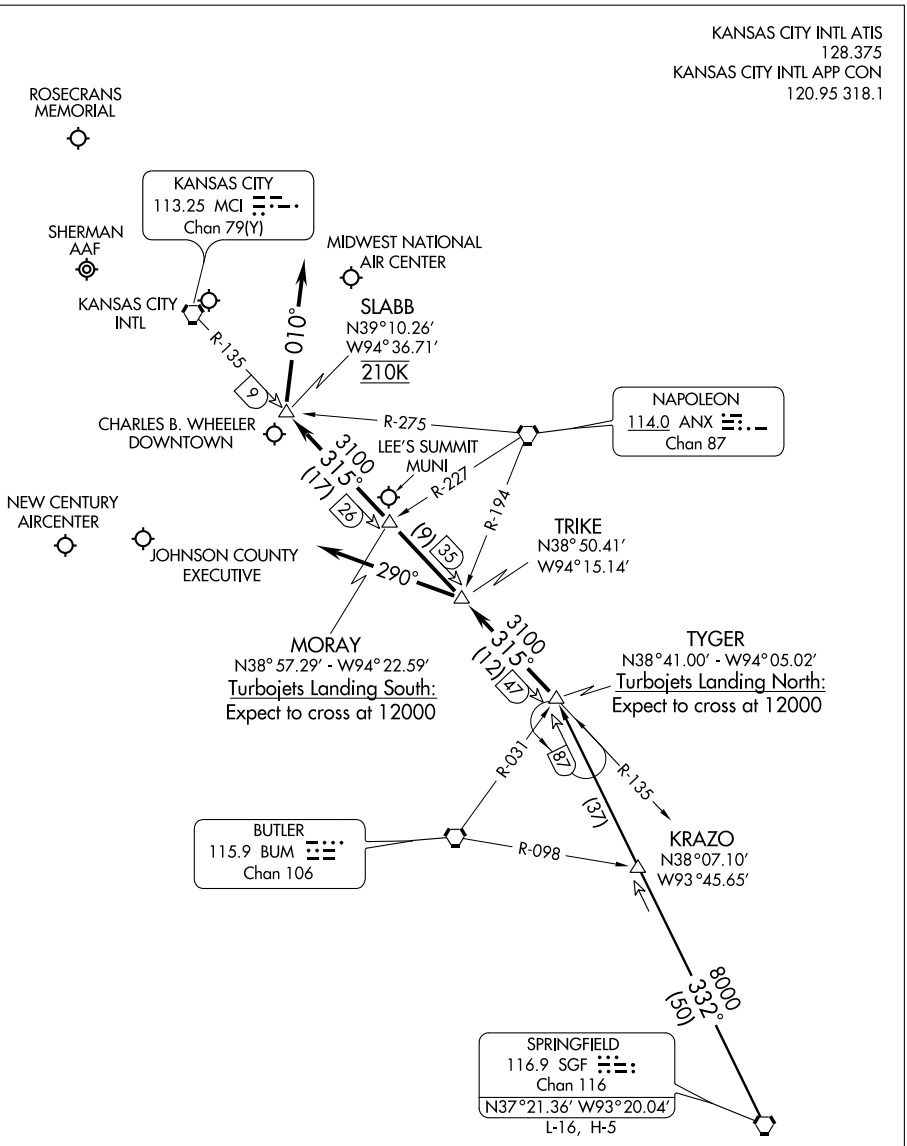
. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ANX	APP CRS	Rwy Idg	N/A
114.0	229°	TDZE	N/A
Chan 87		Apt Elev	1004

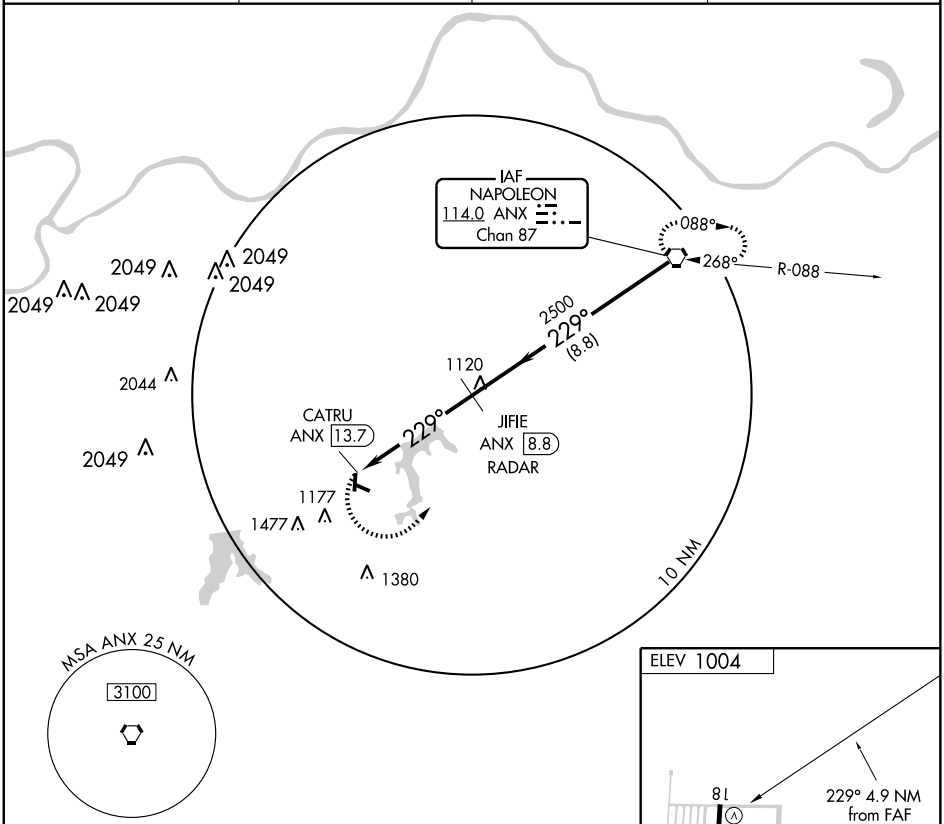
VOR/DME-A

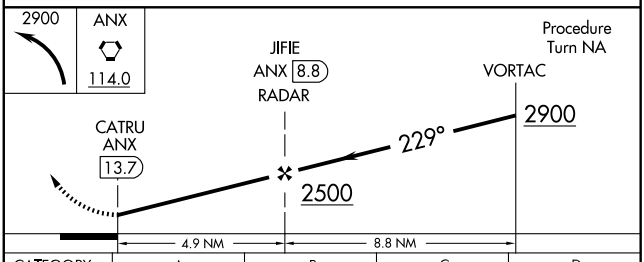
LEE'S SUMMIT MUNI (LXT)

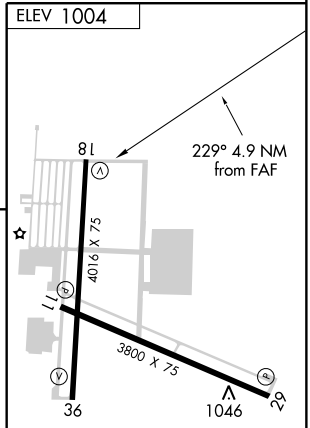
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ANX	APP CRS	Rwy Idg	2925
114.0	227°	TDZE	691
Chan 87		Apt Elev	691

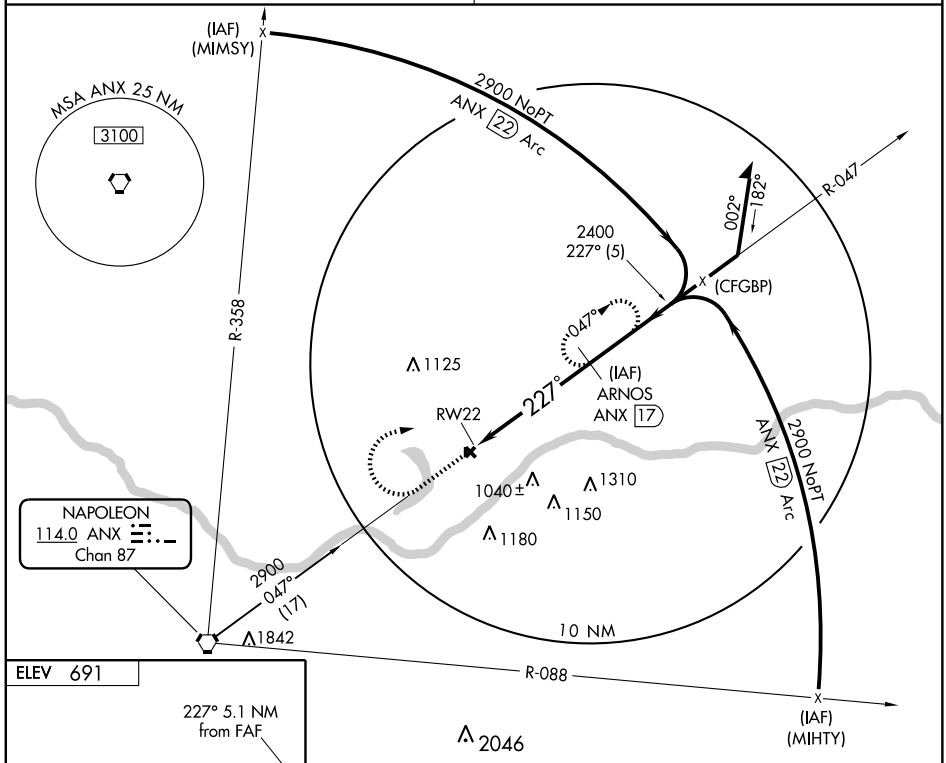
VOR/DME or GPS RWY 22

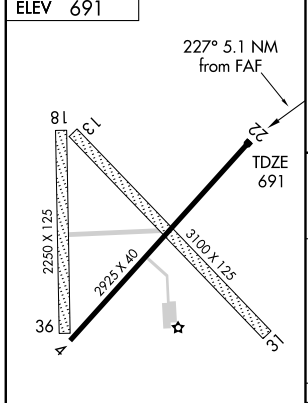
LEXINGTON MUNI (4K3)

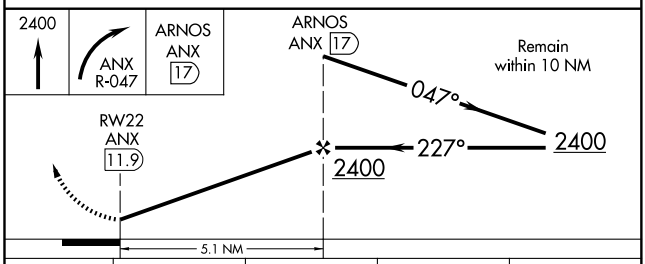
T NA — Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
S-22	1200-1	509 (600-1)	1200-1½ 509 (600-1½)	NA
CIRCLING	1240-1	549 (600-1)	1240-1½ 549 (600-1½)	NA

LIRL Rwy 4-22

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
020°	TDZE	874
	Apt Elev	874

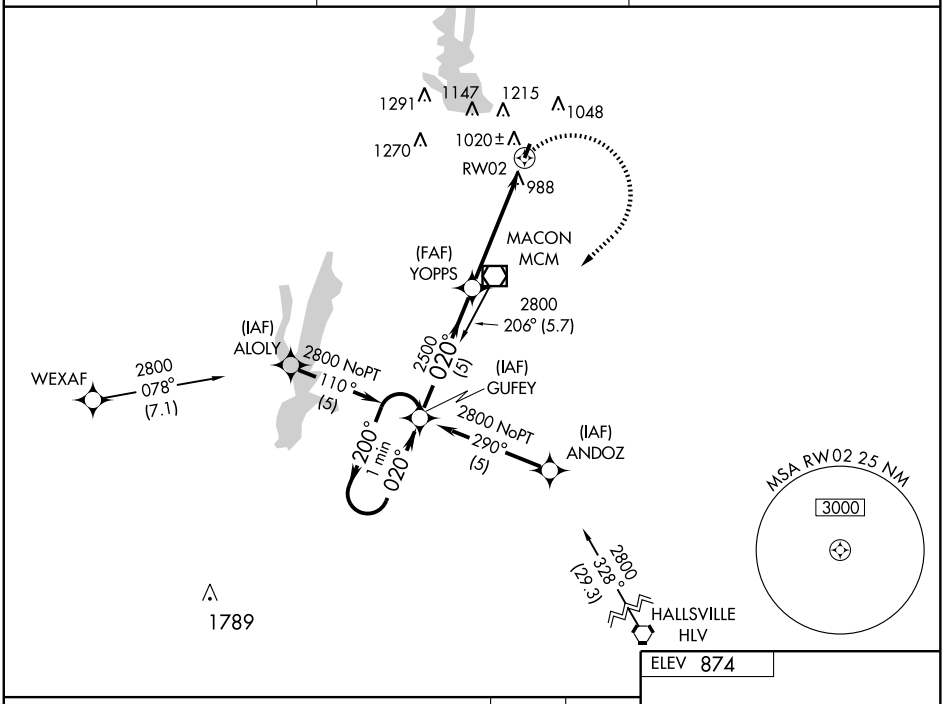
GPS RWY 2

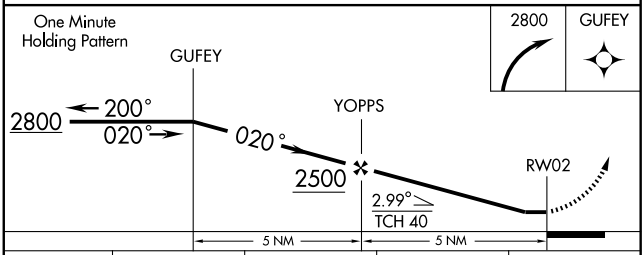
MACON-FOWER MEMORIAL (K89)

Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

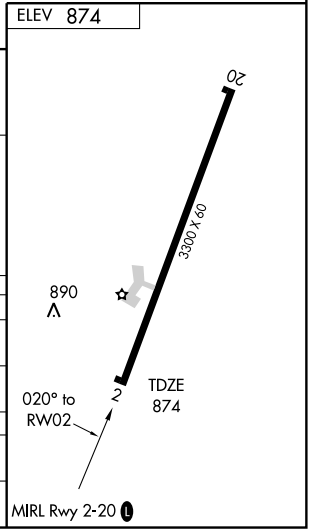
MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME MCM	APP CRS	Rwy Idg	3300
112.9	189°	TDZE	874
Chan 76		Apt Elev	874

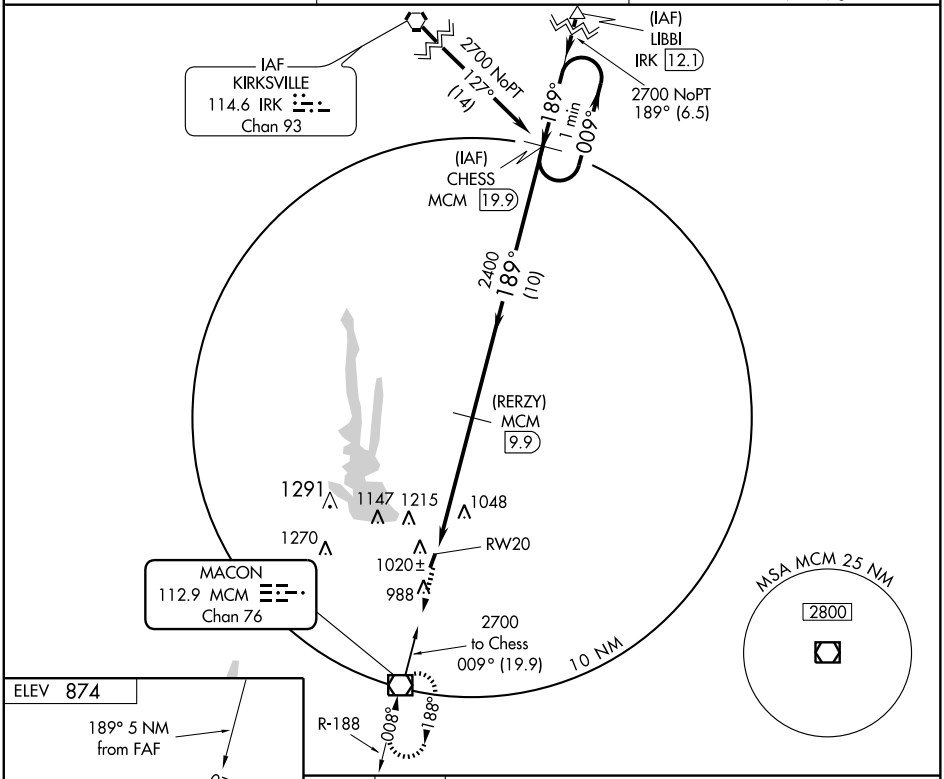
VOR/DME or GPS RWY 20

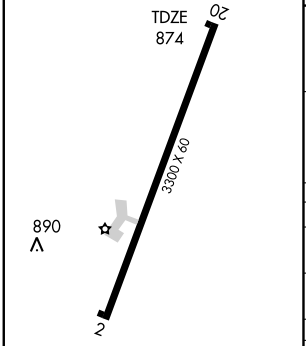
MACON-FOWER MEMORIAL (K89)

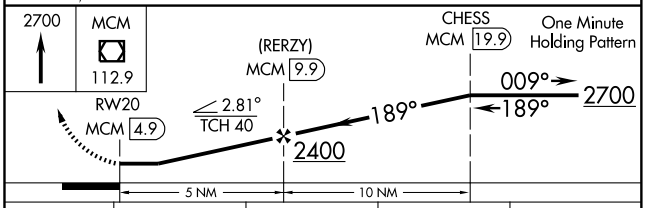
NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1560-1 686 (700-1)		1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1¼ 786 (800-1¼)	1620-2¼ 746 (800-2¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1¼ 786 (800-1¼)	1660-2¼ 786 (800-2¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME MCM	APP CRS	Rwy Idg	3300
112.9	008°	TDZE	874
Chan 76		Apt Elev	874

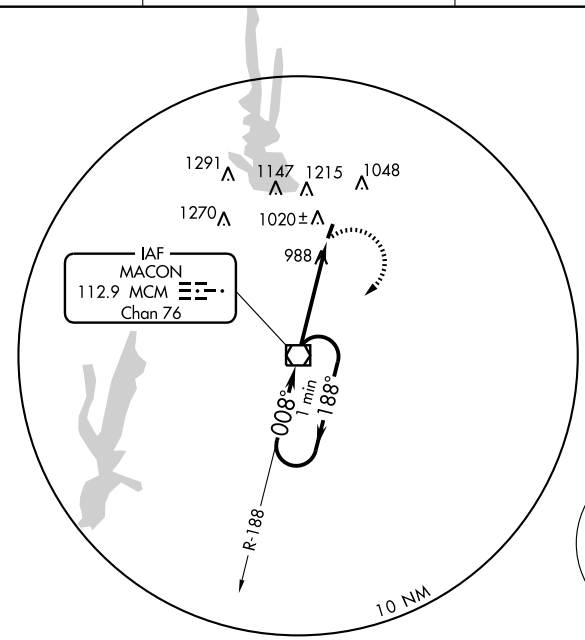
VOR RWY 2

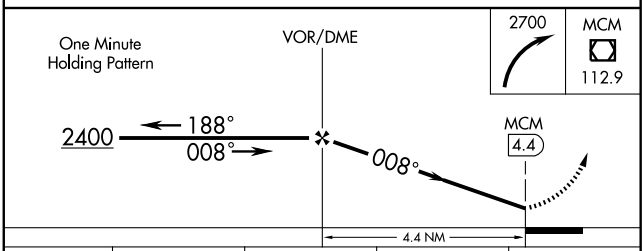
MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

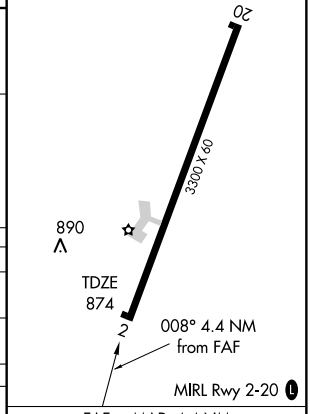
MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-3, 08 APR 2010 to 06 MAY 2010

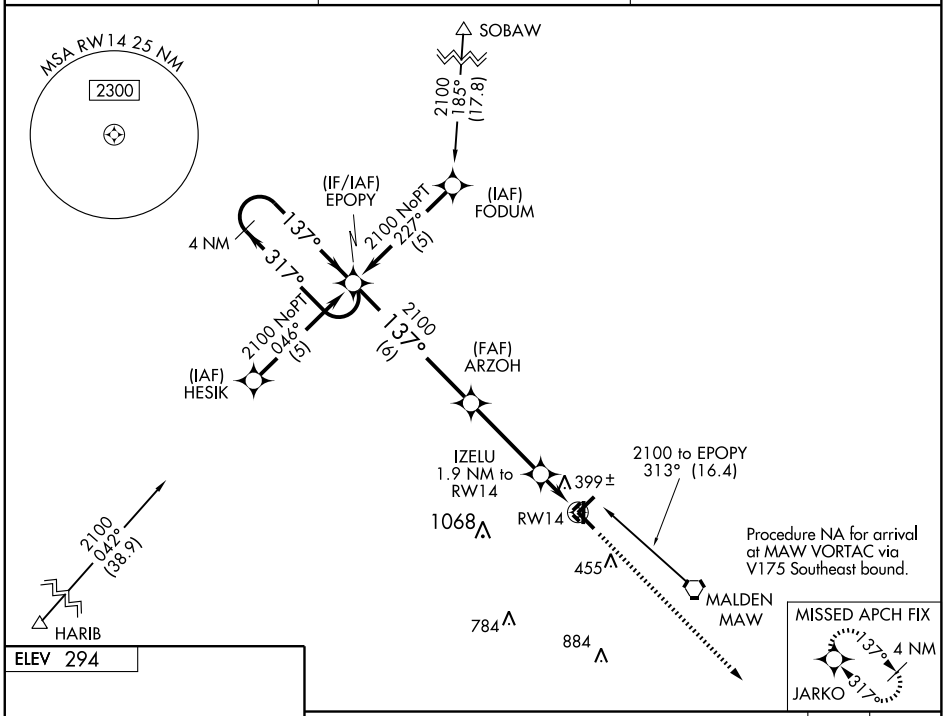
WAAS CH 61315 W14A	APP CRS 137°	Rwy ldg 4999 TDZE 292 Apt Elev 294

RNAV (GPS) RWY 14
MALDEN RGNL (MAW)

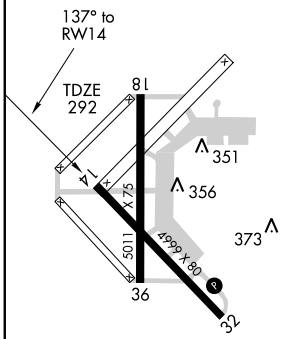
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

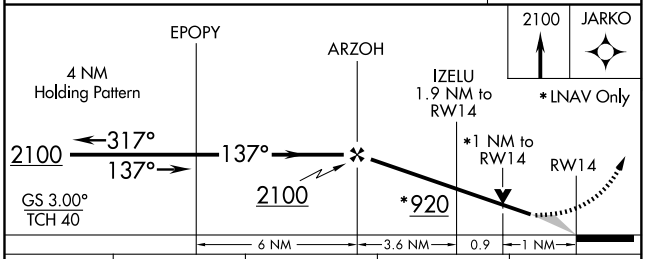
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294



REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	542-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

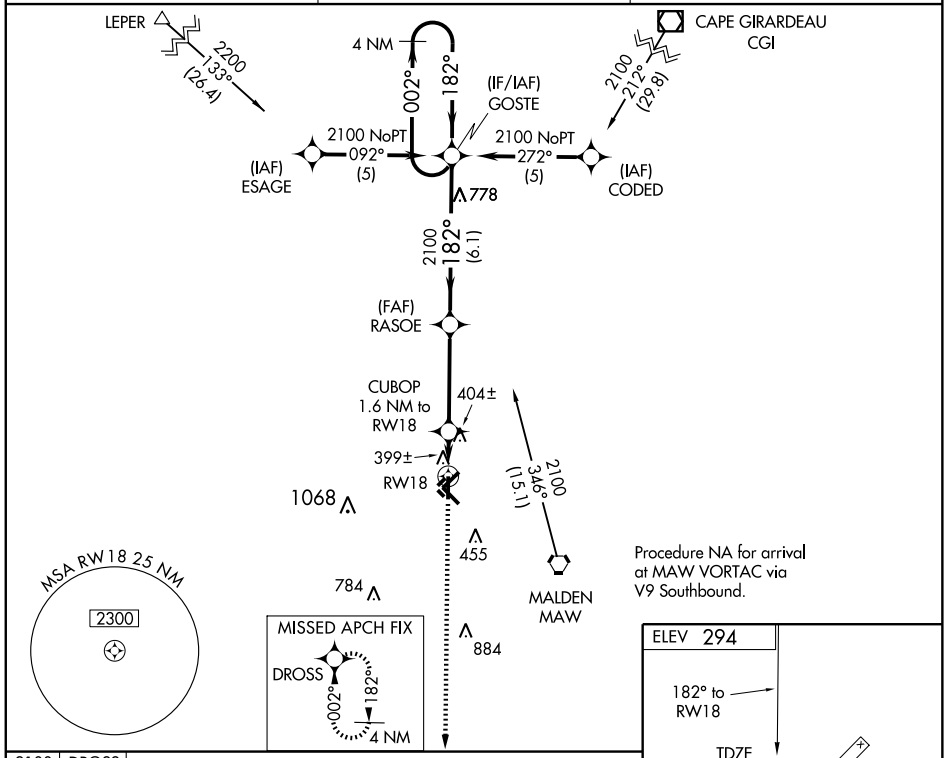
WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg 5011 TDZE 294 Apt Elev 294

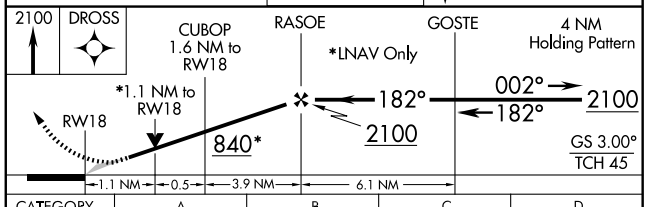
RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

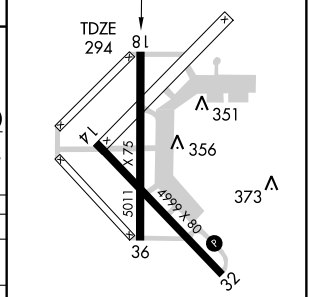
NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	544-1 250 (300-1)			NA
LNAV/VNAV DA	669-1¼ 375 (400-1¼)			NA
LNAV MDA	680-1 386 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 40410 W32A	APP CRS 317°	Rwy Idg 4999 TDZE 292 Apt Elev 294

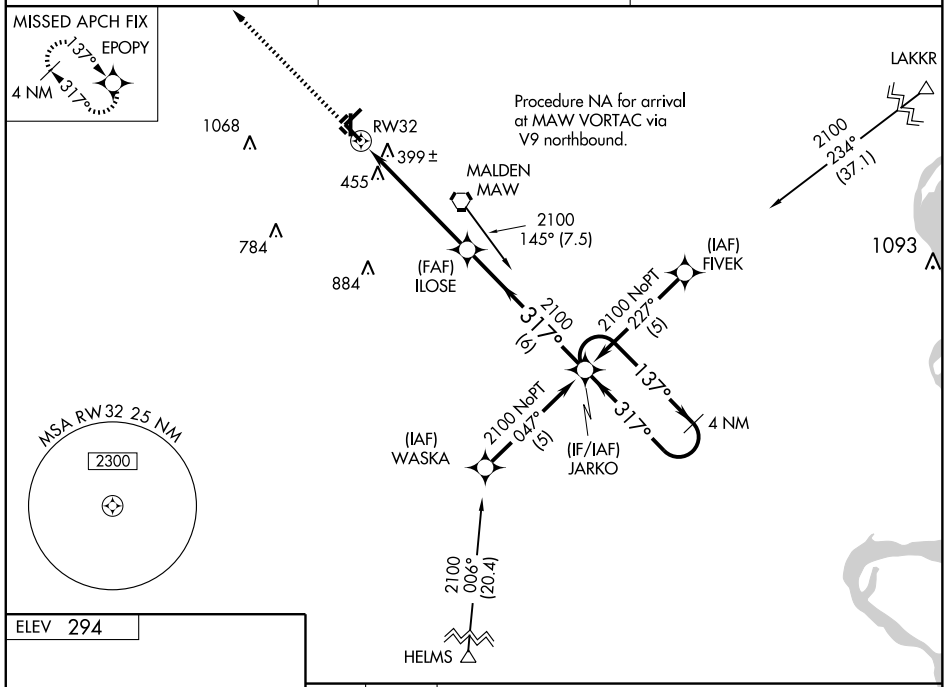
RNAV (GPS) RWY 32
MALDEN RGNL (MAW)

DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

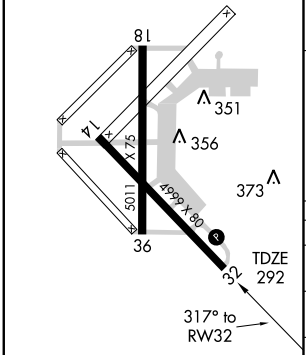
NA

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

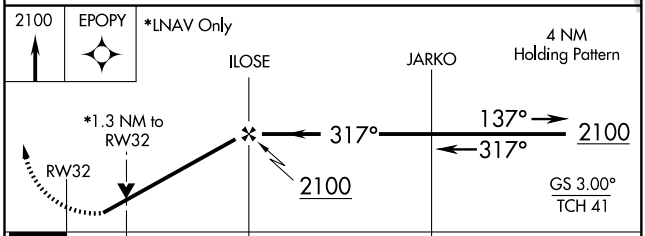
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294



REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	581-1 289 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5011
CH 93815	002°	TDZE	293
W36A		Apt Elev	294

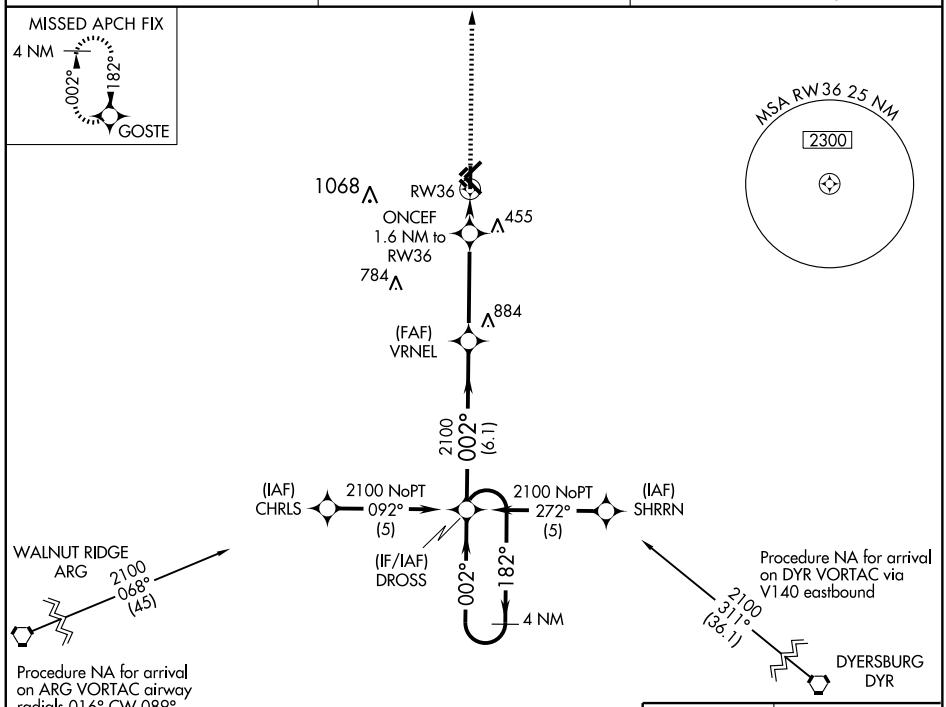
RNAV (GPS) RWY 36
MALDEN RGNL (MAW)

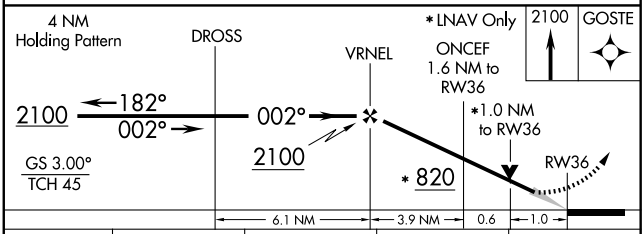
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

NA

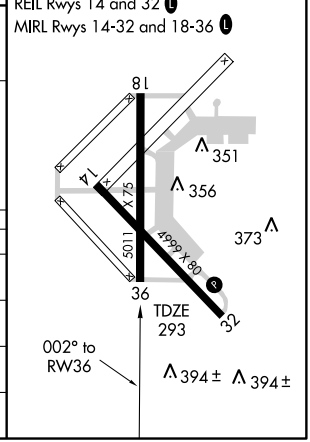
MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	543-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 405 (500-1½)			NA
LNAV MDA	660-1 367 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 14

MALDEN RGNL (MAW)

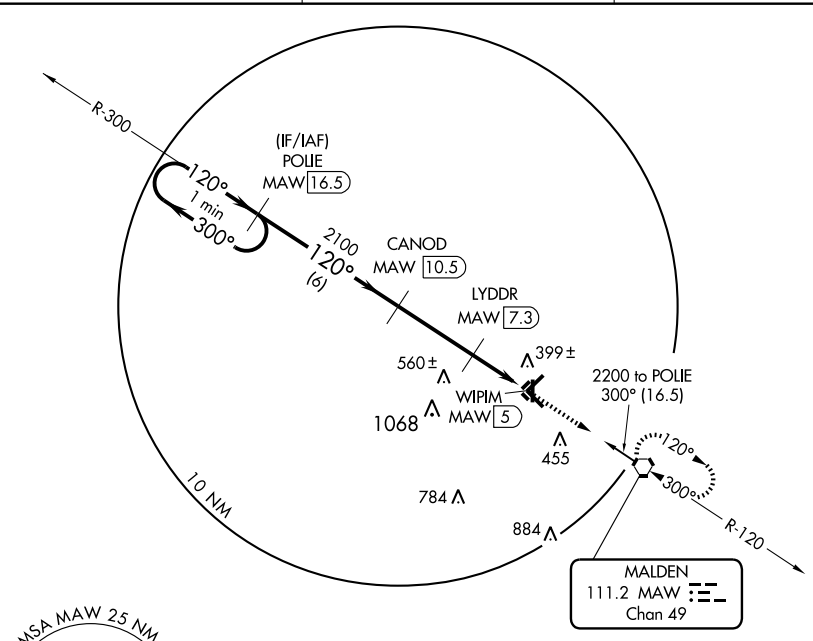
VORTAC MAW	APP CRS	Rwy Idg	4999
111.2	120°	TDZE	292
Chan 49		Apt Elev	294

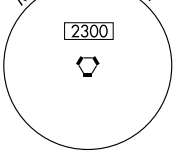
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

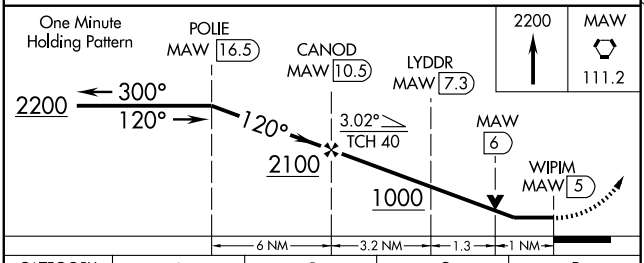
NA

MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

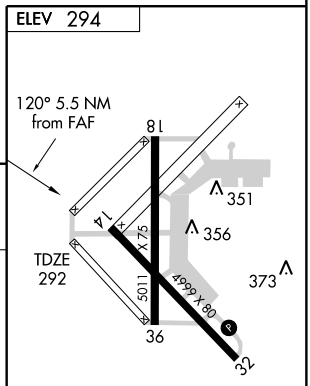
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA



REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR RWY 32

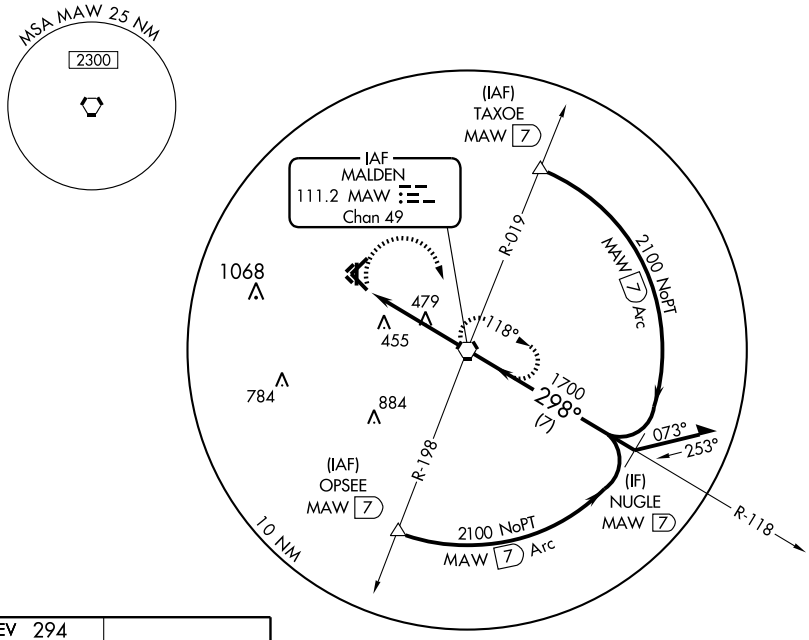
MALDEN RGNL (MAW)

VORTAC MAW	APP CRS	Rwy Idg	4999
111.2	298°	TDZE	292
Chan 49		Apt Elev	294

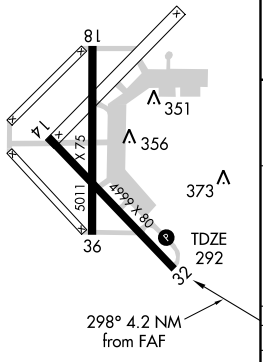
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

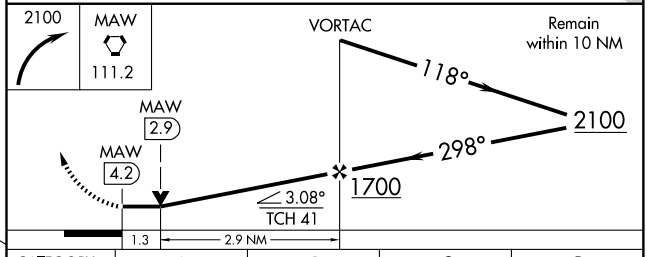
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-31	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB PUR	APP CRS	Rwy Idg	4712
371	352°	TDZE	779
		Apt Elev	779

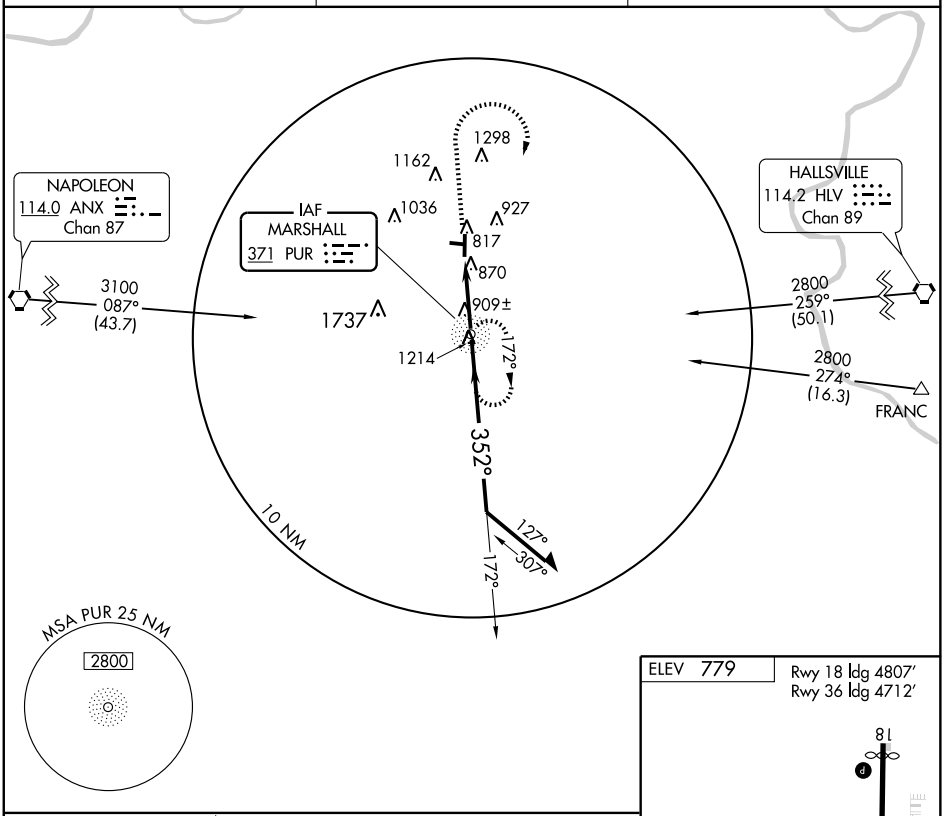
NDB RWY 36

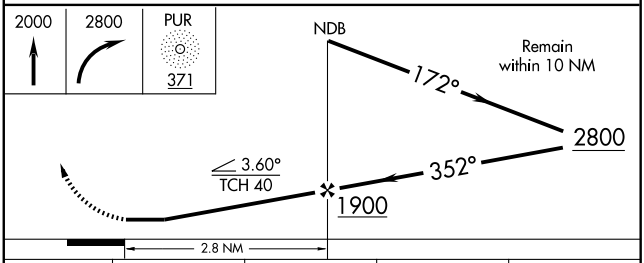
MARSHALL MEMORIAL MUNI (MHL)

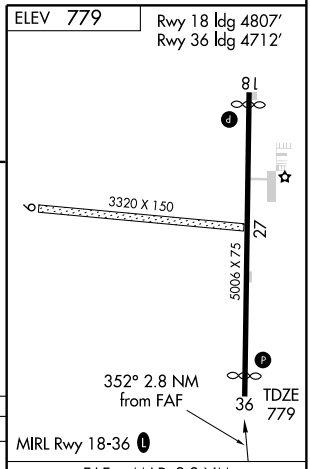
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1 441 (500-1)		1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3. 08 APR 2010 to 06 MAY 2010

MARSHALL, MISSOURI

AL-6689 (FAA)

APP CRS	Rwy Idg	4807
178°	TDZE	779
	Apt Elev	779

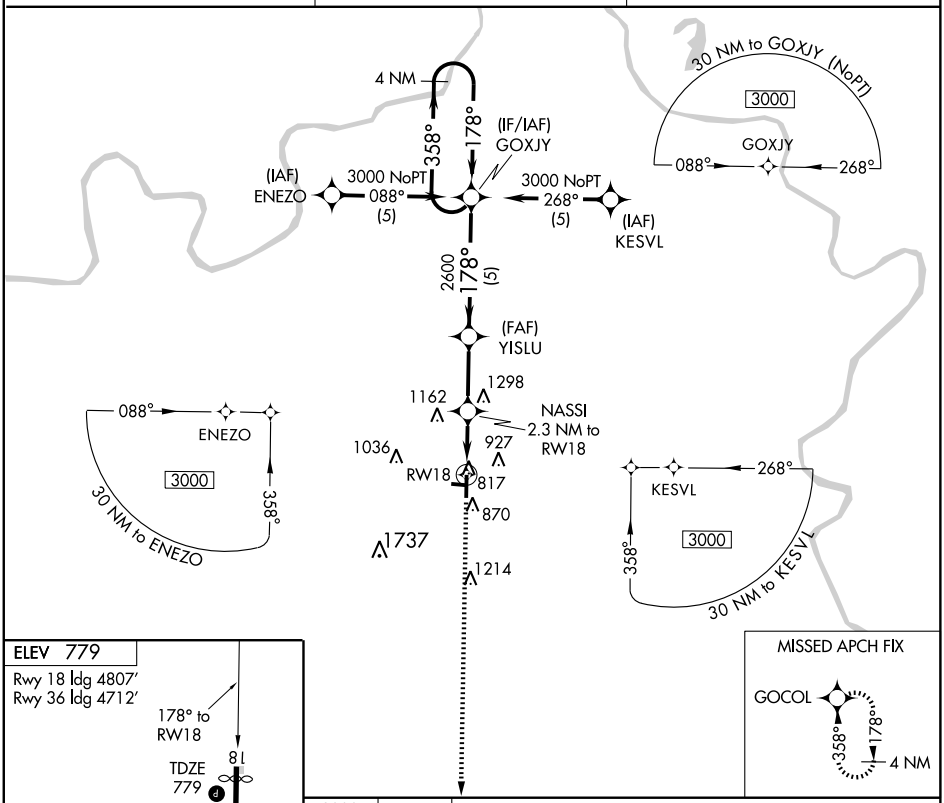
RNAV (GPS) RWY 18

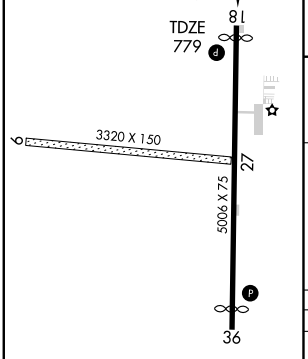
MARSHALL MEMORIAL MUNI (MHL)

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

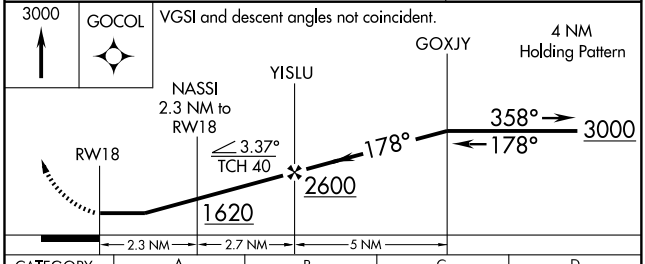
MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	581 (600-1)	NA	
CIRCLING	1360-1	581 (600-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

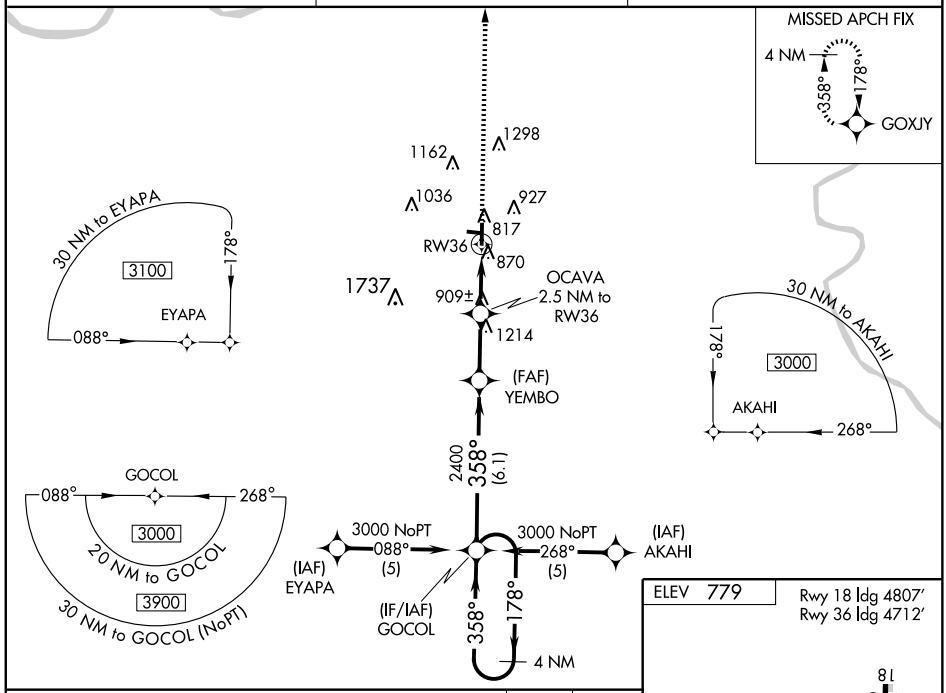
WAAS	APP CRS	Rwy Idg	4712
CH 93907	358°	TDZE	779
W36A		Apt Elev	779

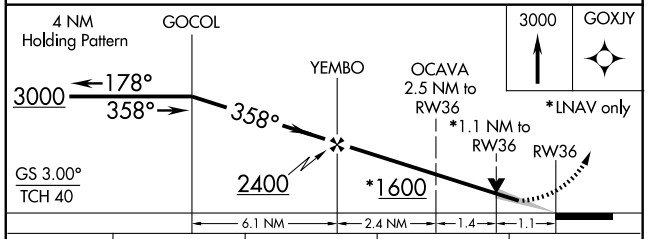
RNAV (GPS) RWY 36
MARSHALL MEMORIAL MUNI (MHL)

Baro-VNAV NA when using Sedalia Memorial altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting. When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

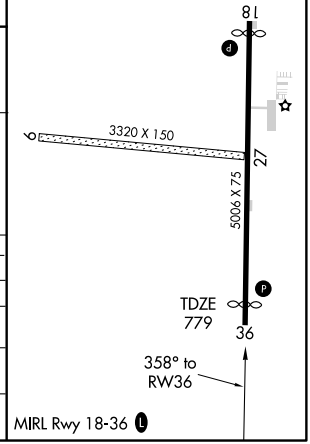
MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1029-1 250 (300-1)			NA
LNAV/VNAV DA	1181-1½ 402 (500-1½)			NA
LNAV MDA	1180-1 401 (500-1)		1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 72807 W14A	APP CRS 143°	Rwy Idg 4600 TDZE 1142 Apt Elev 1145

RNAV (GPS) RWY 14

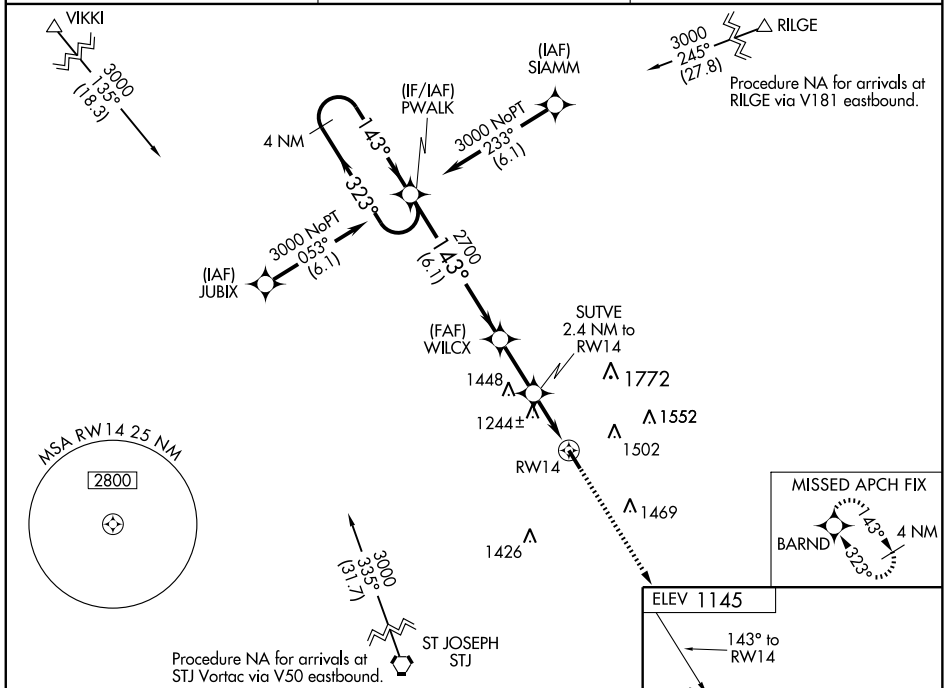
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

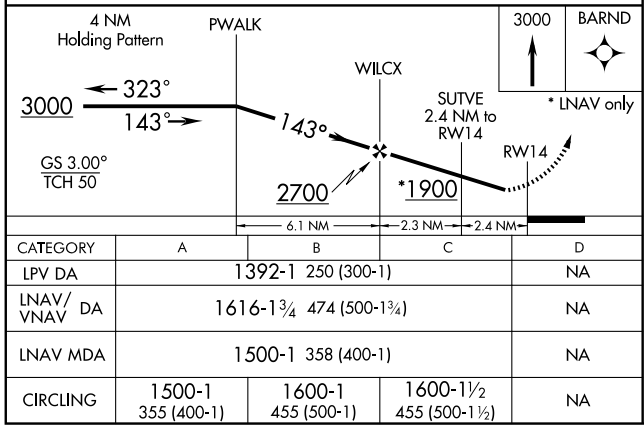
T
A NA

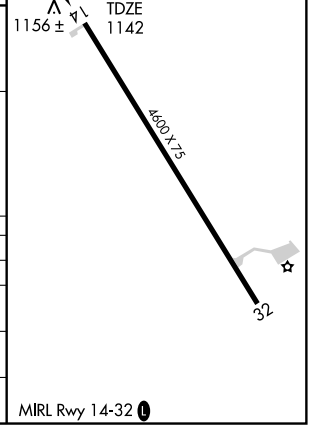
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1392-1 250 (300-1)			NA
LNAV/VNAV DA	1616-1¾ 474 (500-1¾)			NA
LNAV MDA	1500-1 358 (400-1)			NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1½ 455 (500-1½)	NA

MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4600
323°	TDZE	1145
	Apt Elev	1145

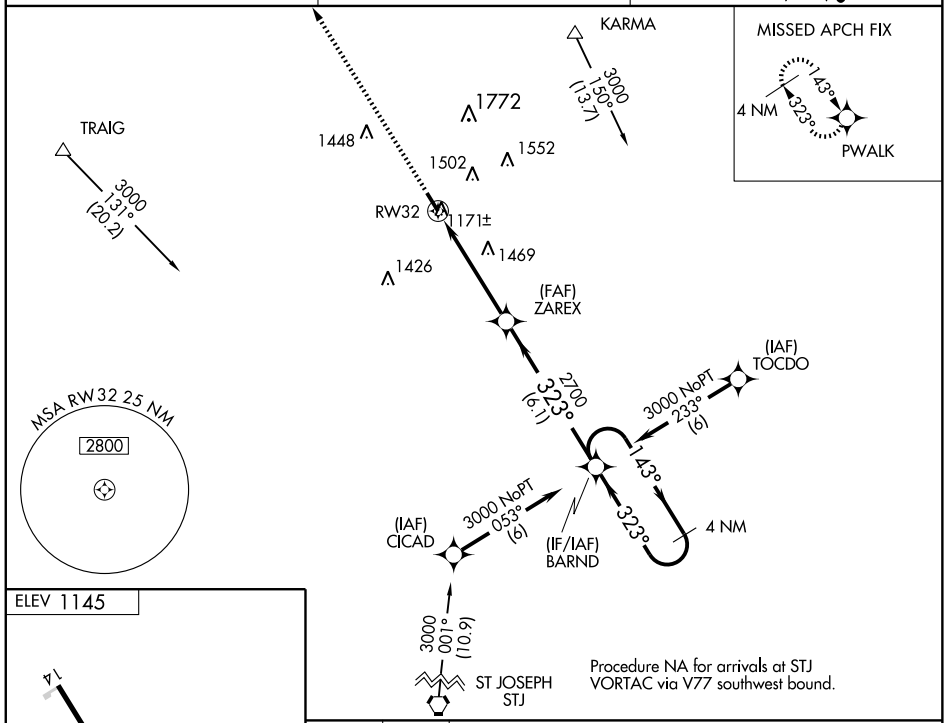
RNAV (GPS) RWY 32

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

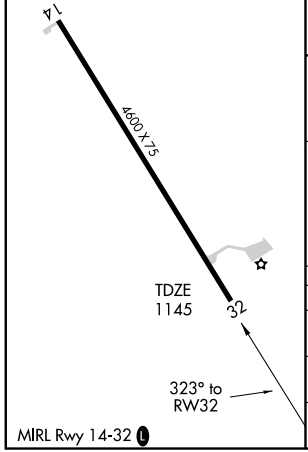
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of Rwy 18-36.

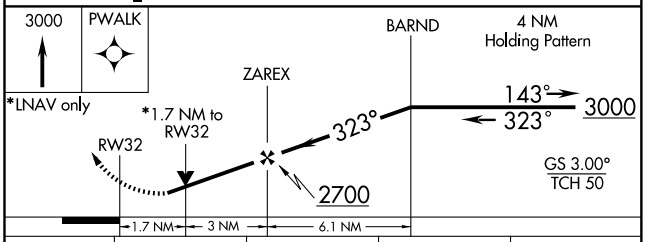
MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L



Procedure NA for arrivals at STJ VORTAC via V77 southwest bound.





CATEGORY	A	B	C	D
LNAV/VNAV DA	1615-1¾ 470 (500-1¾)			NA
LNAV MDA	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA
CIRCLING	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

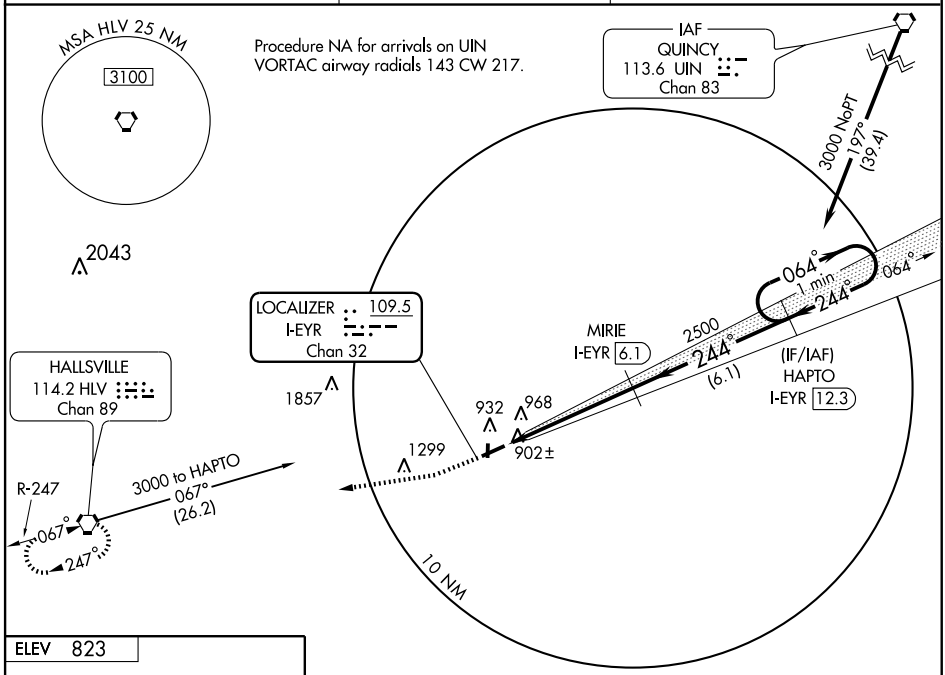
LOC/DME RWY 24

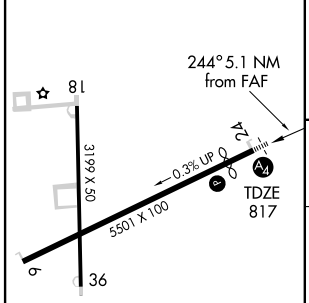
MEXICO MEMORIAL (MYJ)

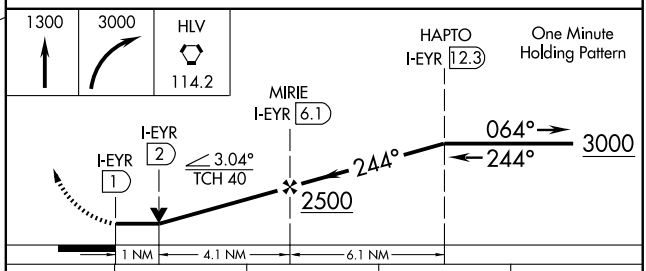
LOC/DME I-EYR	APP CRS	Rwy Idg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply.	MALS	MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
S-24	1160-1 343 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5501
064°	TDZE	823
	Apt Elev	823

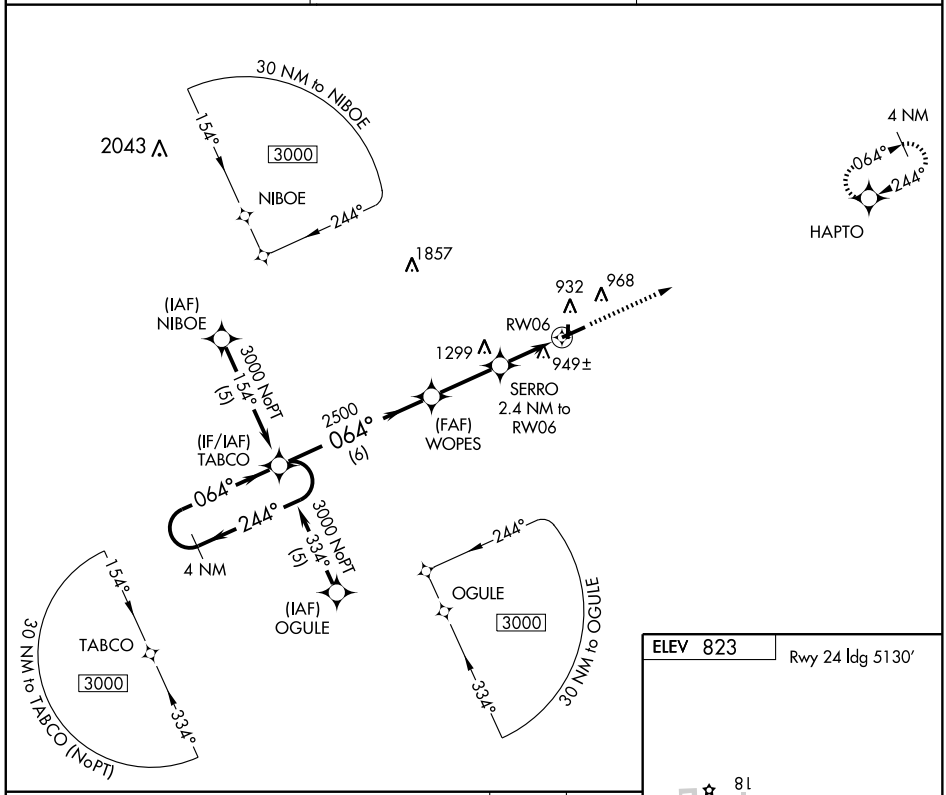
RNAV (GPS) RWY 6

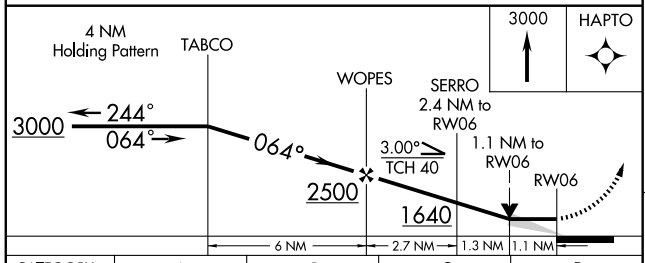
MEXICO MEMORIAL (MYJ)

T
ANA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

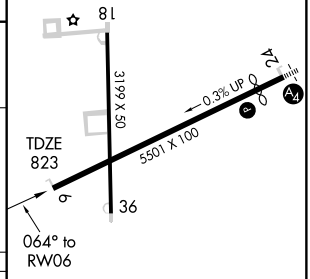
MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA



REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

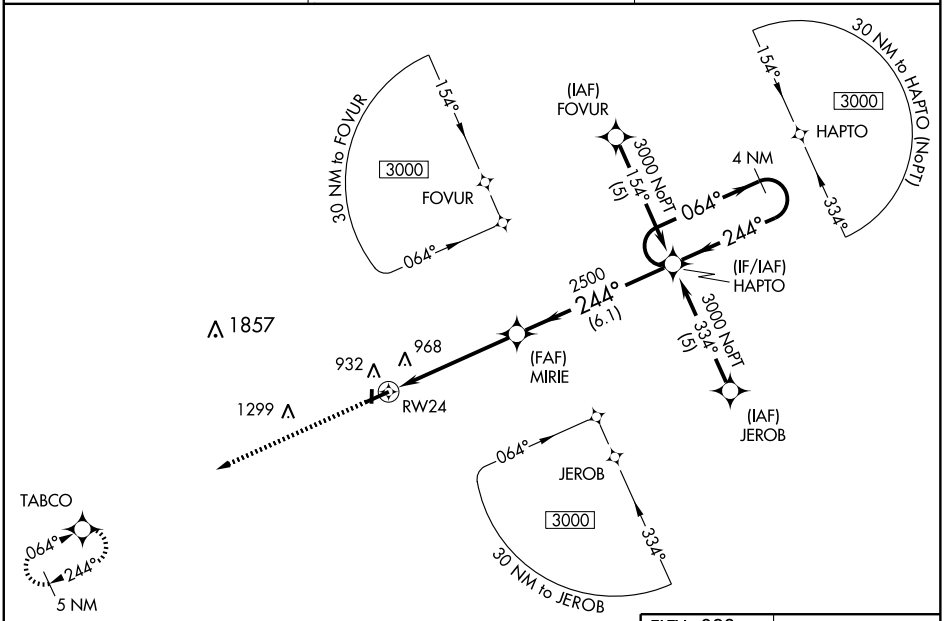
WAAS	APP CRS	Rwy Idg	5130
Chan 56213	244°	TDZE	817
W24A		Apt Elev	823

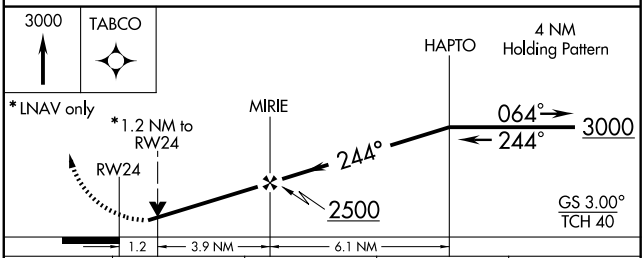
▼ NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS

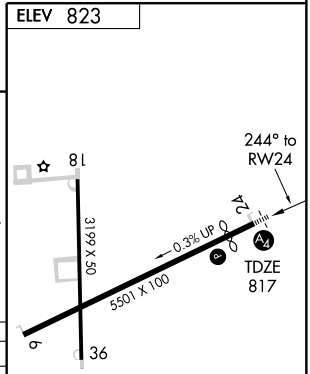
MISSED APPROACH: Climb to 3000 direct TABCO and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L





CATEGORY	A	B	C	D
LPV DA	1126-1 309 (400-1)			NA
LNAV/VNAV DA	1278-1¾ 461 (500-1¾)			NA
LNAV MDA	1220-1 403 (400-1)		1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1 457 (500-1)		1220-1½ 403 (400-1½)	NA



REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC HLV	APP CRS	Rwy Idg	5130
114.2	253°	TDZE	817
Chan 89		Apt Elev	823

VOR/DME RWY 24

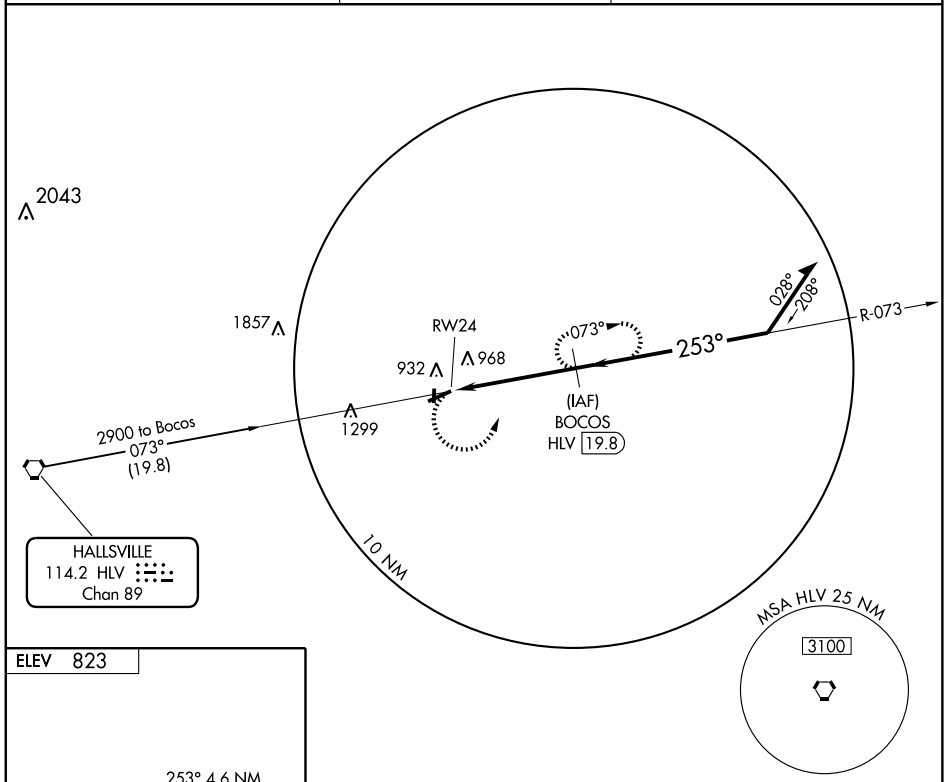
MEXICO MEMORIAL (MYJ)

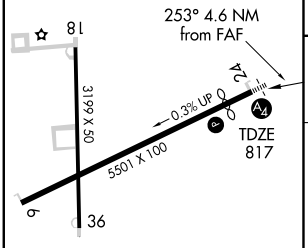
T NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

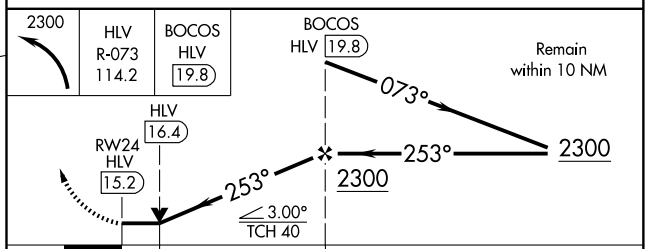
MALS

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME MCM	APP CRS	Rwy Idg	N/A
112.9	162°	TDZE	N/A
Chan 76		Apt Elev	867

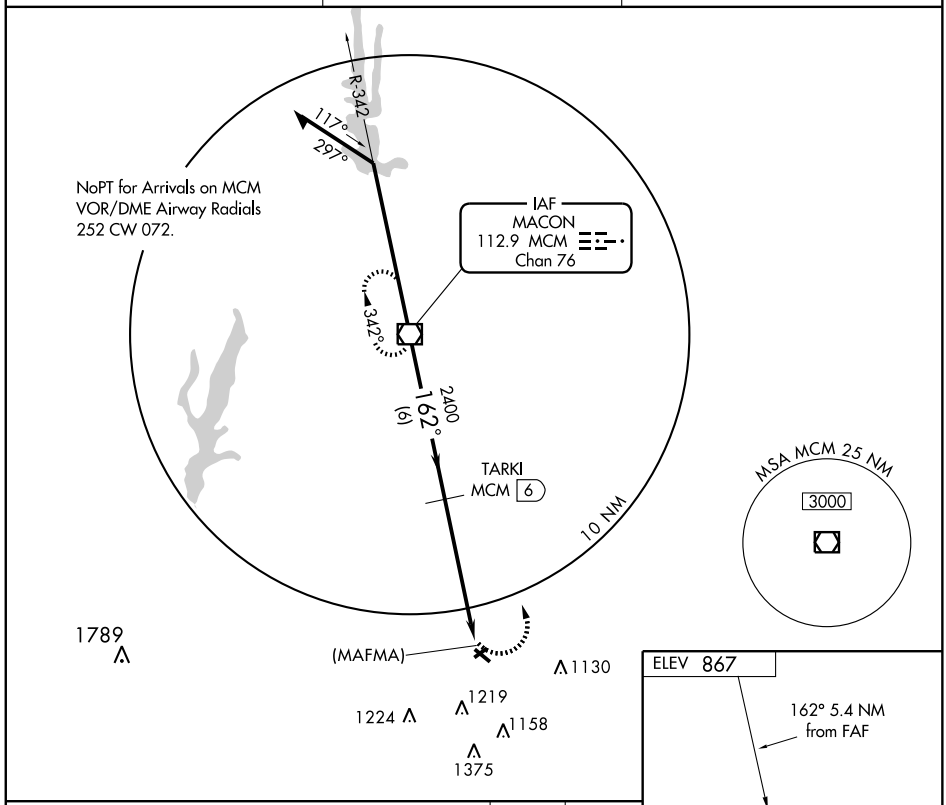
VOR/DME or GPS-A

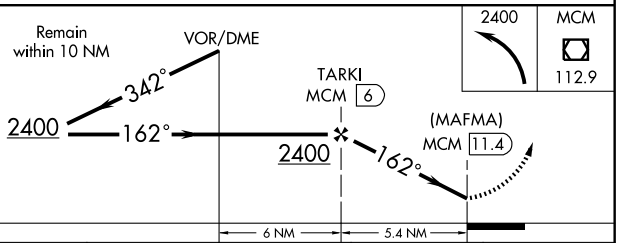
MOBERLY/ OMAR N. BRADLEY (MBY)

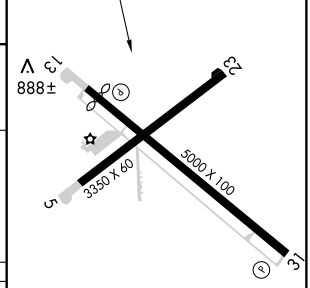
NA — Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1380-1 513 (600-1)		1380-1½ 513 (600-1½)	1500-2 633 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1440-1 573 (600-1)		1440-1½ 573 (600-1½)	1600-2¼ 733 (800-2¼)

REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

MOBERLY, MISSOURI

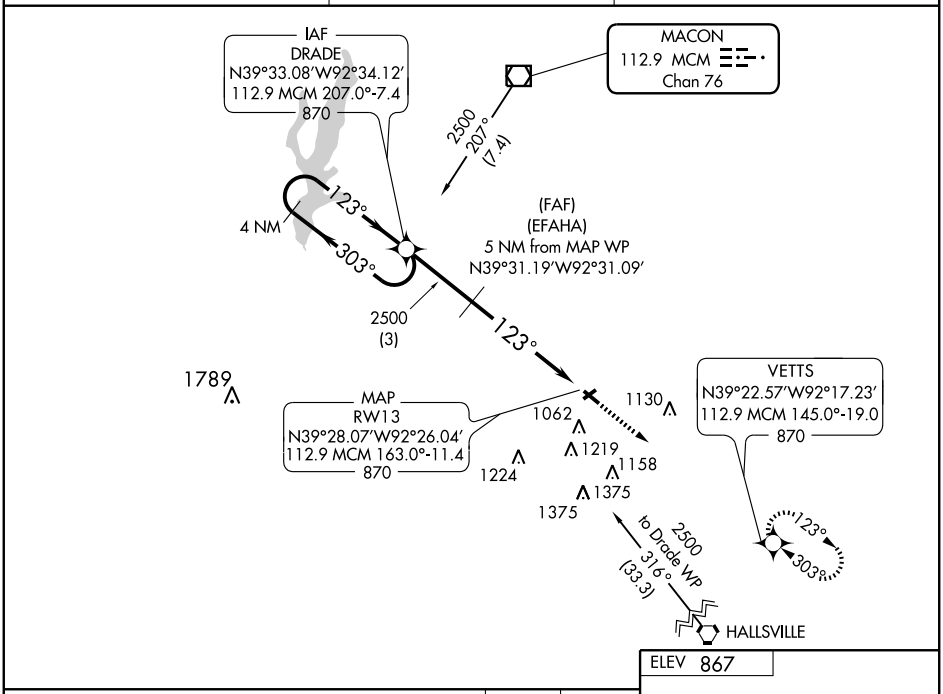
VOR/DME MCM	APP CRS	Rwy Idg	4690
112.9	123°	TDZE	866
Chan 76		Apt Elev	867

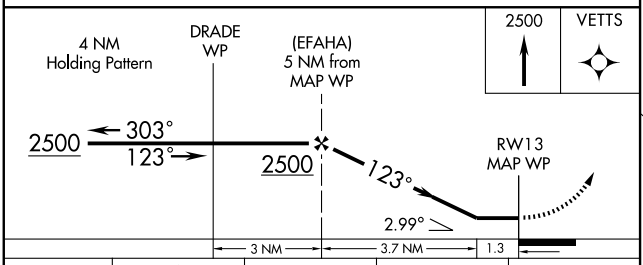
VOR/DME RNAV or GPS RWY 13

MOBERLY/OMAR N. BRADLEY (MBY)

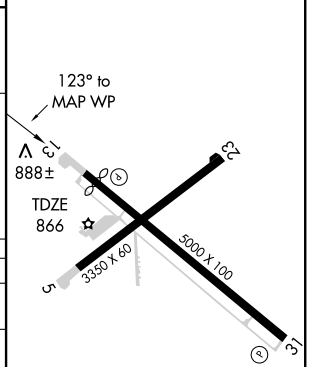
NA	Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.	MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1320-1 454 (500-1)		1320-1¼ 454 (500-1¼)	1320-1½ 454 (500-1½)
CIRCLING	1380-1 514 (600-1)		1380-1½ 514 (600-1½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1 674 (700-1)		1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)



REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

MOBERLY, MISSOURI

AL-5976 (FAA)

VOR/DME MCM	APP CRS	Rwy Idg	5000
112.9	303°	TDZE	866
Chan 76		Apt Elev	867

VOR/DME RNAV or GPS RWY 31

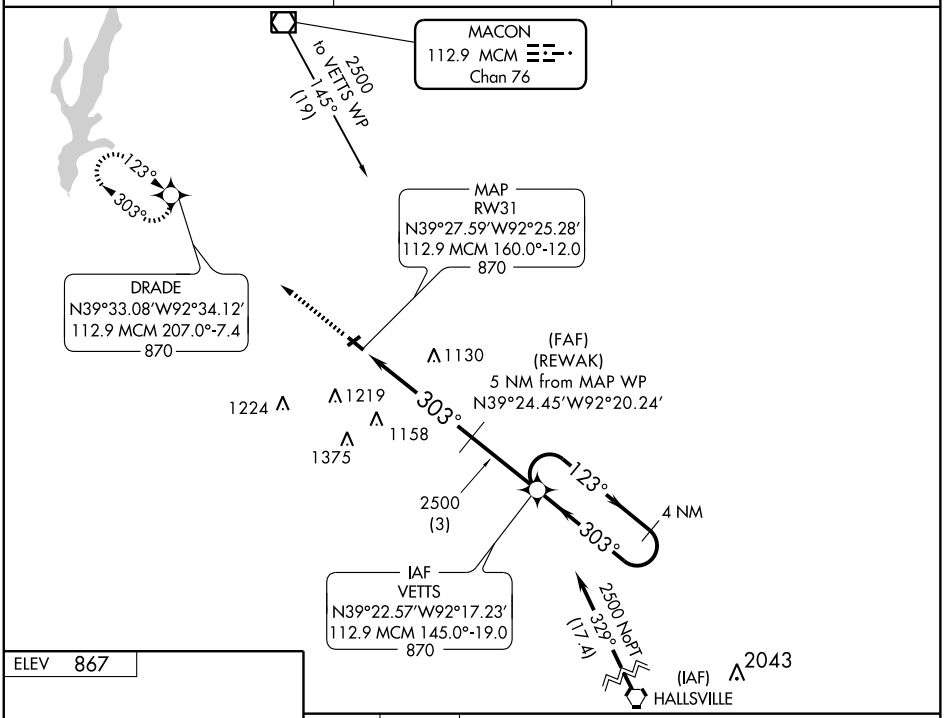
MOBERLY/OMAR N. BRADLEY (MBY)

NA

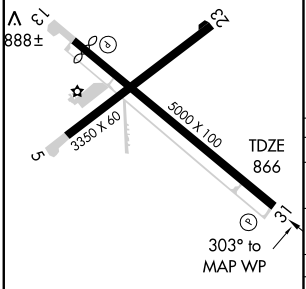
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L

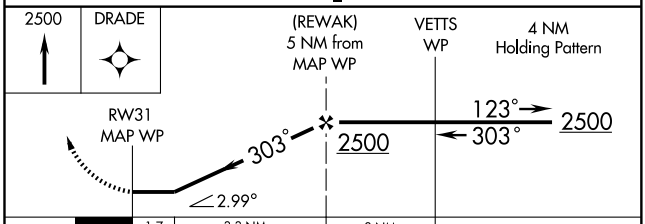


ELEV 867



REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L



CATEGORY	A	B	C	D
S-31	1460-1 594 (600-1)		1460-1½ 594 (600-1½)	1460-1¾ 594 (600-1¾)
CIRCLING	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-31	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1640-2½ 744 (800-2½)
CIRCLING	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1680-2¾ 814 (900-2¾)

NC-3. 08 APR 2010 to 06 MAY 2010

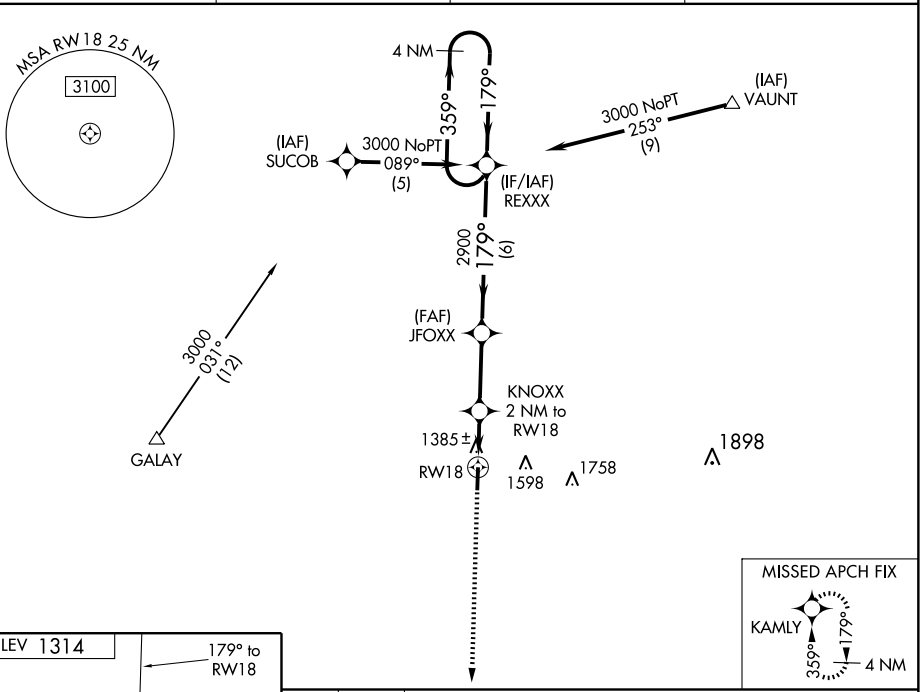
WAAS	APP CRS	Rwy Idg	5000
CH 53403	179°	TDZE	1314
W18A		Apt Elev	1314

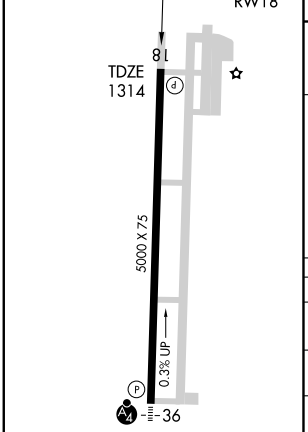
RNAV (GPS) RWY 18
MONETT MUNI (HFJ)

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

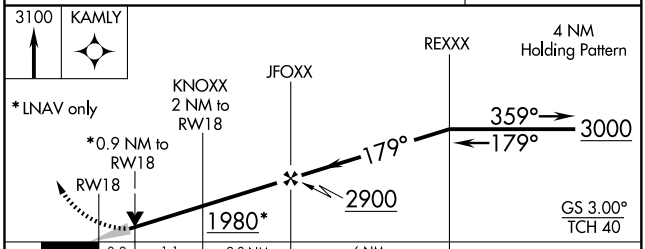
MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1614-1	300 (300-1)	NA	
LNAV/VNAV DA	1663-1¼	349 (400-1¼)	NA	
LNAV MDA	1640-1	326 (400-1)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69303	359°	TDZE	1300
W36A		Apt Elev	1314

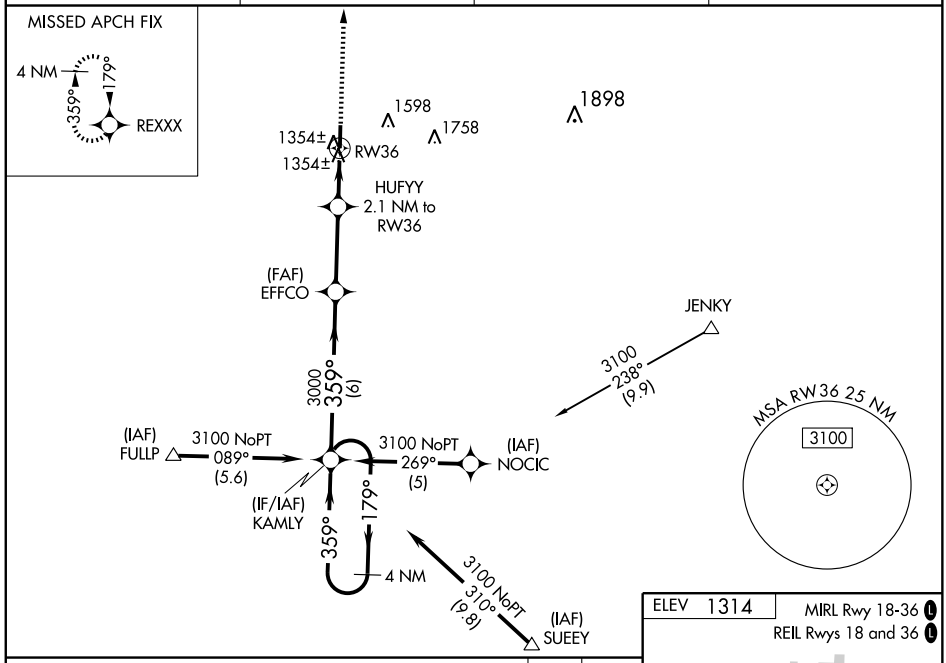
RNAV (GPS) RWY 36
MONETT MUNI (HFJ)

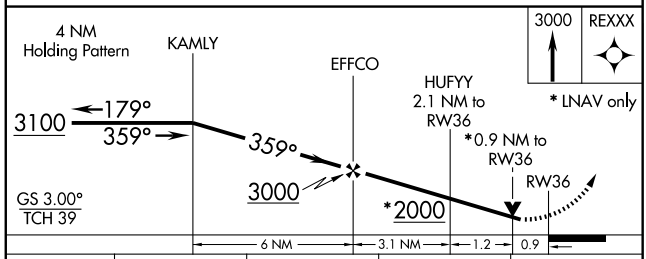
▼ ▲NA Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MALSF

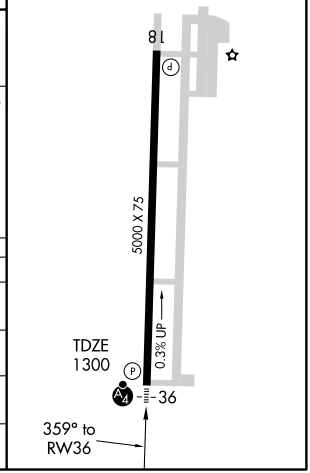
MISSED APPROACH: Climb to 3000 direct REXXX and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1577-1	277 (300-1)	NA	
LNAV/VNAV DA	1655-1¼	355 (400-1¼)	NA	
LNAV MDA	1620-¾	320 (400-¾)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3516
091°	TDZE	737
	Apt Elev	737

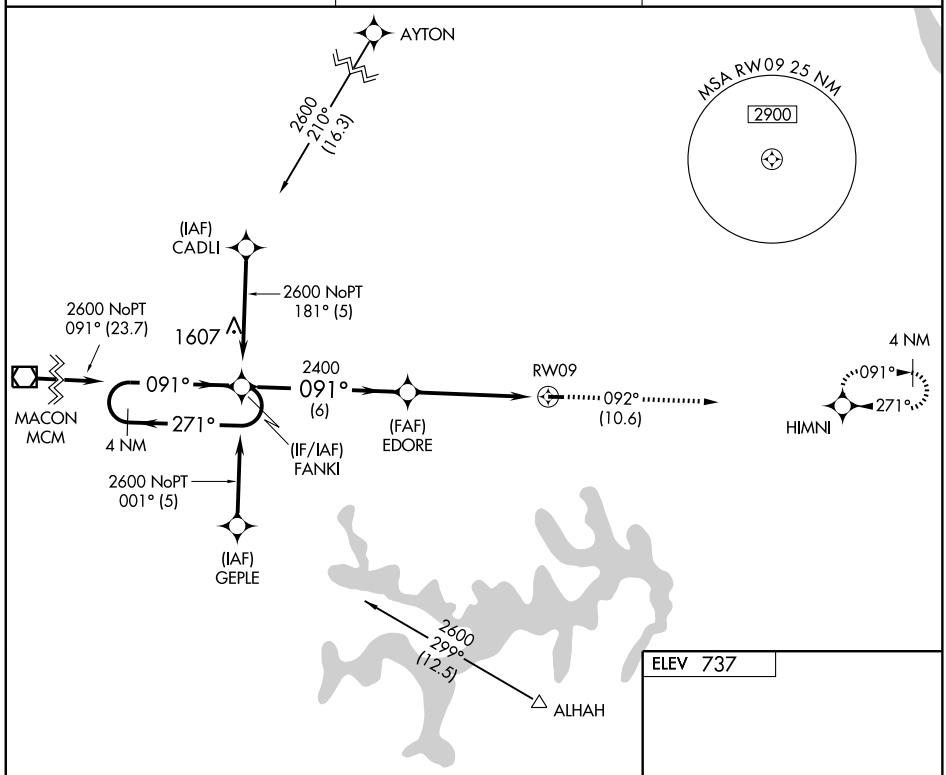
RNAV (GPS) RWY 9

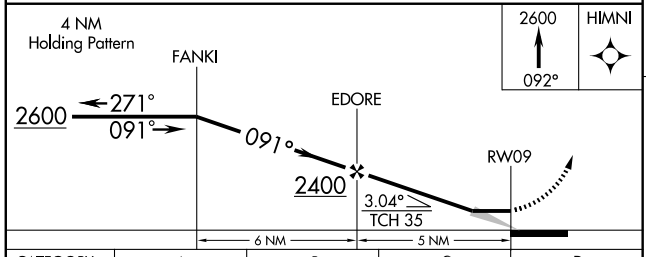
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

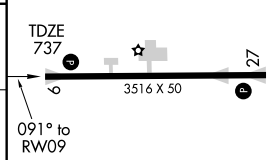
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L







ELEV 737

CATEGORY	A	B	C	D
LNAV MDA	1200-1	463 (500-1)	1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

APP CRS	Rwy Idg	3516
271°	TDZE	737
	Apt Elev	737

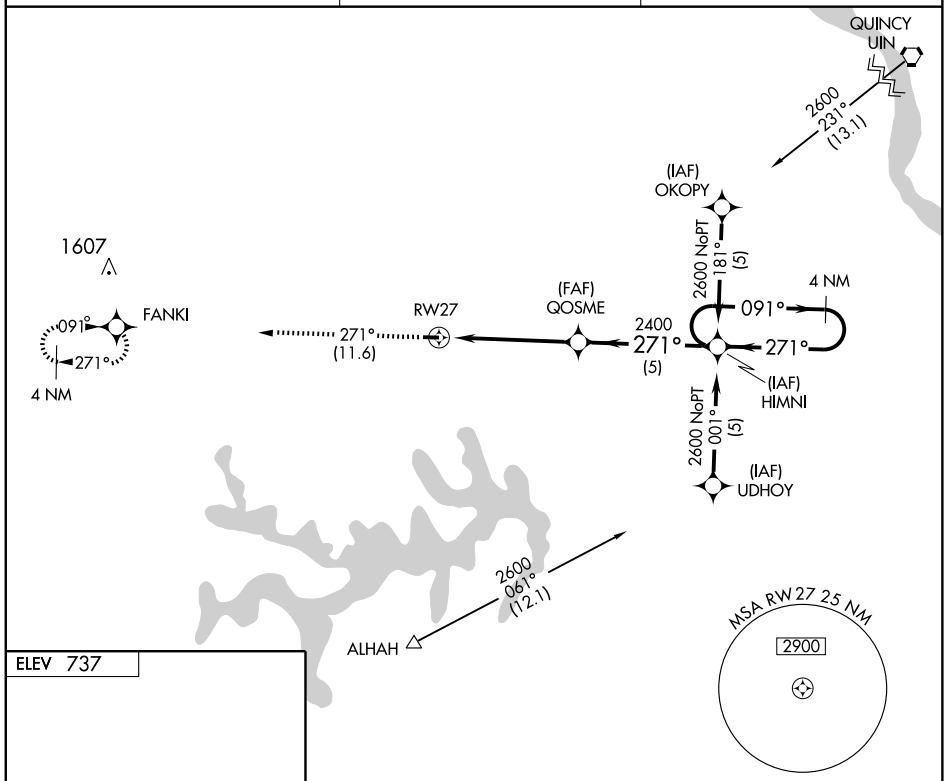
RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

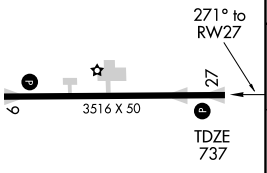
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

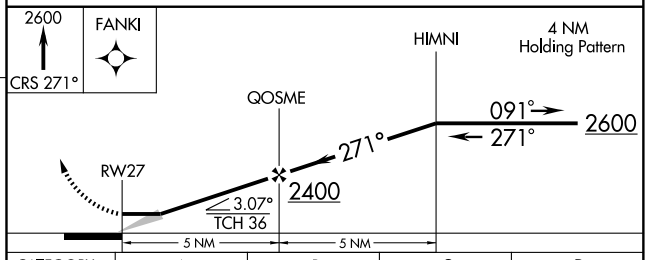
MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



ELEV 737





CATEGORY	A	B	C	D
LNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC UIN 113.6 Chan 83	APP CRS 233°	Rwy Idg N/A TDZE N/A Apt Elev 737

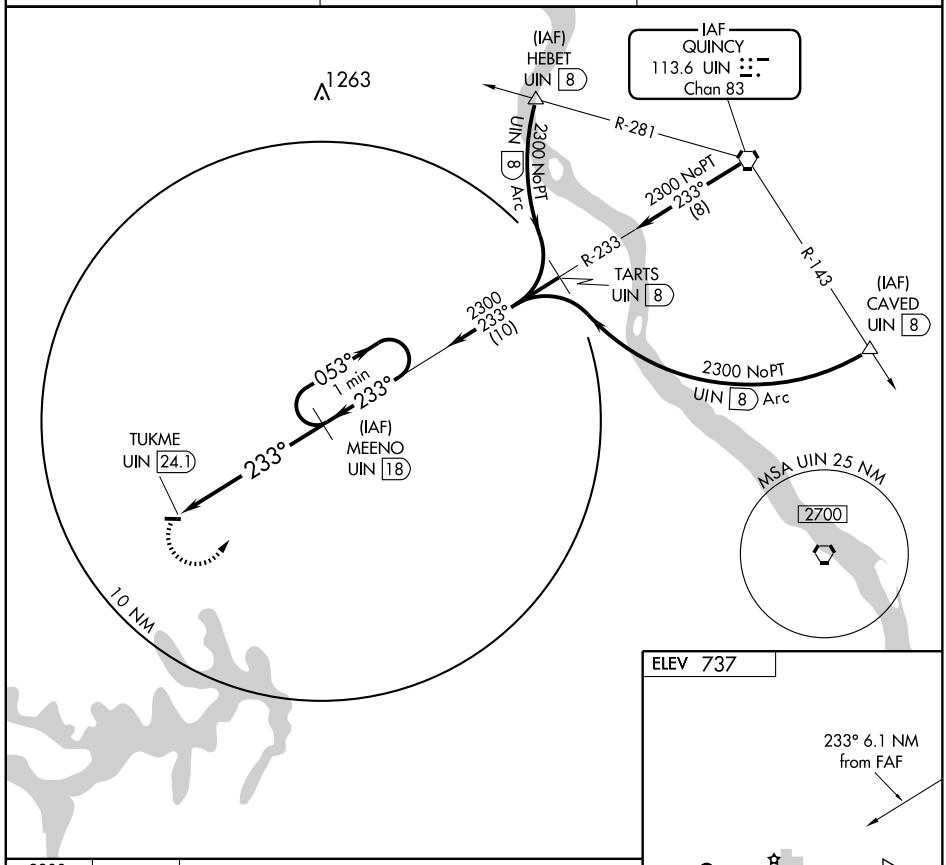
VOR/DME-A

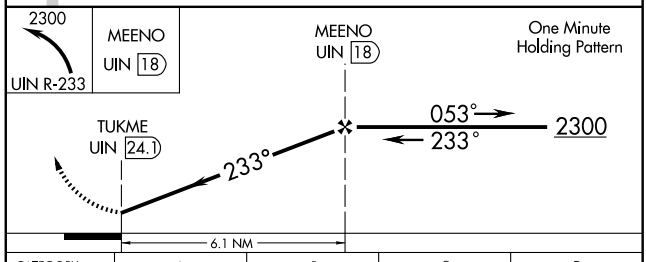
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

VORTAC UIN	APP CRS	Rwy Idg	3516
113.6	267°	TDZE	737
Chan 83		Apt Elev	737

VOR/DME RNAV RWY 27

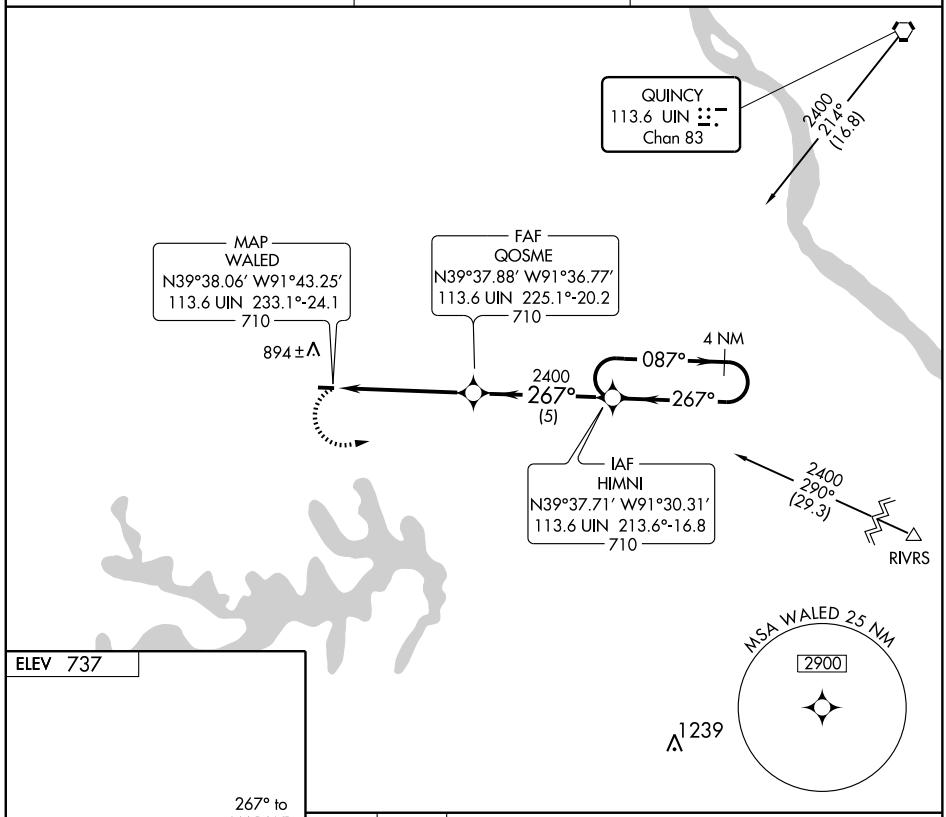
MONROE CITY/CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

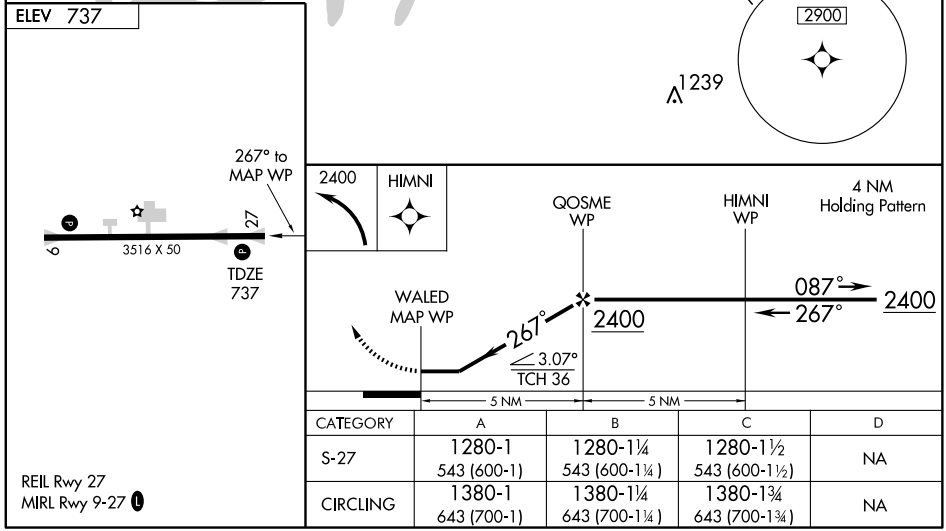
NA

Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct HIMNI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1280-1 543 (600-1)	1280-1¼ 543 (600-1¼)	1280-1½ 543 (600-1½)	NA
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27

MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3500
CH 50401	180°	TDZE	675
W18A		Apt Elev	675

RNAV (GPS) RWY 18

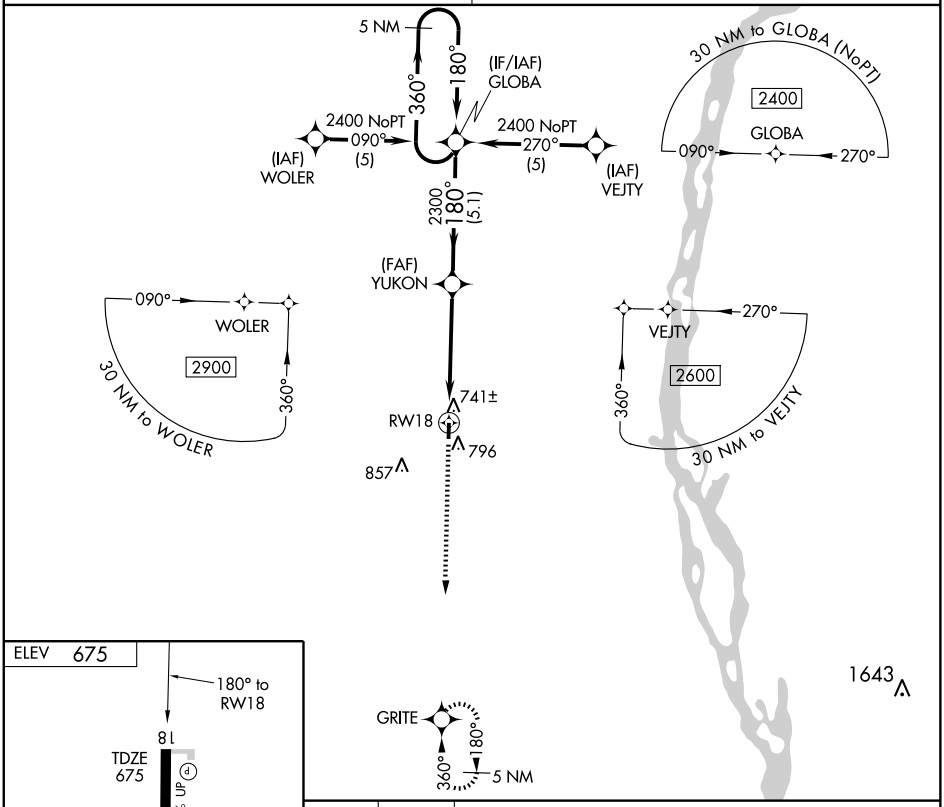
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

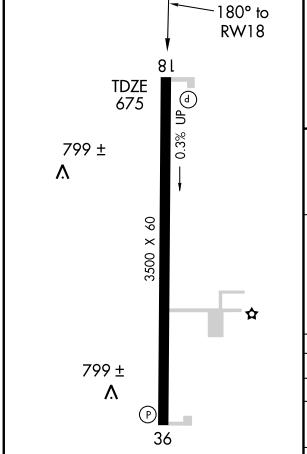
NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

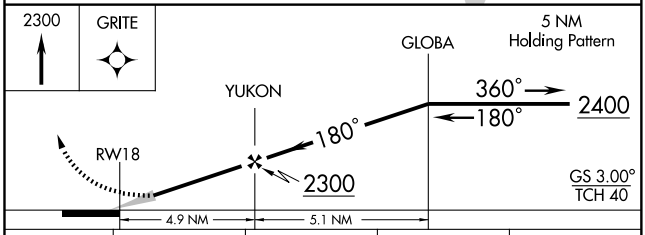
MISSED APPROACH: Climb to 2300 direct GRITE and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1035-1¼	360 (400-1¼)	NA	
LNAV/VNAV DA	1082-1½	407 (500-1½)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3500
CH 97601	360°	TDZE	675
W36A		Apt Elev	675

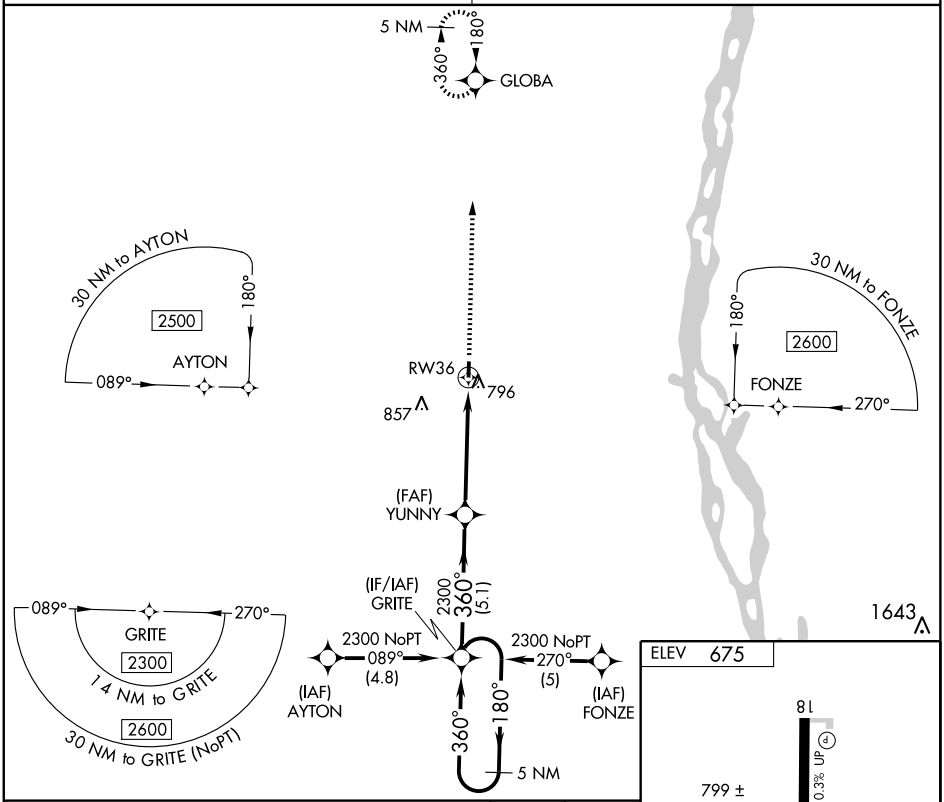
RNAV (GPS) RWY 36

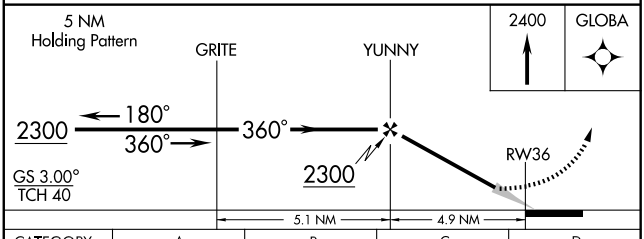
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

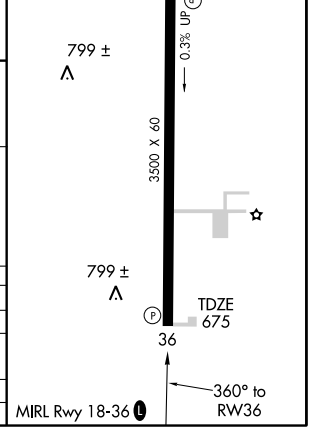
MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	
LNAV/VNAV DA	1137-1¾	462 (500-1¾)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	308°	TDZE	N/A
Chan 83		Apt Elev	674

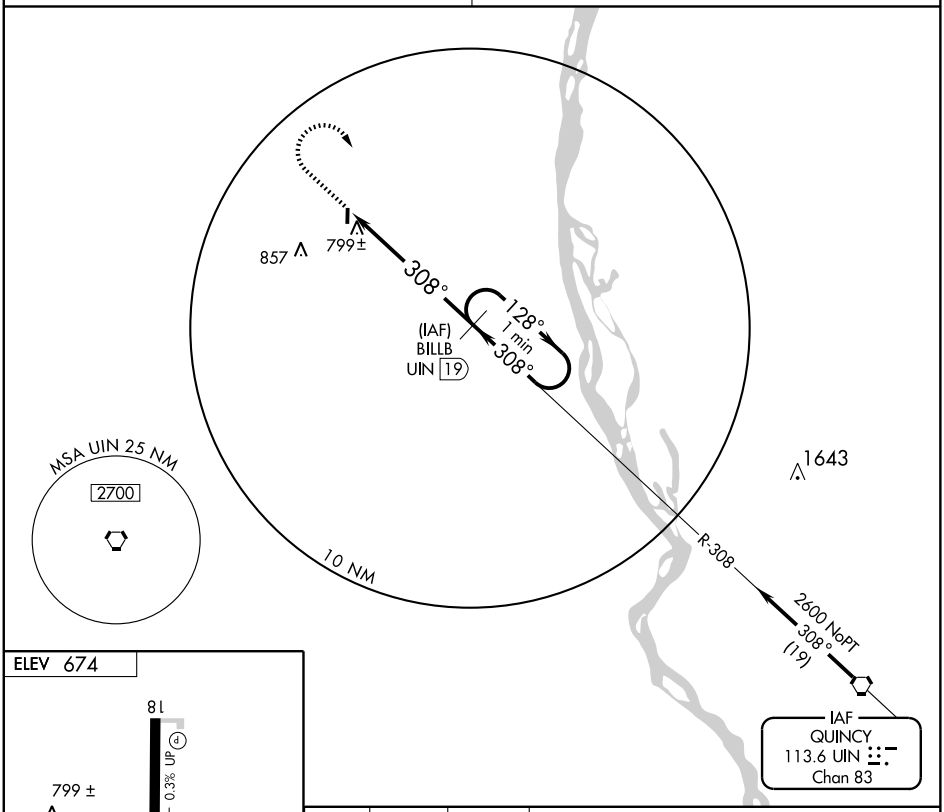
VOR/DME-A

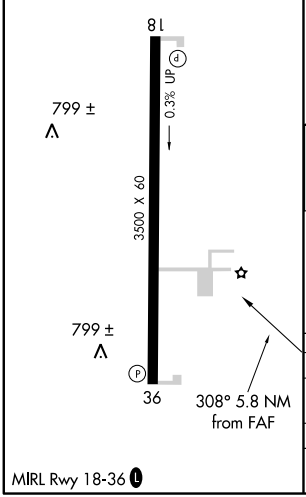
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

T NA Use Quincy altimeter setting; when not received use Kirksville altimeter setting

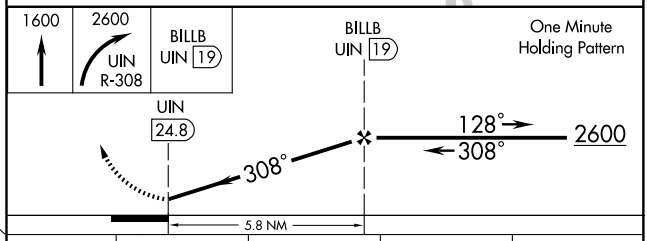
MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L



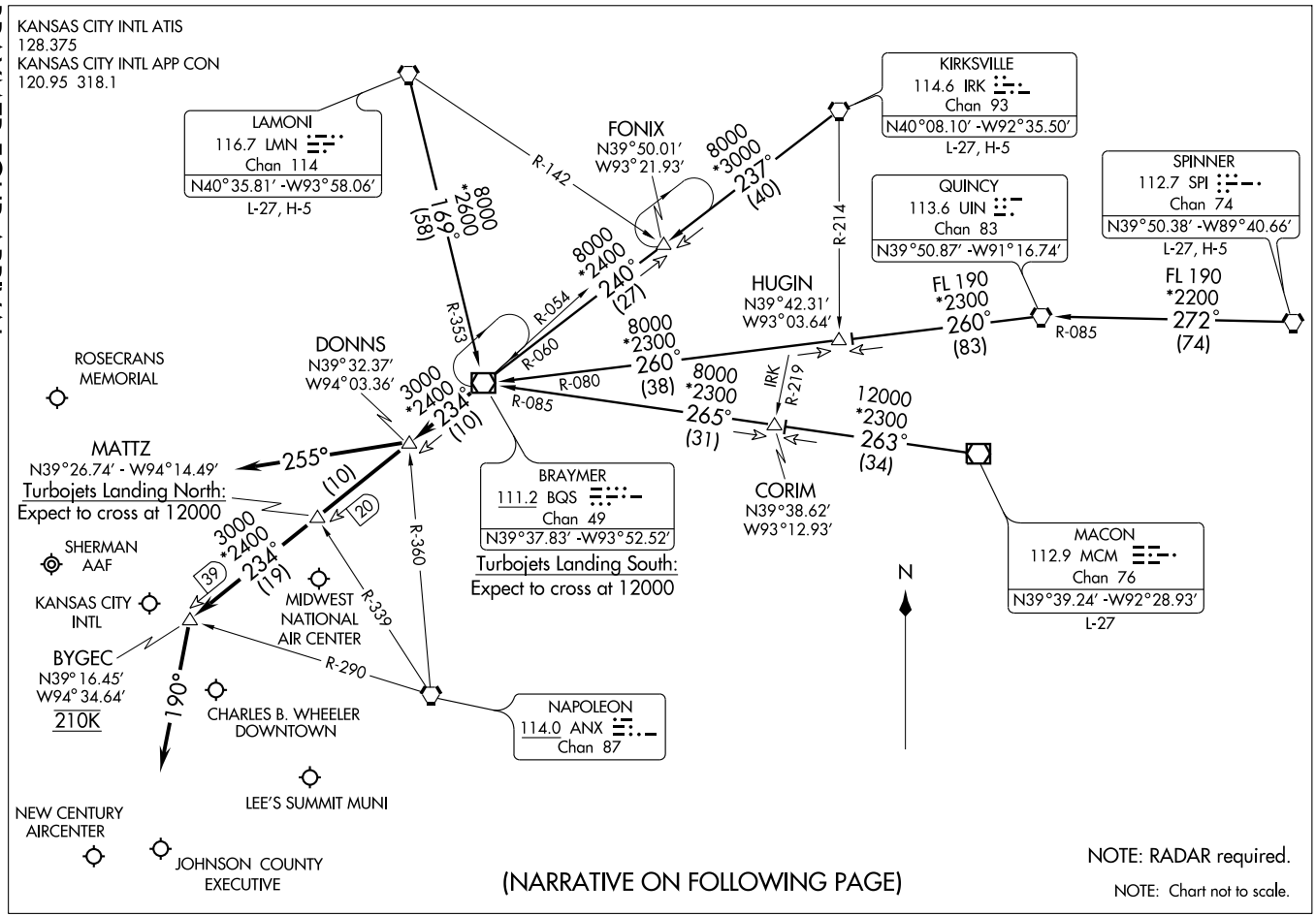


MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
CIRCLING	1180-1 506 (600-1)	1180-1¼ 506 (600-1¼)	NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 566 (600-1)	1240-1¼ 566 (600-1¼)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

MOSBY, MISSOURI

AL-9229 (FAA)

LOC/DME I-CUE	APP CRS	Rwy Idg	5504
110.55	184°	TDZE	777
Chan 42 (Y)		Apt Elev	777

ILS or LOC/DME RWY 18

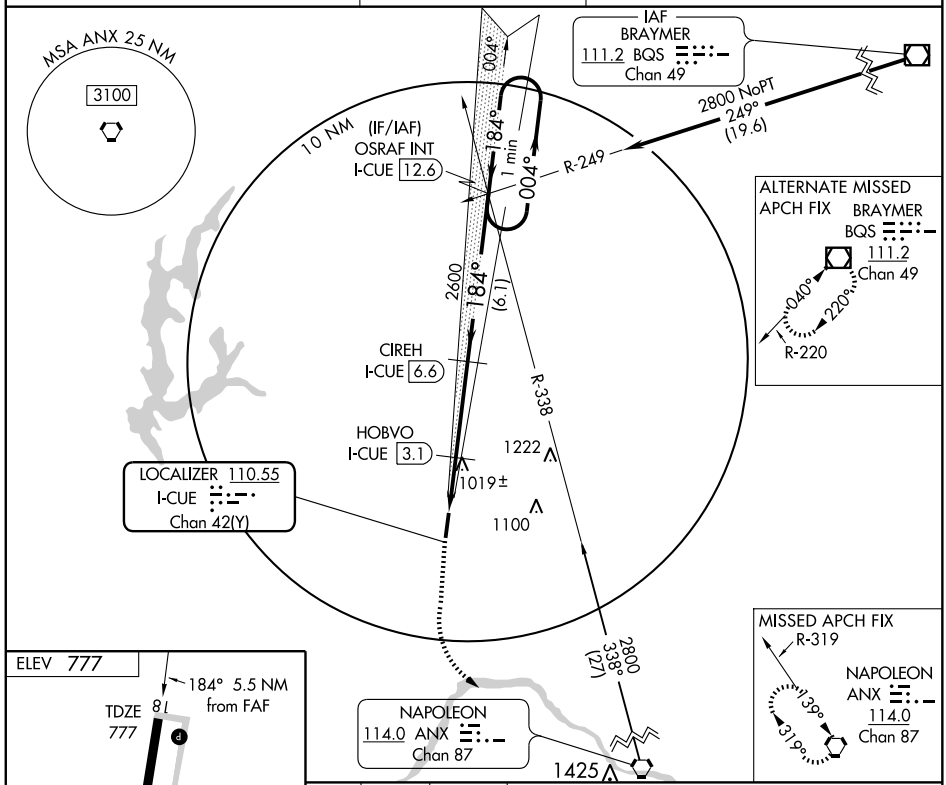
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

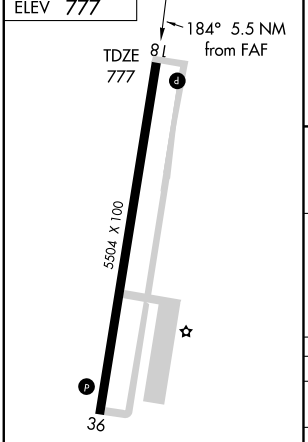
T
ANA

Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

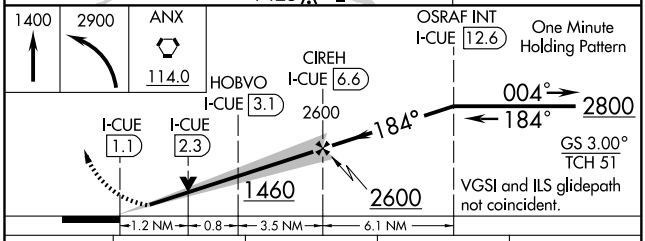
MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L





HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



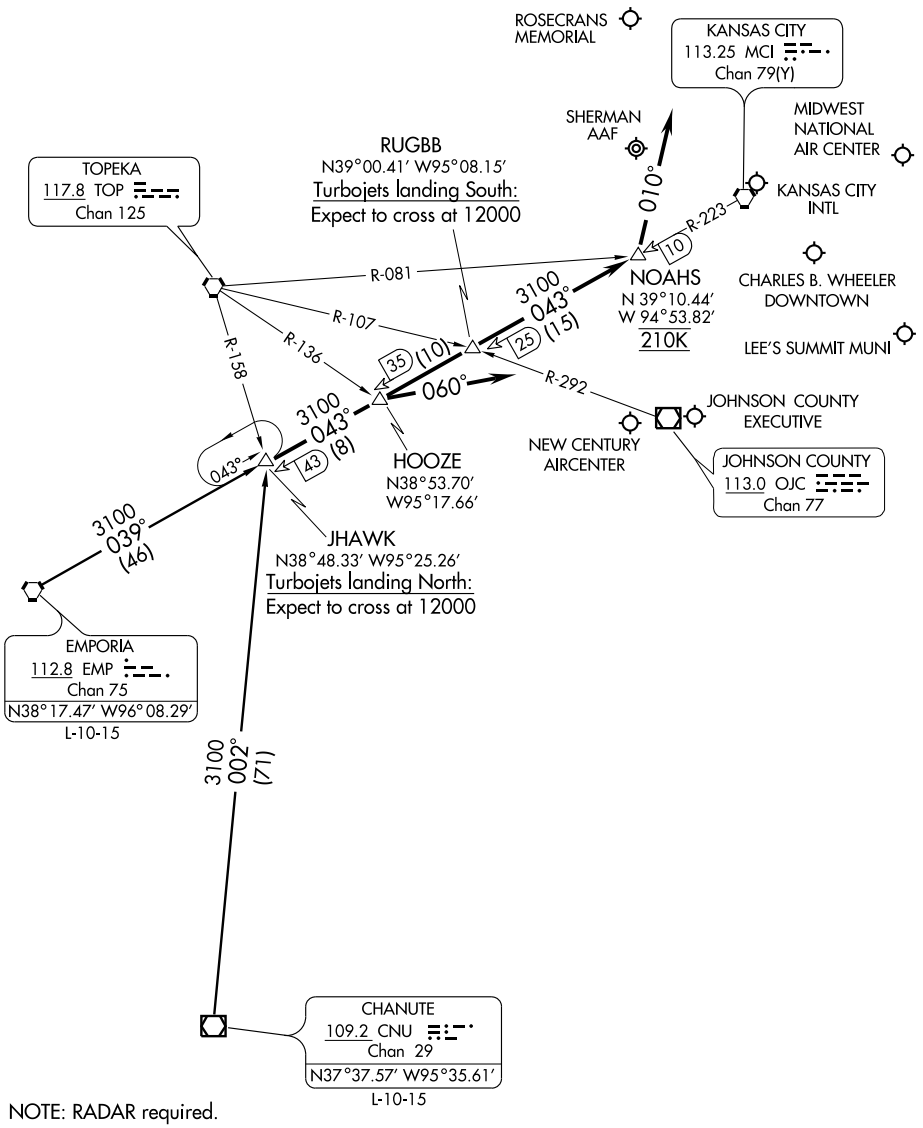
CATEGORY	A	B	C	D
S-ILS 18	977-¾ 200 (200-¾)			NA
S-LOC 18	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5504
CH 70323	184°	TDZE	777
W18A		Apt Elev	777

RNAV (GPS) RWY 18

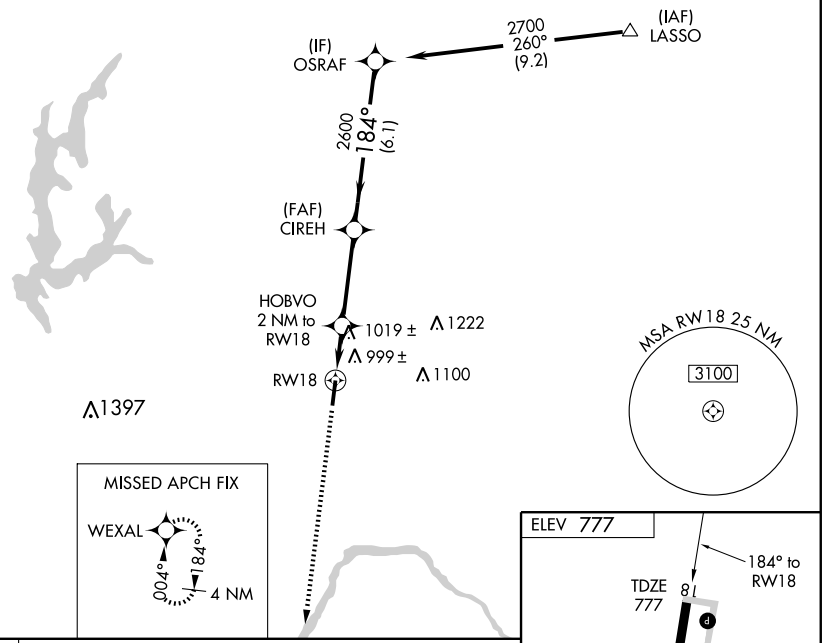
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

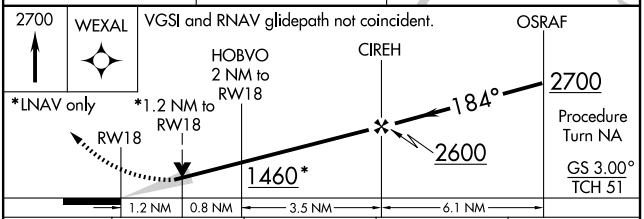
T ANA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

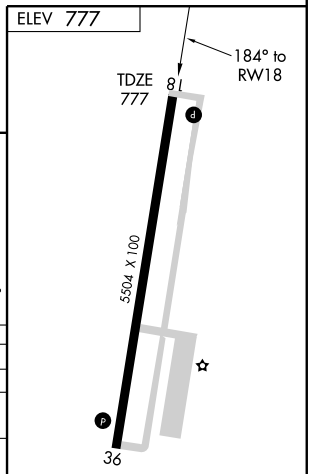
KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1189-1½ 412 (500-1½)			NA
LNAV/VNAV DA	1324-2 547 (600-2)			NA
LNAV MDA	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 86409 W36A	APP CRS 004°	Rwy Idg 5504 TDZE 776 Apt Elev 777

RNAV (GPS) RWY 36

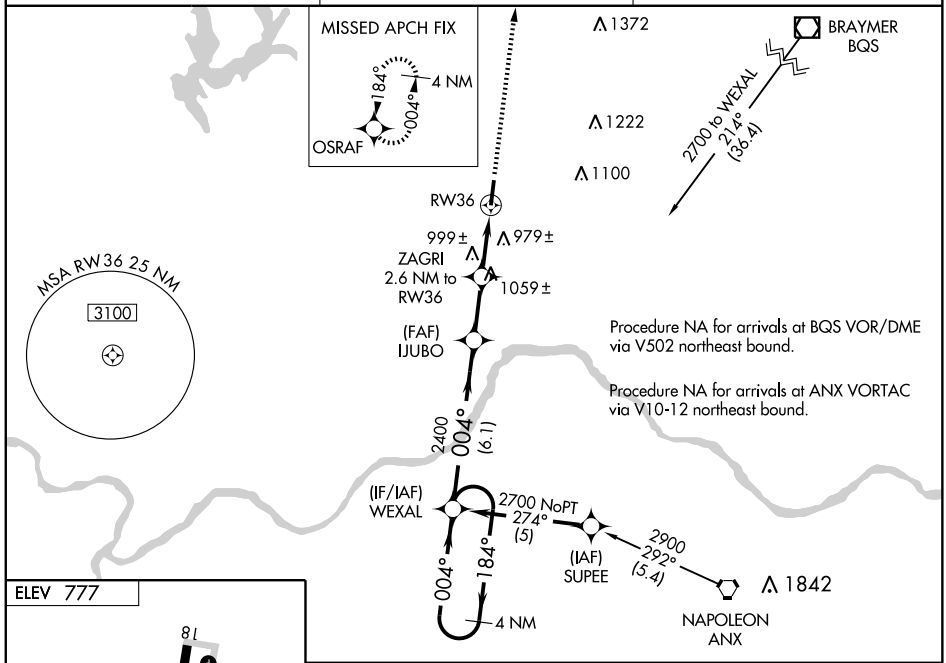
MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

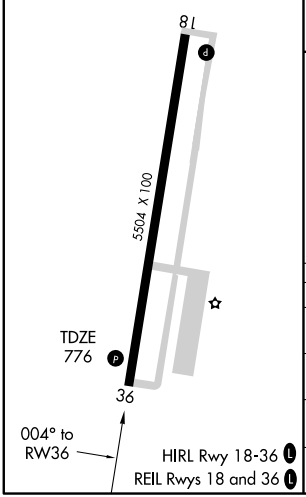
T NA

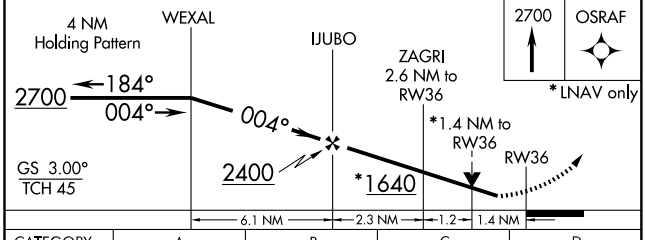
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L







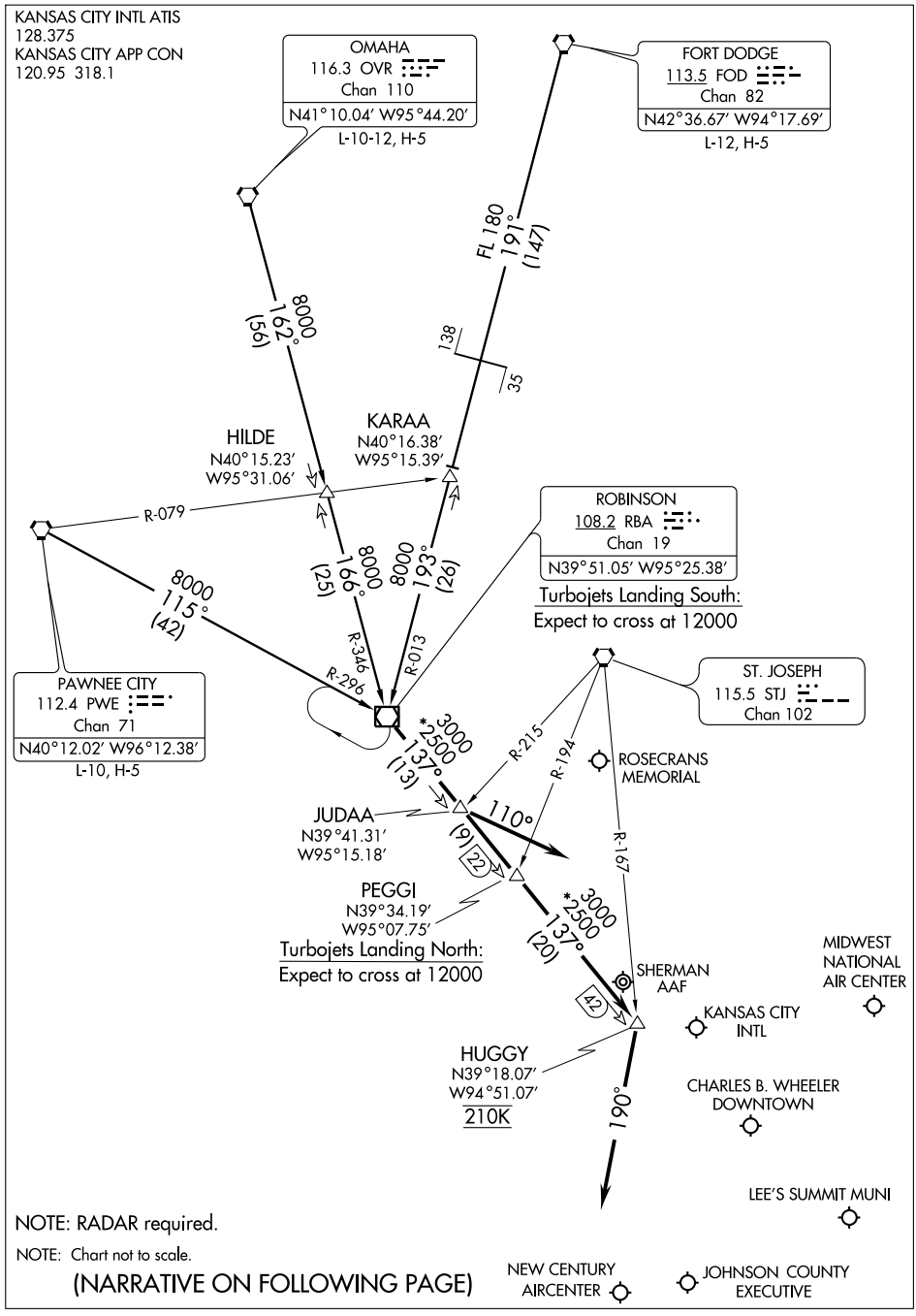
CATEGORY	A	B	C	D
LPV DA	1105-1¼ 329 (400-1¼)			NA
LNAV/ VNAV DA	1341-2 565 (600-2)			NA
LNAV MDA	1260-1 484 (500-1)		1260-1¼ 484 (500-1¼)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

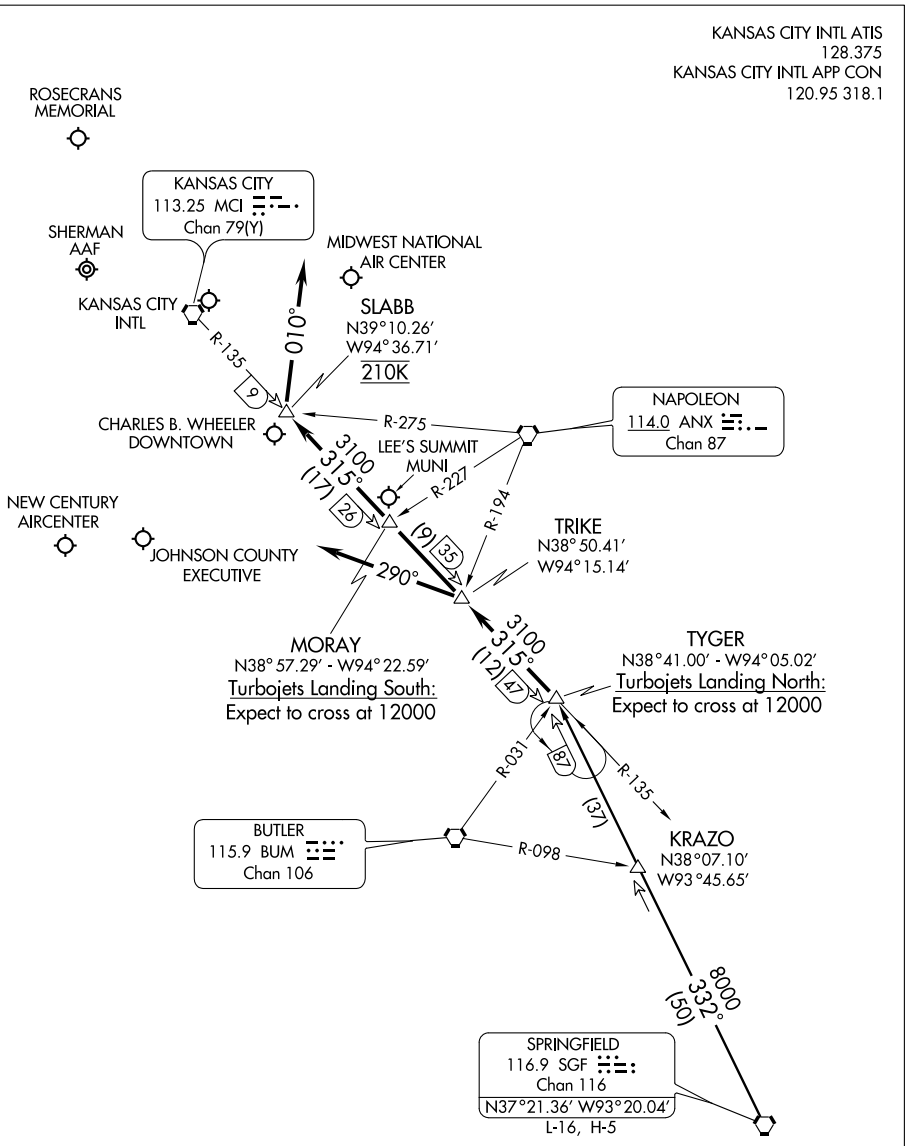
. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

MOUNTAIN GROVE, MISSOURI AL-6763 (FAA)

VORTAC DGD	APP CRS	Rwy Idg	3590
109.4	072°	TDZE	1476
Chan 31		Apt Elev	1476

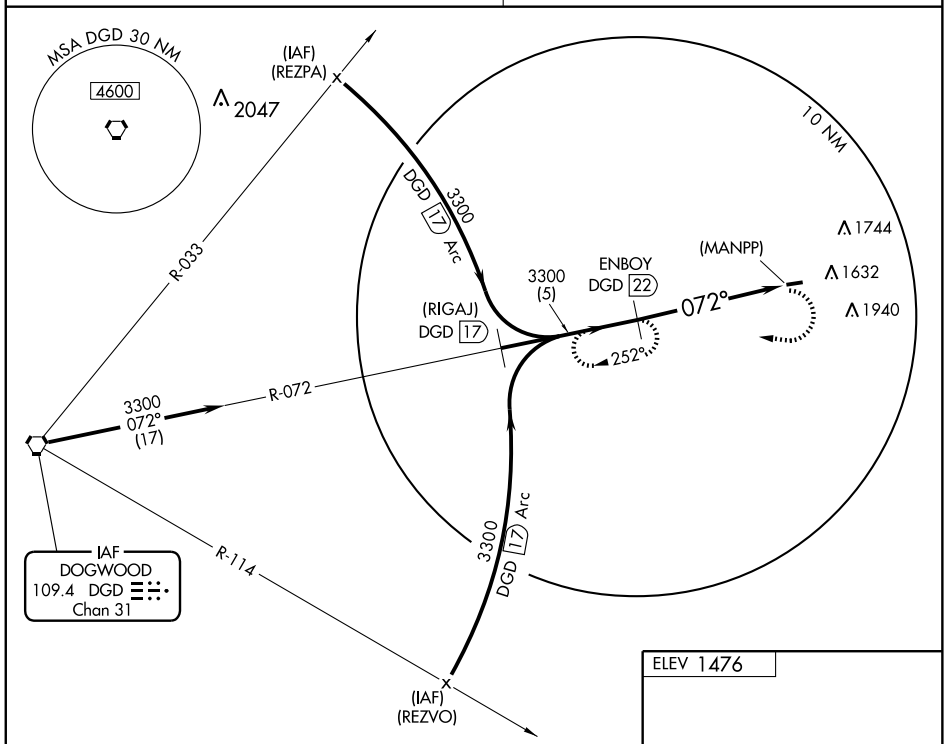
VOR/DME or GPS RWY 8

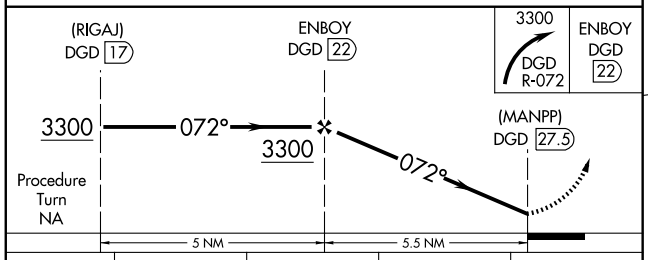
MOUNTAIN GROVE MEMORIAL (1MO)

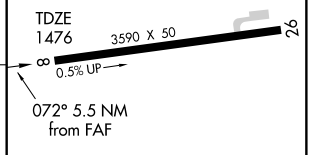
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9







ELEV 1476

CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

LIRL Rwy 8-26

NC-3. 08 APR 2010 to 06 MAY 2010

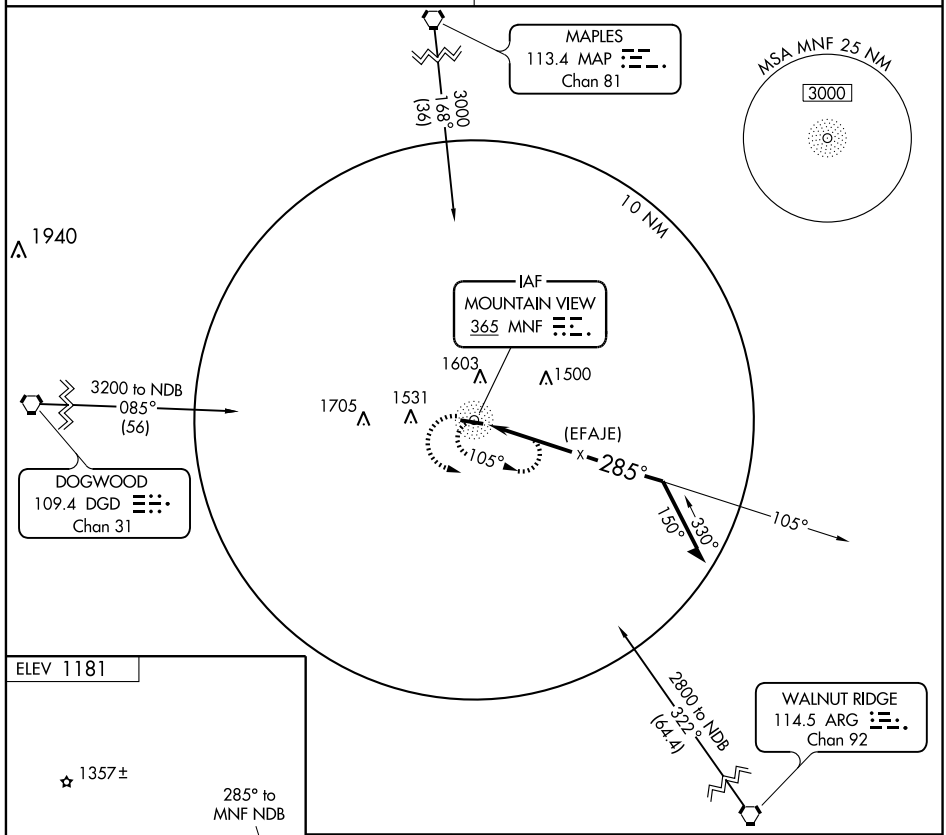
NDB MNF 365	APP CRS 285°	Rwy Idg 5005 TDZE 1165 Apt Elev 1181

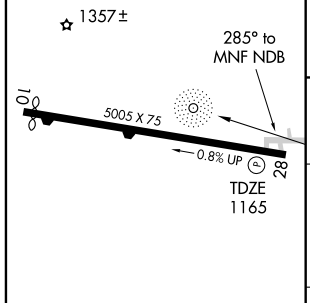
NDB or GPS RWY 28
MOUNTAIN VIEW (MNF)

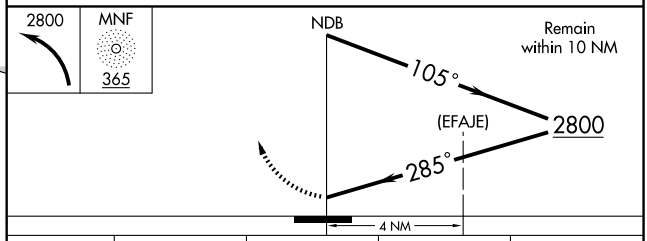
NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)		2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

MIRL Rwys 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5001
CH 99302	005°	TDZE	1255
W01A		Apt Elev	1255

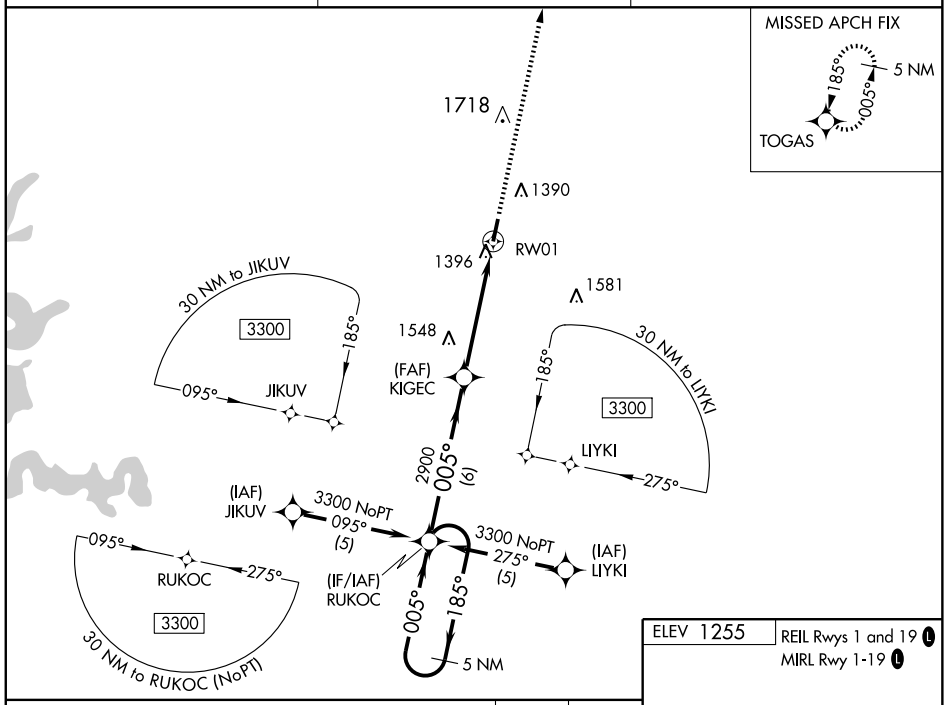
RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (EOS)

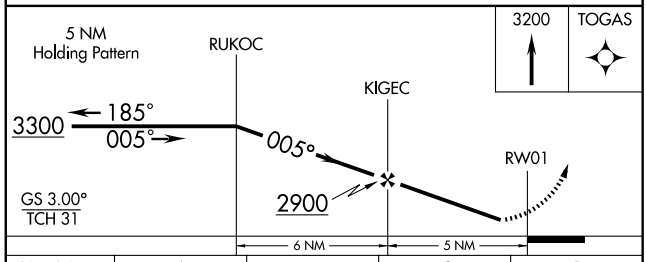
T
A NA

Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

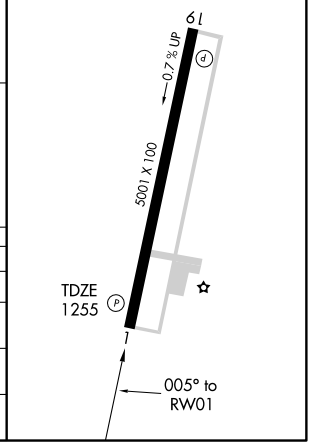
AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	128.6 282.325	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1602-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1719-1¾ 464 (500-1¾)			NA
LNAV MDA	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA

ELEV 1255
REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



NC-3. 08 APR 2010 to 06 MAY 2010

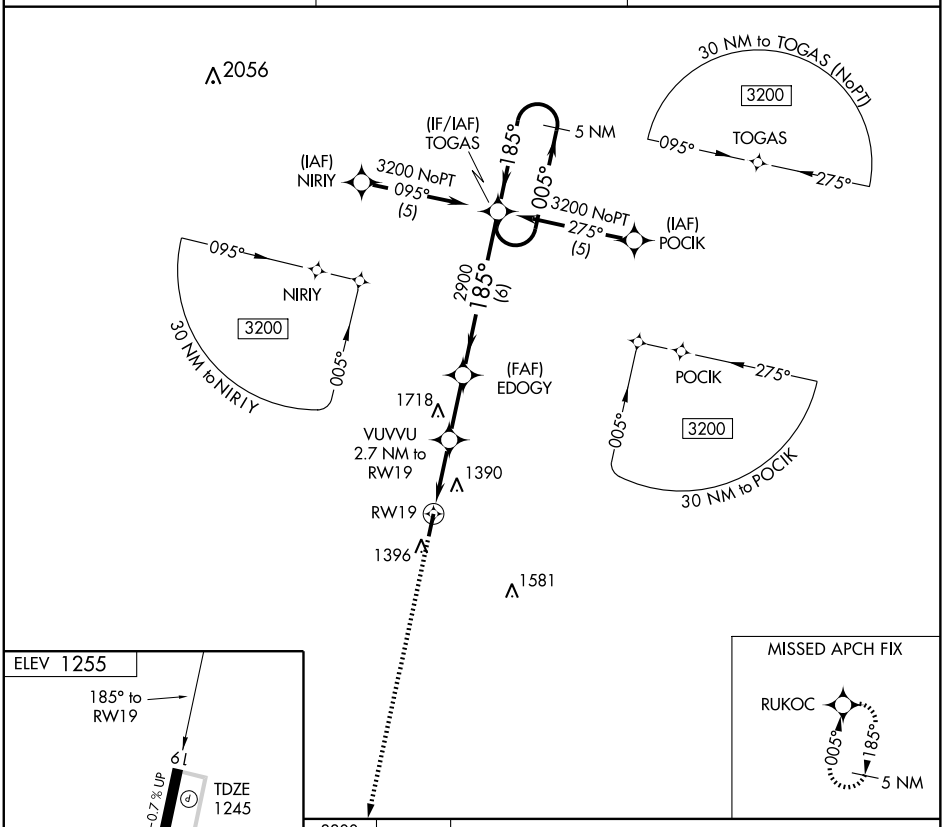
APP CRS	Rwy Idg	5001
185°	TDZE	1245
	Apt Elev	1255

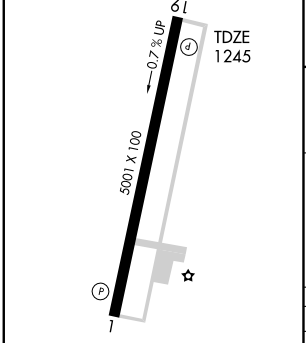
RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (EOS)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

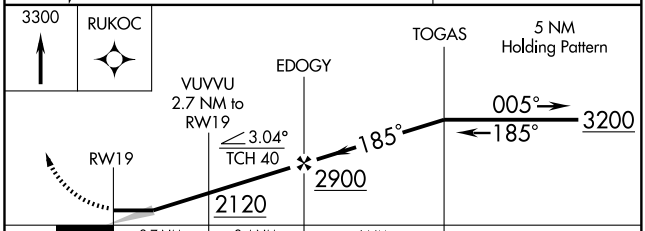
MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	128.6 282.325	122.8 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1720-1	475 (500-1)	1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME EOS	APP CRS	Rwy Idg	N/A
117.3	125°	TDZE	N/A
Chan 120		Apt Elev	1255

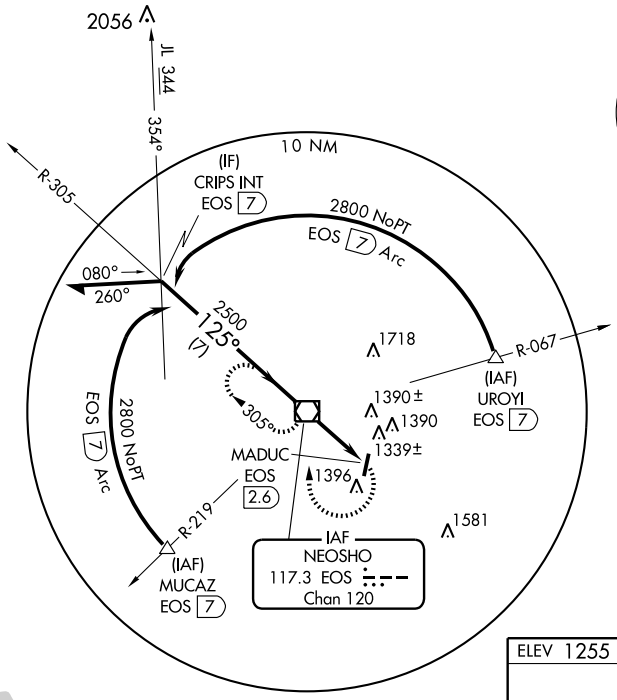
VOR-A

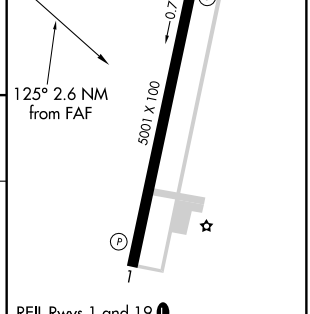
NEOSHO HUGH ROBINSON (EOS)

T
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

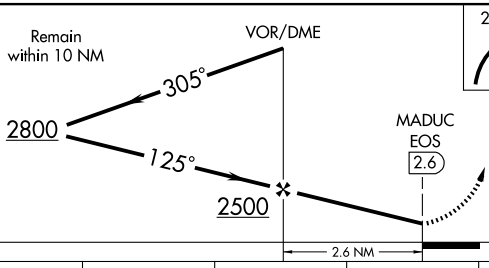
MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

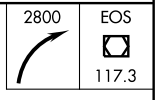
AWOS-3	KANSAS CITY CENTER	UNICOM
122.8	128.6 282.325	122.8 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L





CATEGORY	A	B	C	D
CIRCLING	1780-1 525 (600-1)		1820-1½ 565 (600-1½)	NA

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EAD 209	APP CRS 210°	Rwy Idg 5000 TDZE 882 Apt Elev 892

NDB RWY 20

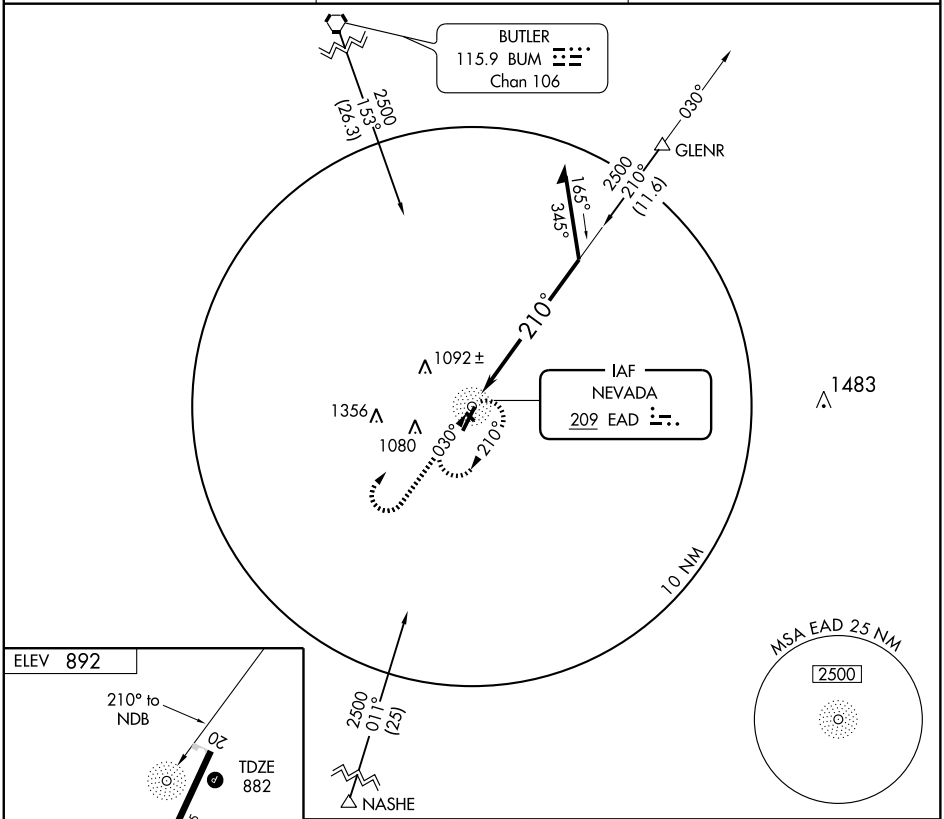
NEVADA MUNI (NVD)

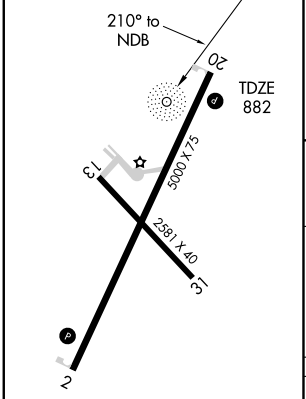
NA

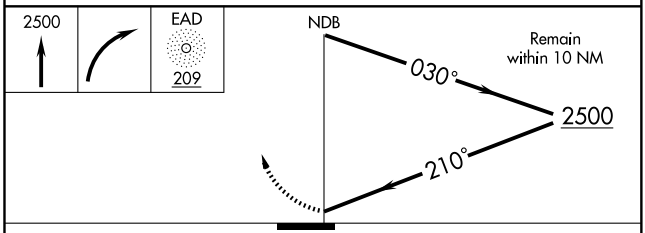
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1800-1¼	918 (1000-1¼)	1800-2¾ 918 (1000-2¾)	1800-3 918 (1000-3)
CIRCLING	1800-1¼	908 (1000-1¼)	1800-2¾ 908 (1000-2¾)	1800-3 908 (1000-3)

REIL Rwy 2-20 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 892

VOR/DME or GPS-A

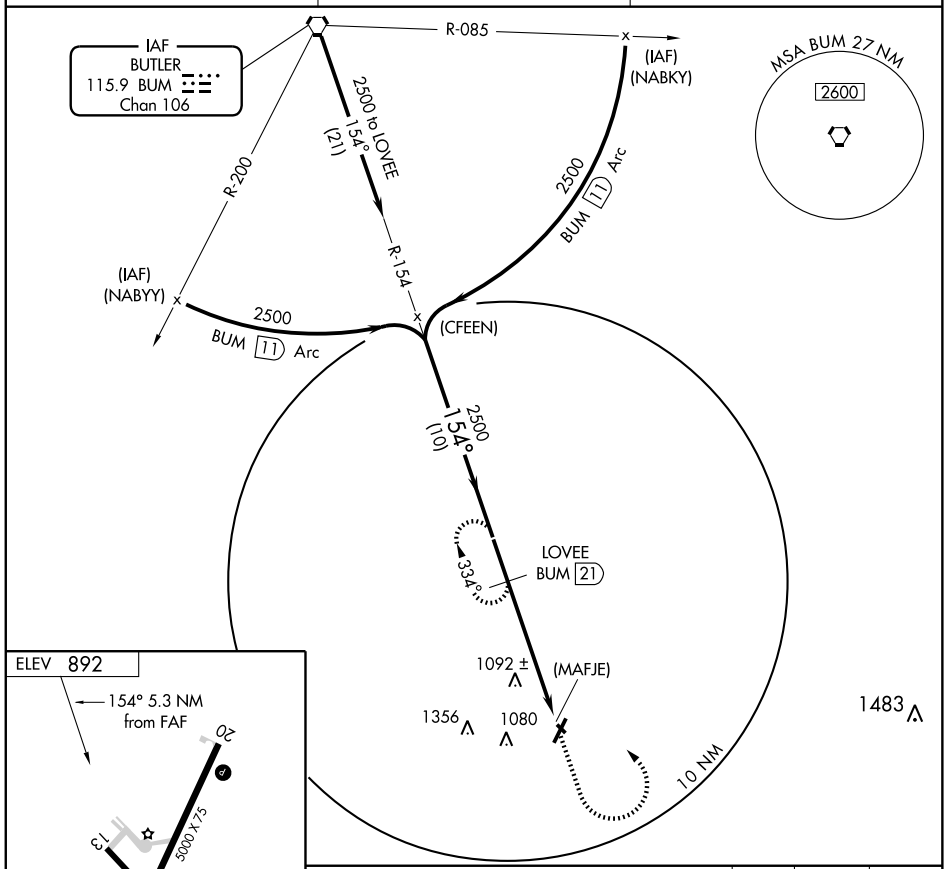
NEVADA MUNI (NVD)

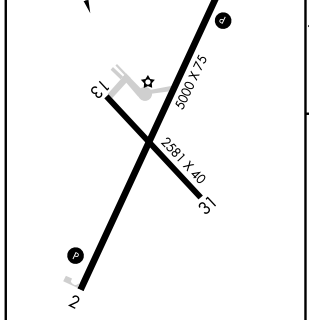
NA

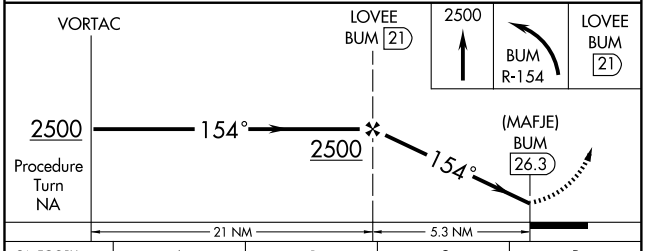
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1560-1 668 (700-1)	1560-1¼ 668 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

NEVADA, MISSOURI

AL-5831 (FAA)

VOR/DME RNAV or GPS RWY 20

NEVADA MUNI (NVD)

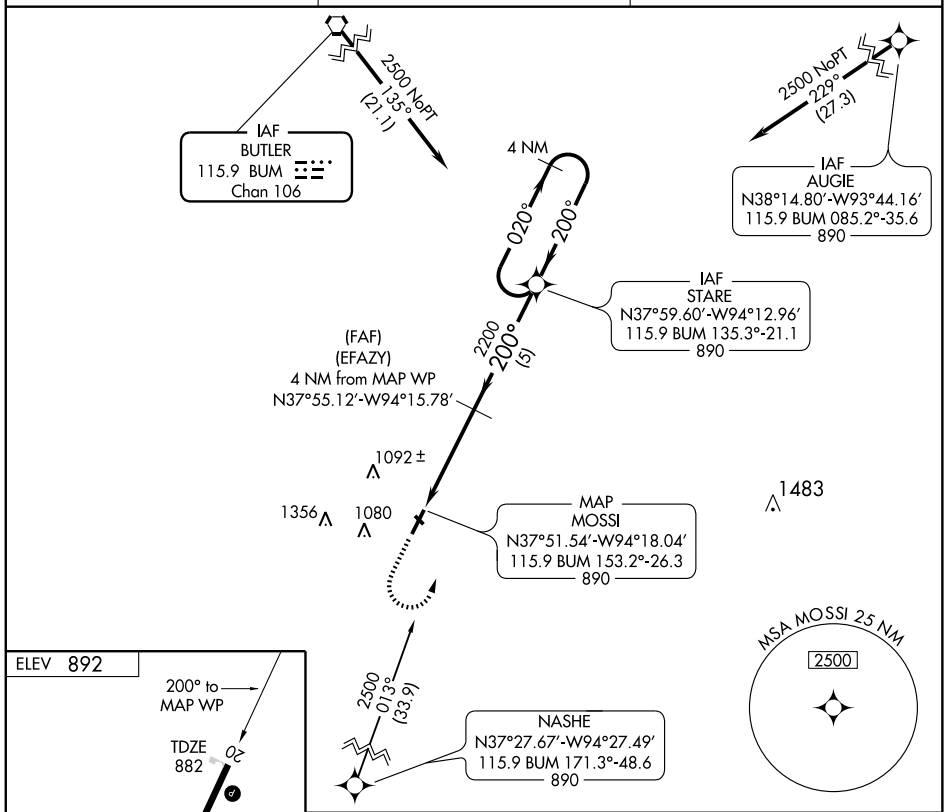
VORTAC BUM 115.9 Chan 106	APP CRS 200°	Rwy Idg 5000 TDZE 882 Apt Elev 892

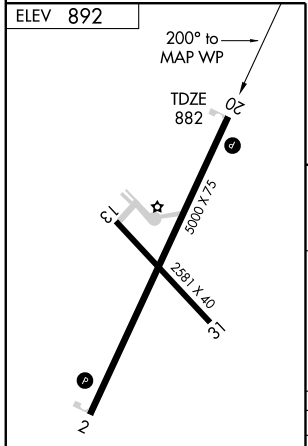
NA

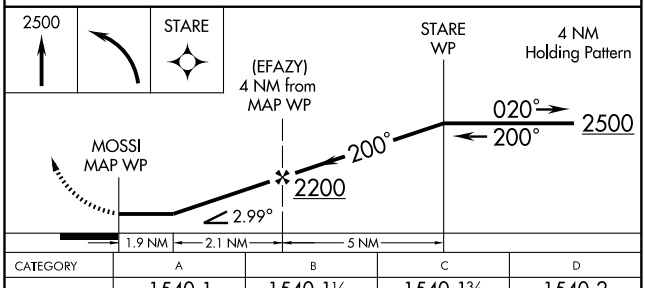
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1 658 (700-1)	1540-1¼ 658 (700-1¼)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1 648 (700-1)	1540-1¼ 648 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 82114 W18A	APP CRS 180°	Rwy Idg 3200 TDZE 295 Apt Elev 296

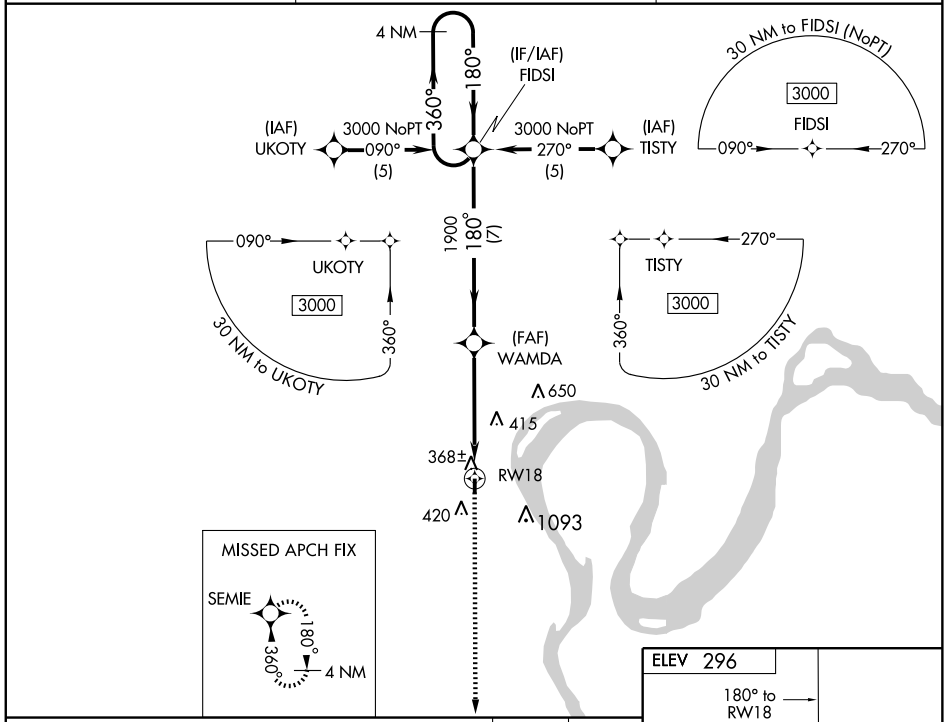
RNAV (GPS) RWY 18

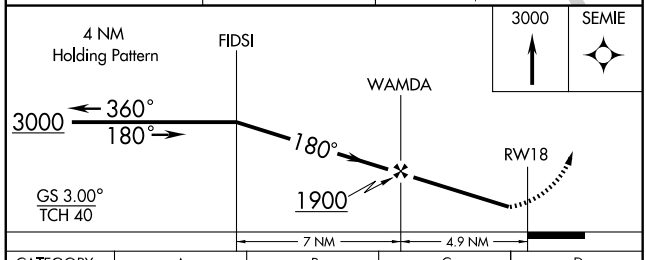
NEW MADRID/COUNTY MEMORIAL (EIW)

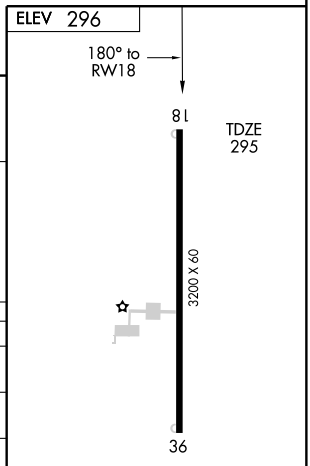
T NA — Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)	NA	
LNAV/VNAV DA	1016-2½	721 (800-2½)	NA	
LNAV MDA	800-1	505 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg 3200 TDZE 296 Apt Elev 296

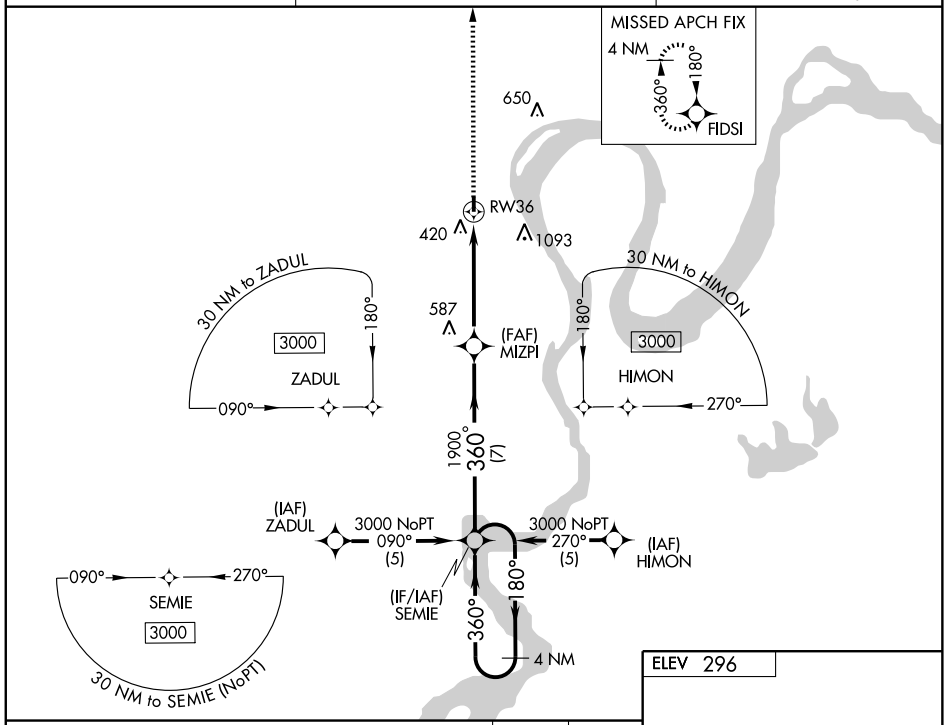
RNAV (GPS) RWY 36

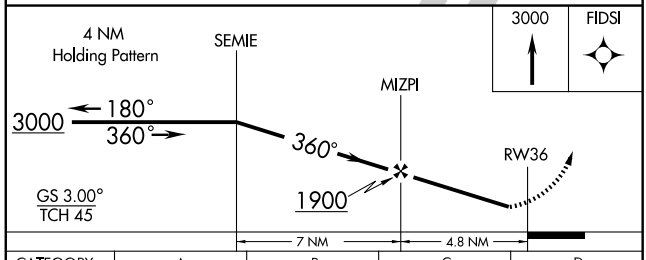
NEW MADRID/COUNTY MEMORIAL (EIW)

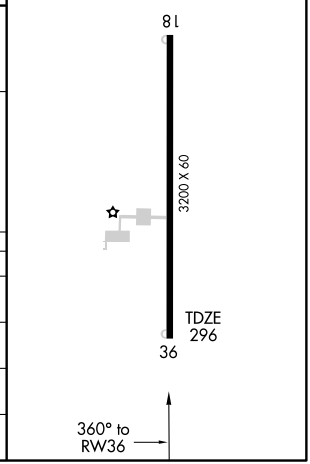
T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)	NA	
LNAV/VNAV DA	900-2¼	604 (700-2¼)	NA	
LNAV MDA	820-1	524 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

VOR/DME-A

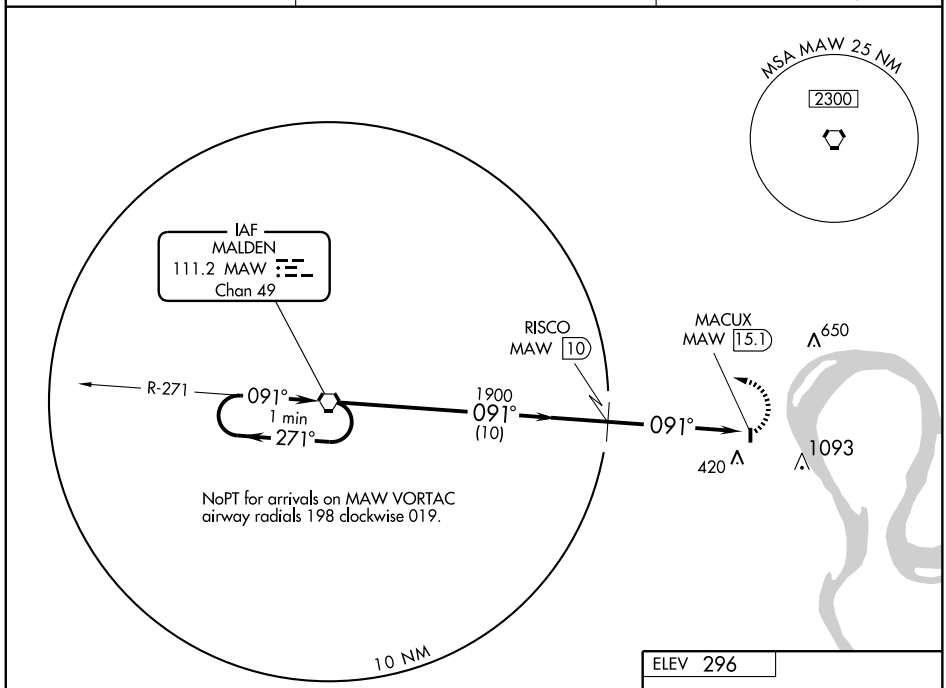
NEW MADRID/COUNTY MEMORIAL (EIW)

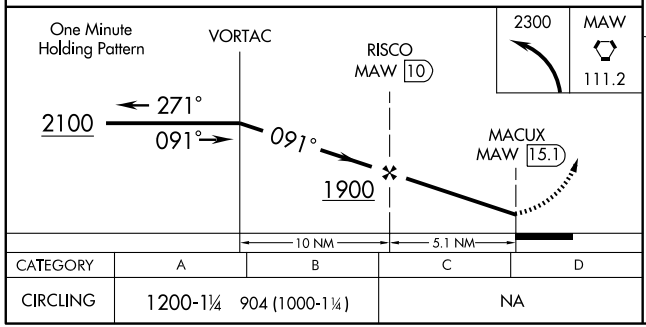
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

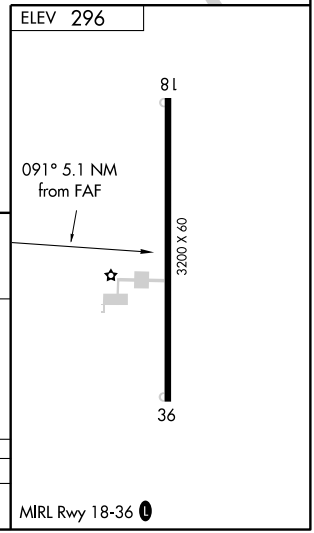
NA

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 904 (1000-1¼)		NA	

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

OSAGE BEACH, MISSOURI

AL-6480 (FAA)

APP CRS	Rwy Idg	3205
140°	TDZE	875
	Apt Elev	875

RNAV (GPS) RWY 14

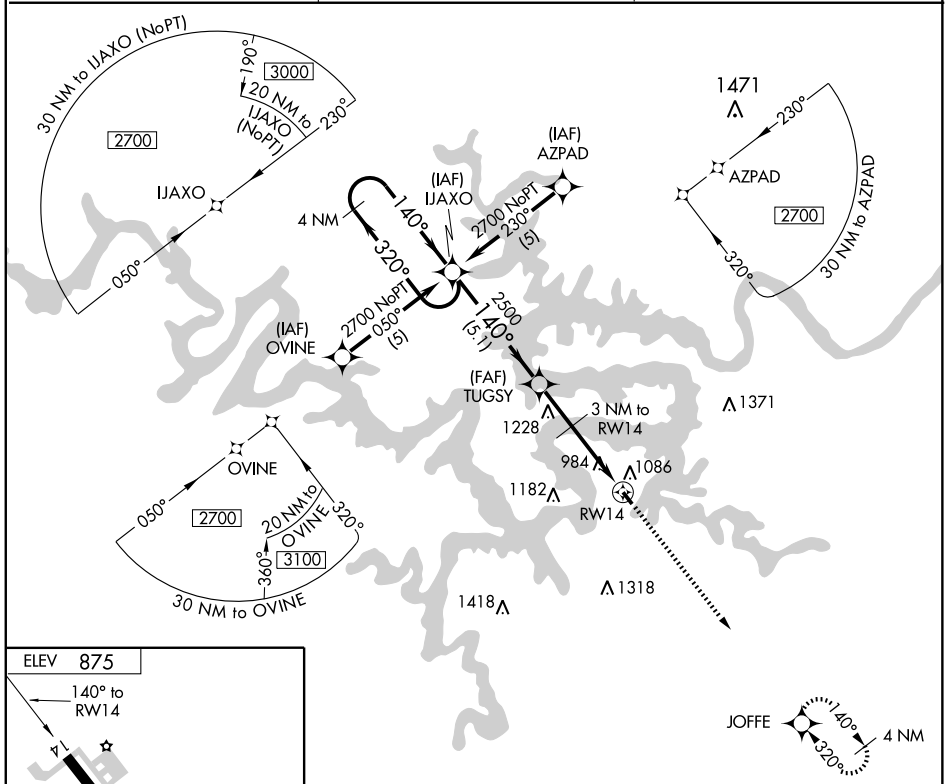
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

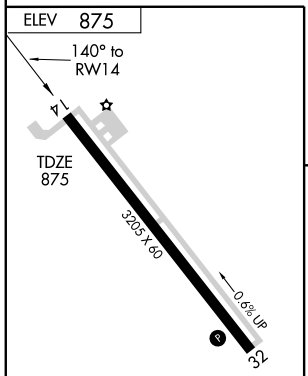
T
A NA

Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

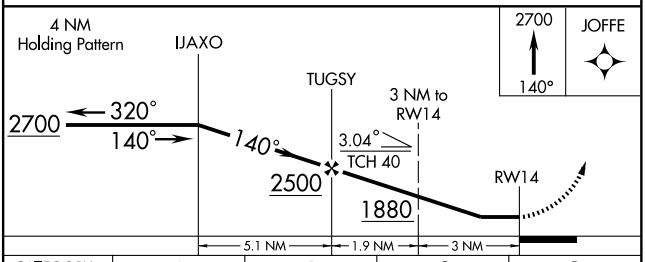
MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 525 (600-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

NC-3, 08 APR 2010 to 06 MAY 2010

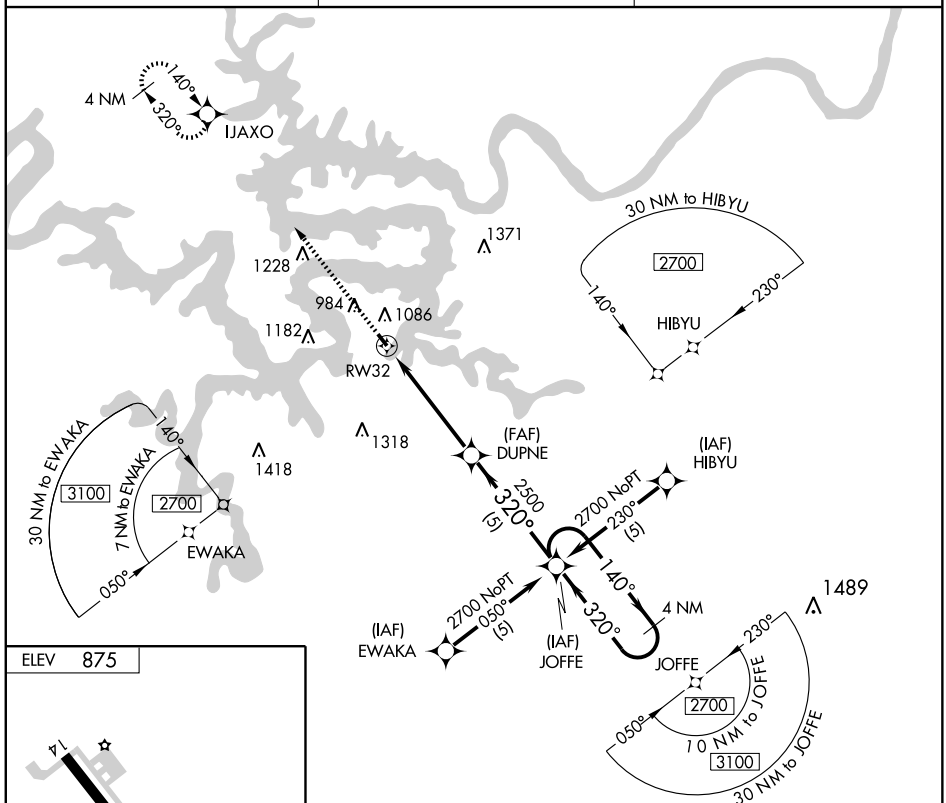
APP CRS	Rwy Idg	3205
320°	TDZE	875
	Apt Elev	875

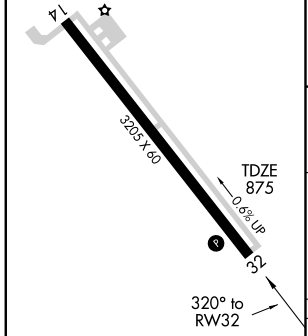
RNAV (GPS) RWY 32

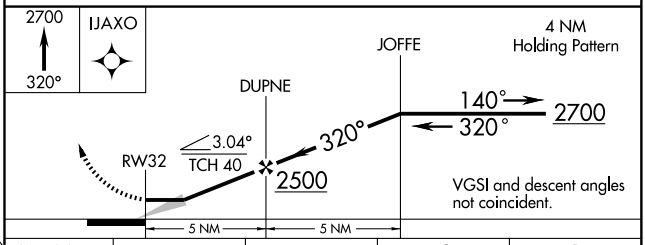
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

T NA — Use Lee C. Fine Memorial altimeter setting. GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1 485 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME SHY	APP CRS	Rwy Idg	3205
108.4	313°	TDZE	875
Chan 21		Apt Elev	875

VOR RWY 32

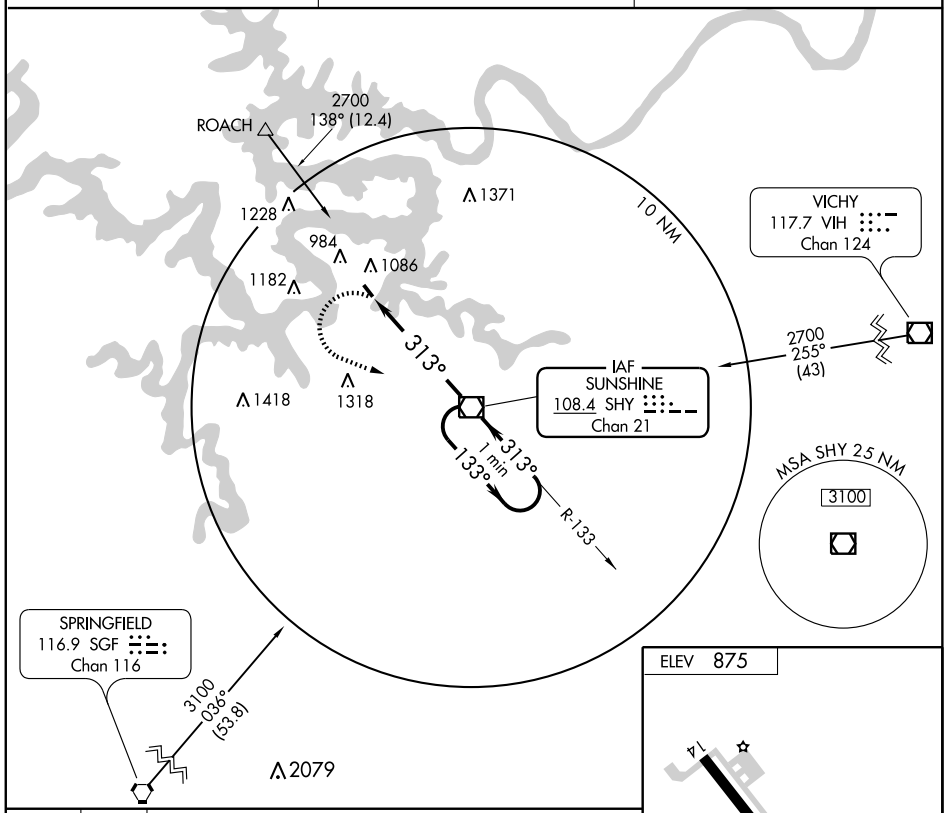
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

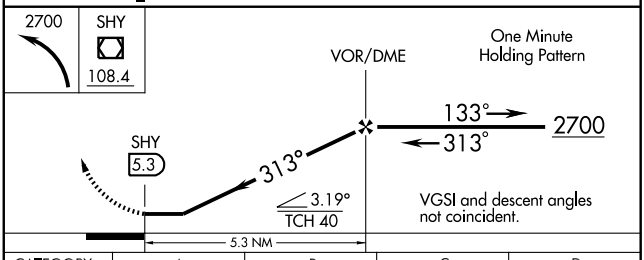
T
NA

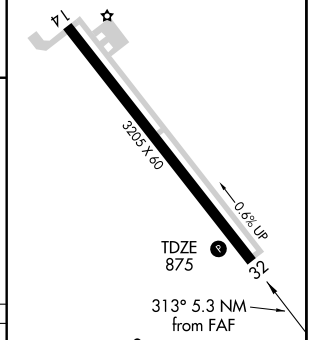
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	1320-1	445 (500-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

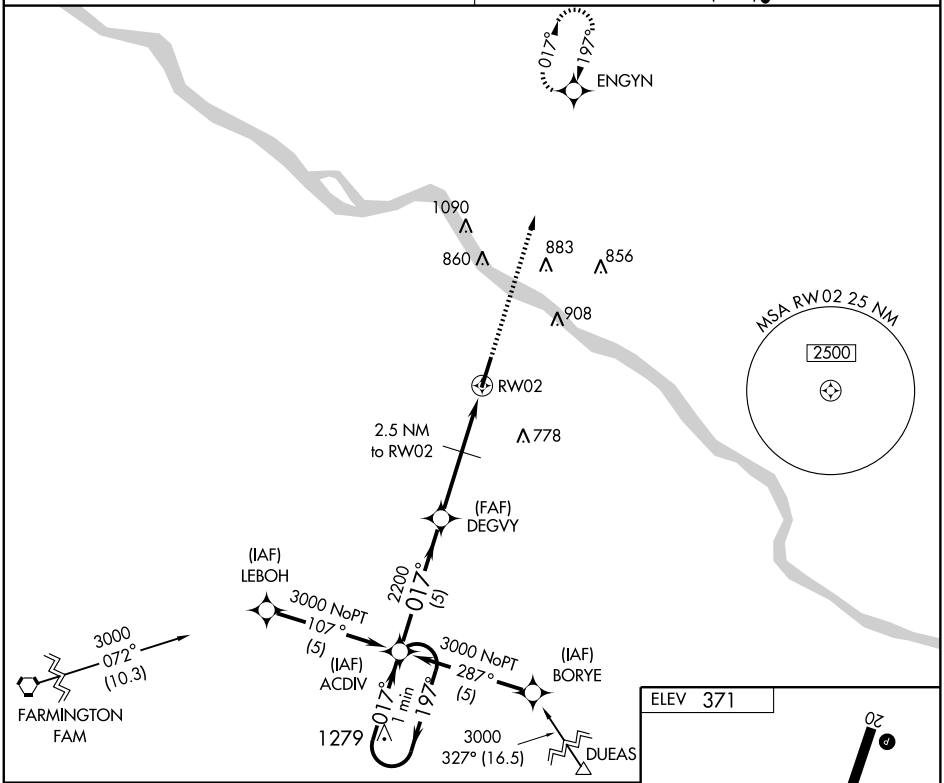
NC-3. 08 APR 2010 to 06 MAY 2010

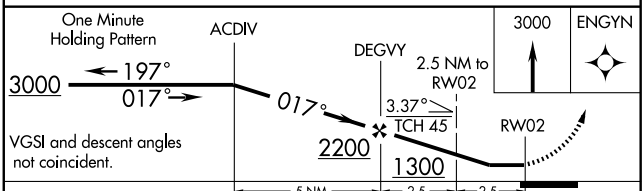
APP CRS	Rwy Idg	6483
017°	TDZE	370
	Apt Elev	371

GPS RWY 2

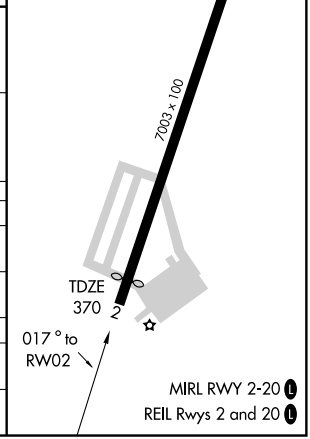
PERRYVILLE MUNI (K02)

NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-2	980-1 610 (700-1)		980-1¾ 610 (700-1¾)	980-2 610 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-2	1080-1 710 (800-1)		1080-2 710 (800-2)	1080-2¼ 710 (800-2¼)
CIRCLING	1080-1 709 (800-1)		1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7003
197°	TDZE	371
	Apt Elev	371

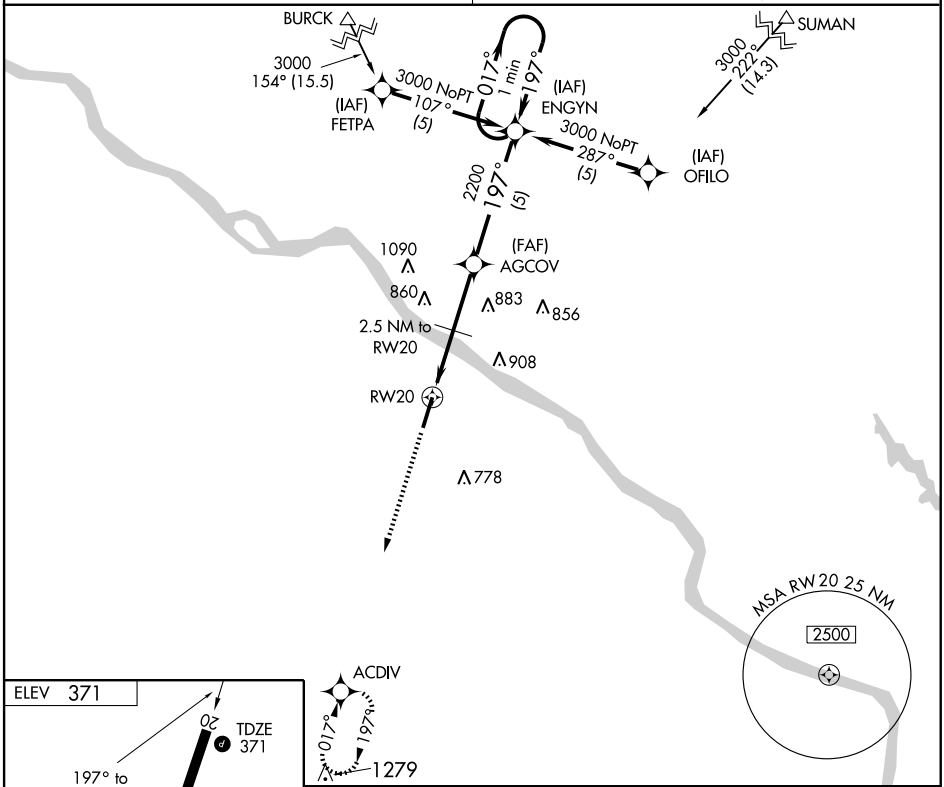
GPS RWY 20

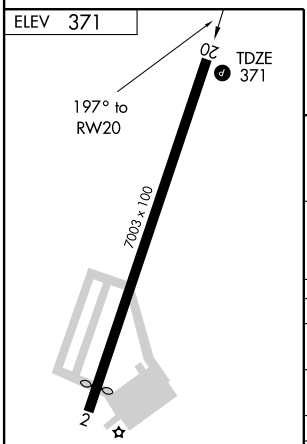
PERRYVILLE MUNI (KØ2)

NA — Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

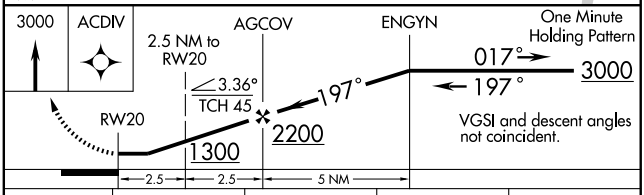
MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
S-20	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-20	1080-1 709 (800-1)		1080-2 709 (800-2)	1080-2¼ 709 (800-2¼)
CIRCLING	1080-1 709 (800-1)		1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC FAM	APP CRS	Rwy Idg	N/A
115.7	056°	TDZE	N/A
Chan 104		Apt Elev	371

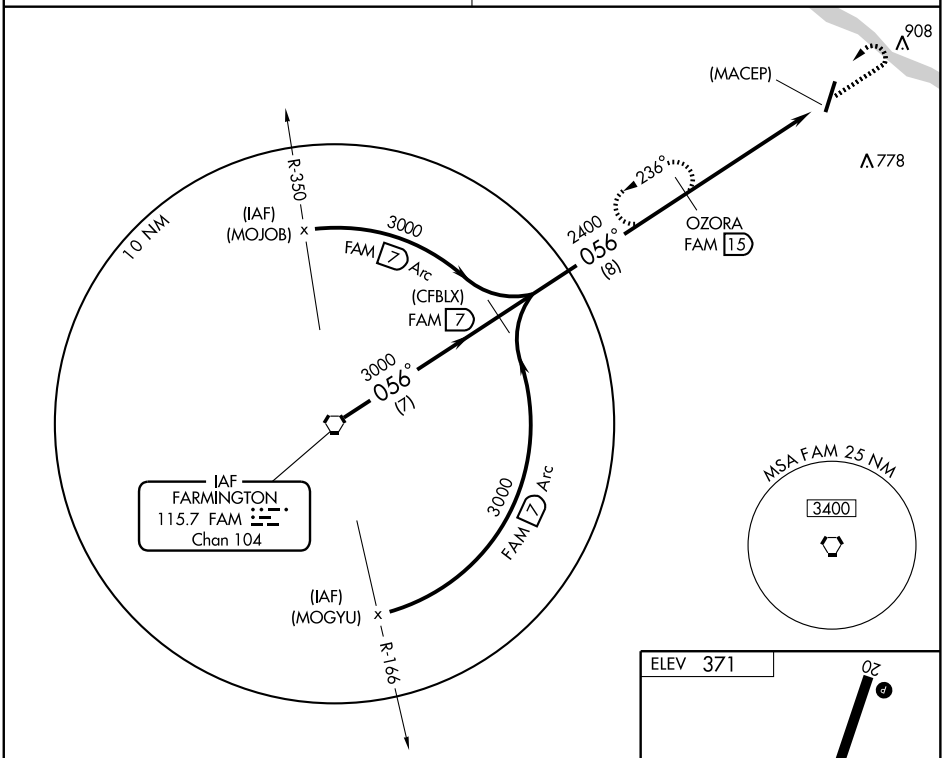
VOR/DME or GPS-A

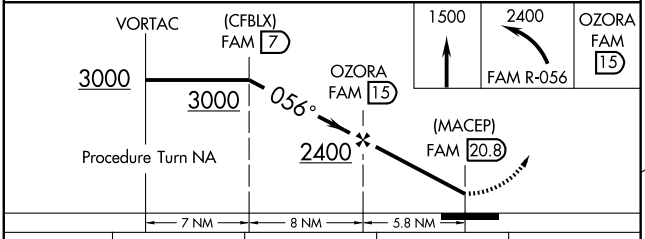
PERRYVILLE MUNI (KØ2)

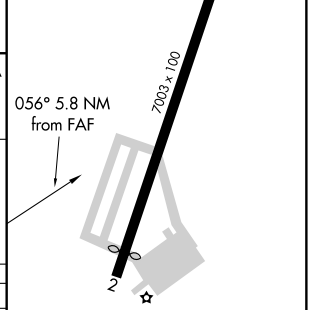
NA — Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM R-056 to OZORA 15 DME and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1020-1 649 (700-1)	1020-1¼ 649 (700-1¼)	1020-1¾ 649 (700-1¾)	1100-2¼ 729 (800-2¼)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 789 (800-1)	1160-1¼ 789 (800-1¼)	1160-2¼ 789 (800-2¼)	1260-3 889 (900-3)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

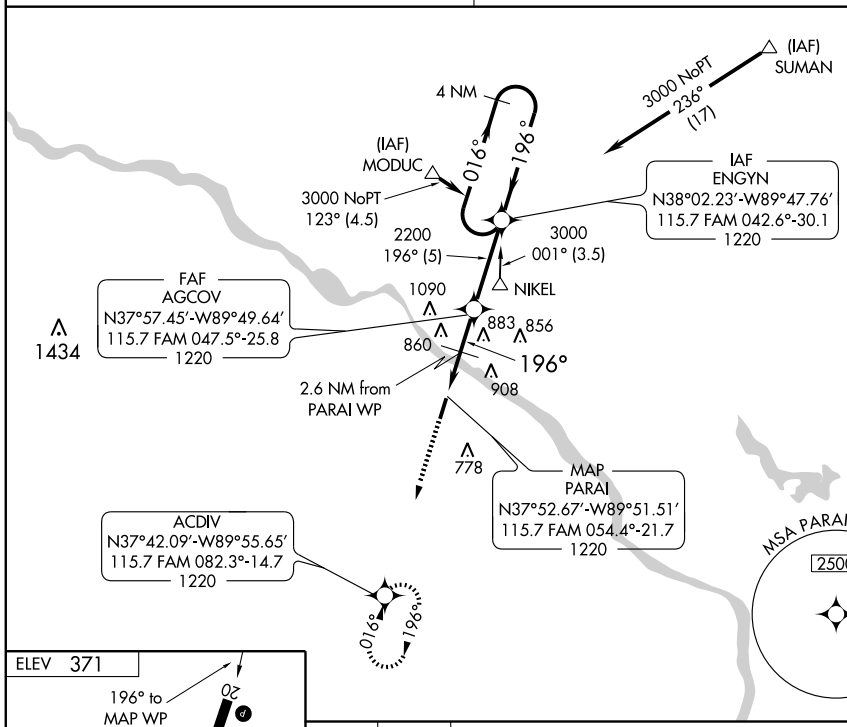
NC-3. 08 APR 2010 to 06 MAY 2010

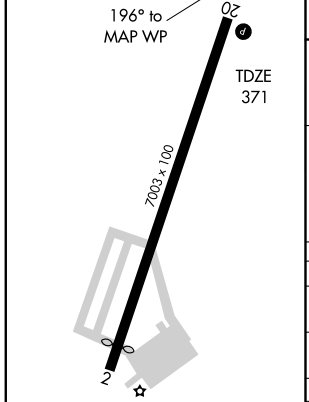
APP CRS	Rwy Idg	7003
196°	TDZE	371
	Apt Elev	371

VOR/DME RNAV RWY 20

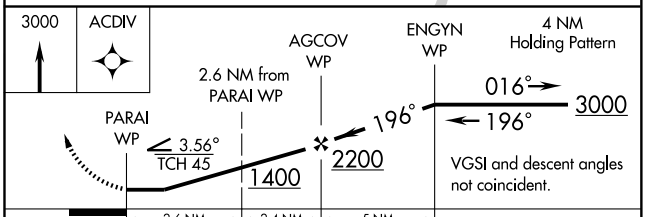
PERRYVILLE MUNI (KØ2)

NA	Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.
KANSAS CITY CENTER 127.47 291.7		UNICOM 122.8 (CTAF) L





REIL Rwy 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CIRCLING	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-20	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)
CIRCLING	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3625
116°	TDZE	938
	Apt Elev	938

GPS RWY 11

POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

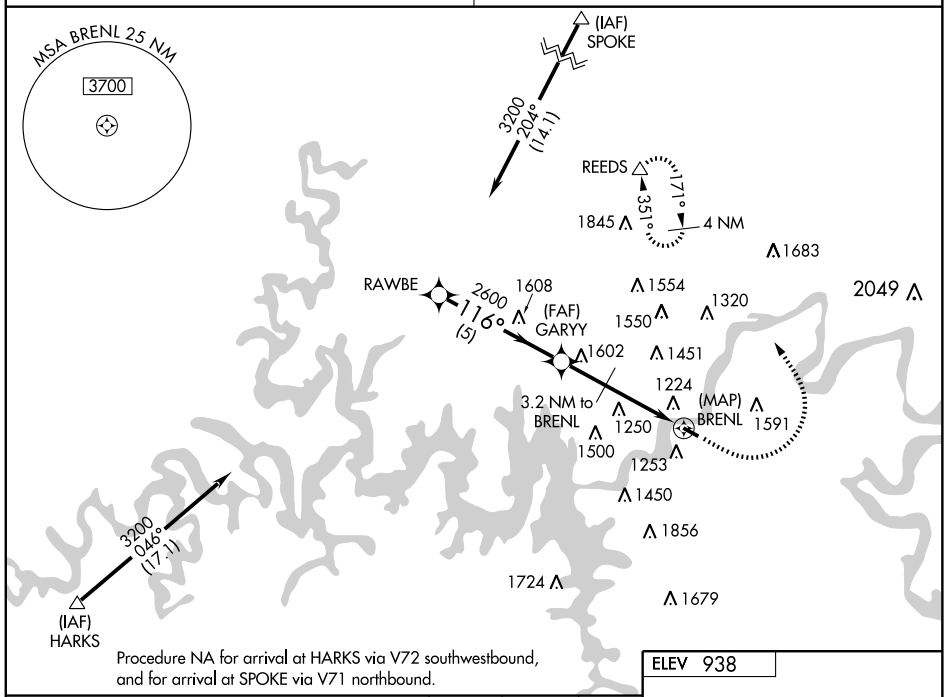
T
NA

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

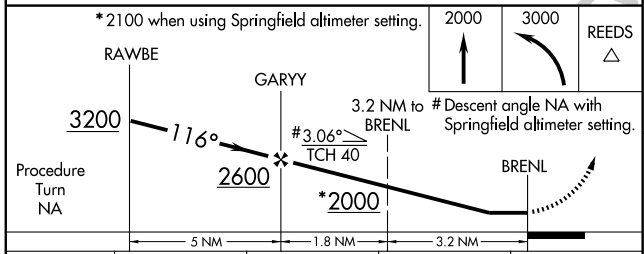
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

SPRINGFIELD APP CON
126.35

UNICOM
122.7 (CTAF) L

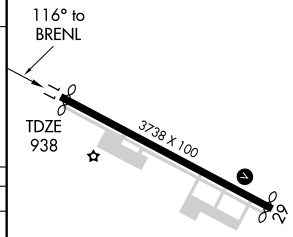


Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.



CATEGORY	A	B	C	D
S-11	1520-1 582 (600-1)		1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1 662 (700-1)		1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1 722 (800-1)		1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	NA

ELEV 938



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3. 08 APR 2010 to 06 MAY 2010

POINT LOOKOUT, MISSOURI

AL-5750 (FAA)

VORTAC DGD	APP CRS	Rwy Idg	3652
109.4	293°	TDZE	938
Chan 31		Apt Elev	938

VOR/DME RNAV or GPS RWY 29

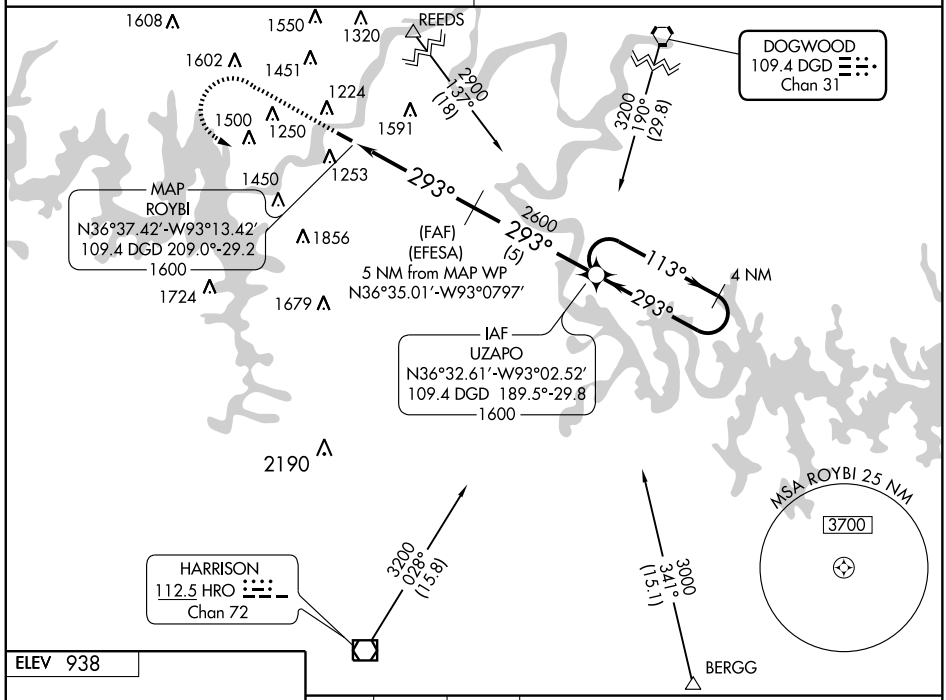
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

T
NA Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

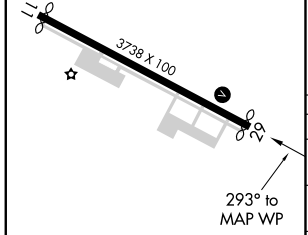
MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON
126.35

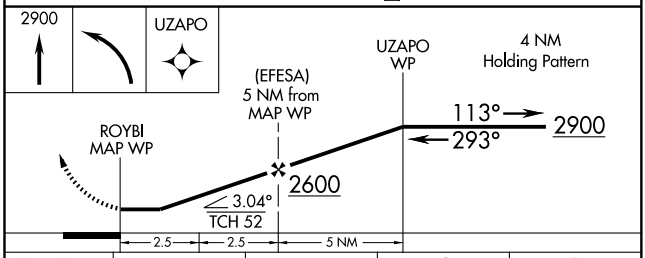
UNICOM
122.7 (CTAF) L



ELEV 938



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

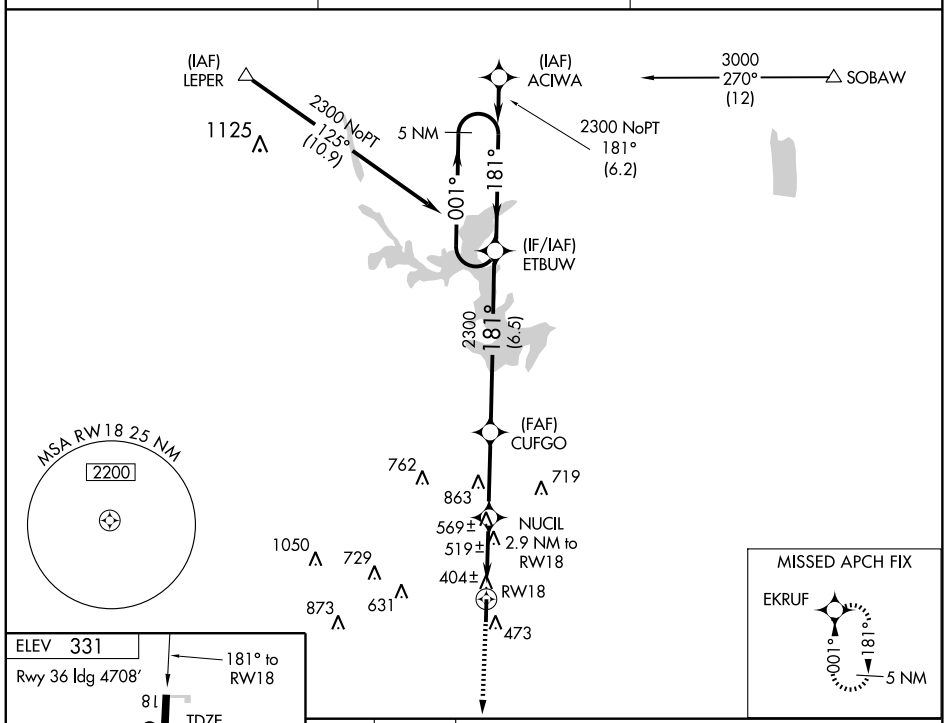
WAAS	APP CRS	Rwy Idg 5008
CH 97499	181°	TDZE 331
W18A		Apt Elev 331

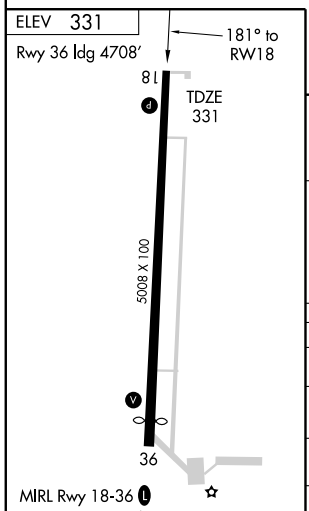
RNAV (GPS) RWY 18
POPLAR BLUFF MUNI (POF)

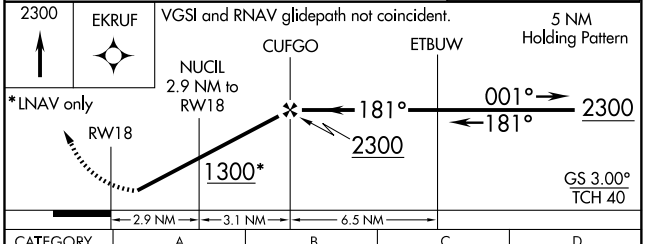
Baro-VNAV NA when using Cape Girardeau altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4708
CH 56399	001°	TDZE	331
W36A		Apt Elev	331

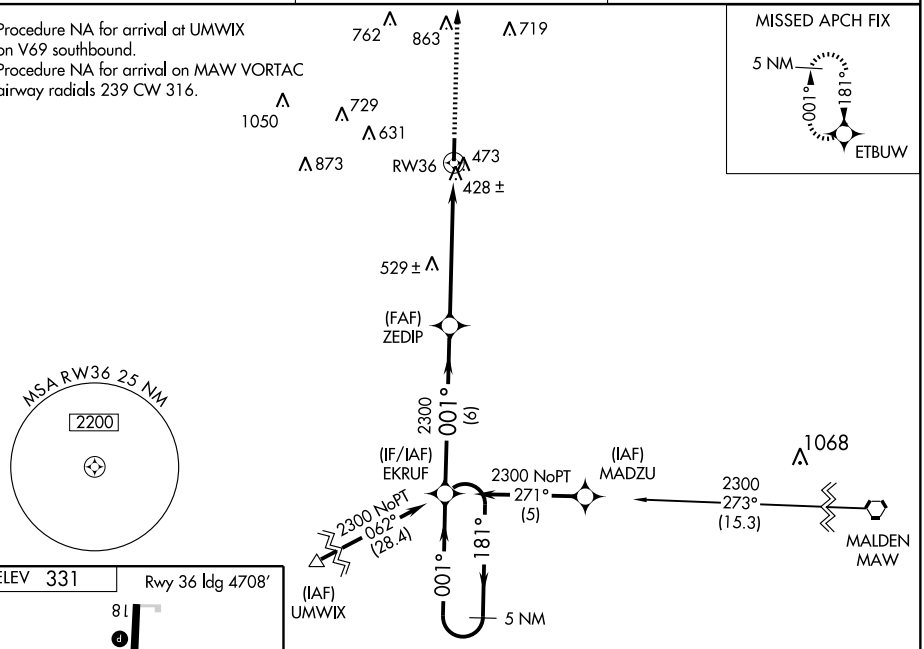
RNAV (GPS) RWY 36
POPLAR BLUFF MUNI (POF)

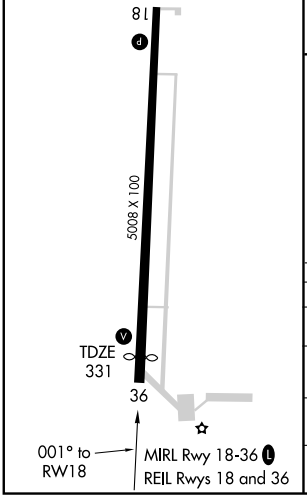
T A Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

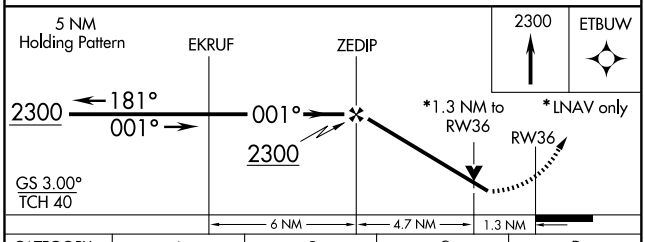
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.







CATEGORY	A	B	C	D
LPV DA	669-1¼ 338 (400-1¼)			
LNAV/VNAV DA	773-1½ 442 (500-1½)			
LNAV MDA	780-1 449 (500-1)		780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

POPLAR BLUFF, MISSOURI

SDF FDI	APP CRS	Rwy Idg	4708
108.7	358°	TDZE	330
		Apt Elev	331

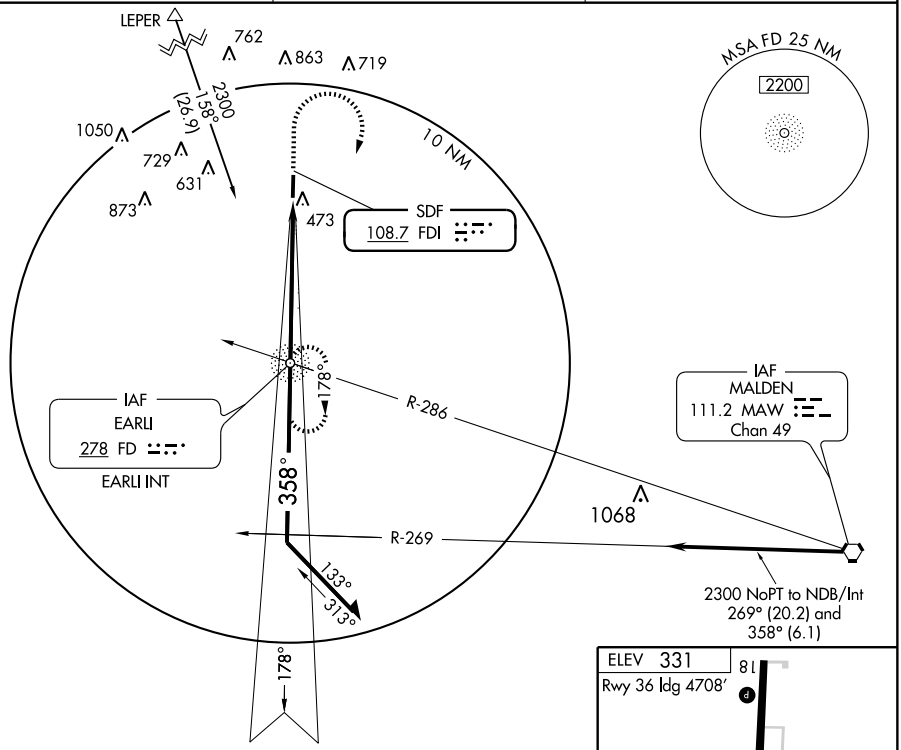
AL-5622 (FAA)

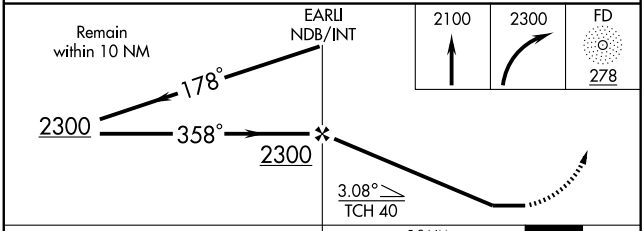
SDF RWY 36

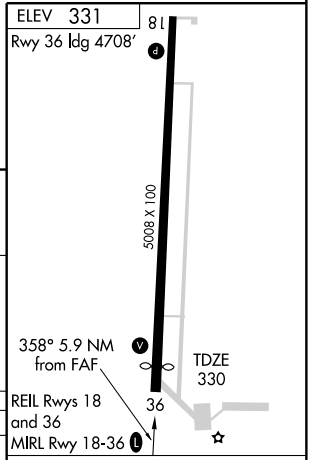
POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	680-1 350 (400-1)			680-1¼ 350 (400-1¼)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	4000
031°	TDZE	959
	Apt Elev	959

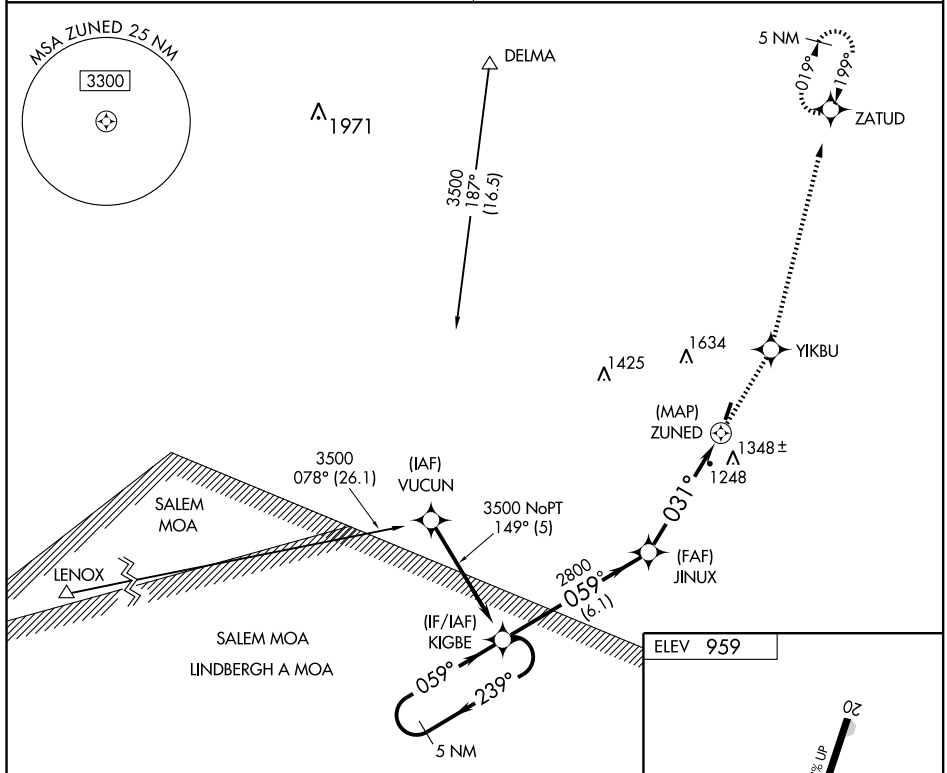
RNAV (GPS) RWY 2

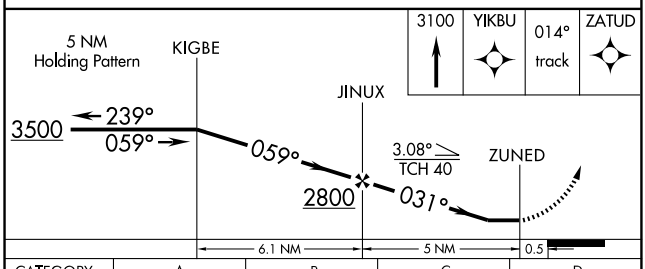
POTOSI/ WASHINGTON COUNTY (8WC)

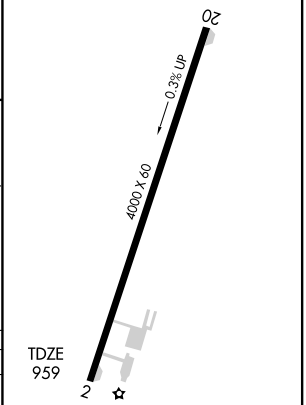
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1660-1	701 (800-1)	1660-2 701 (800-2)	NA
CIRCLING	1660-1	701 (800-1)	1660-2 701 (800-2)	NA

MIRL Rwy 2-20 (L)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	4000
199°	TDZE	956
	Apt Elev	959

RNAV (GPS) RWY 20

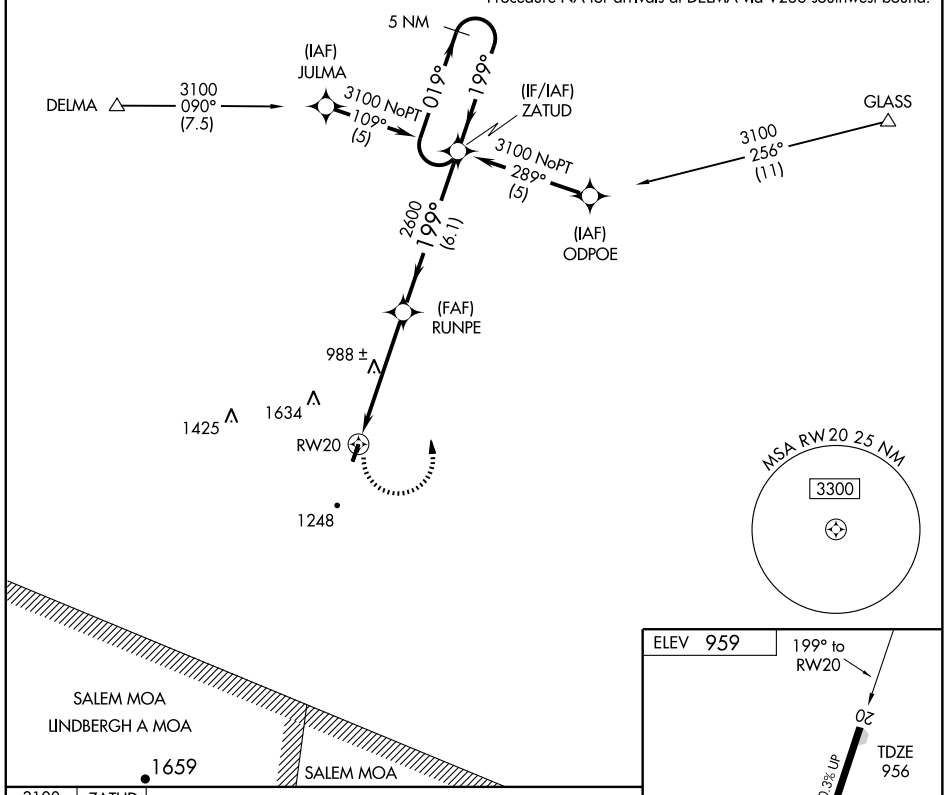
POTOSI/ WASHINGTON COUNTY (8WC)

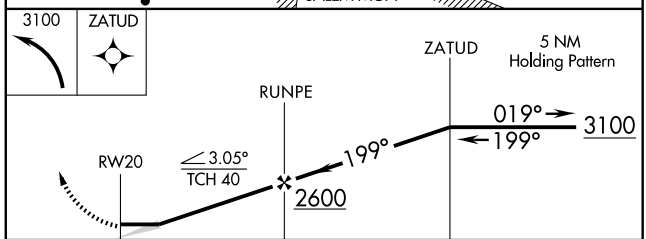
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20. Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

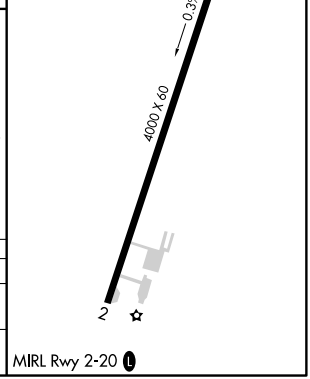
KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L

Procedure NA for arrivals at DELMA via V238 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	1360-1 404 (500-1)		1360-1¼ 404 (500-1¼)	NA
CIRCLING	1560-1 601 (700-1)	1580-1 621 (700-1)	1620-1¾ 661 (700-1¾)	NA



MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME VIH	APP CRS	Rwy Idg	N/A
117.7	195°	TDZE	N/A
Chan 124		Apt Elev	987

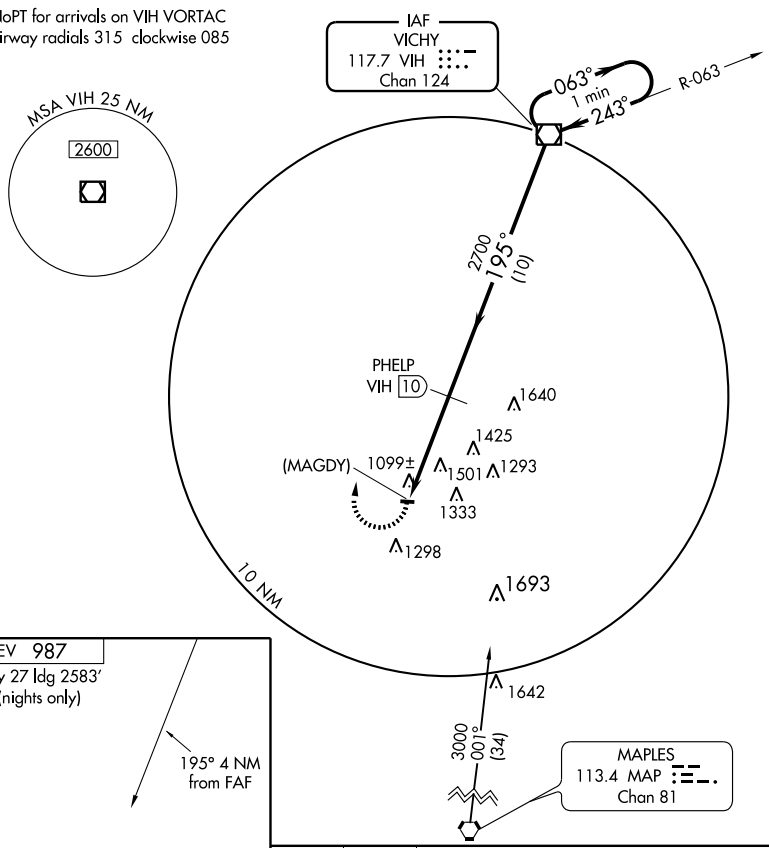
VOR/DME or GPS-A
ROLLA DOWNTOWN (KØ7)

Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF)

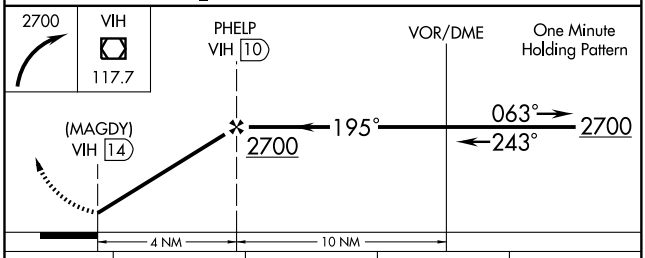
NoPT for arrivals on VIH VORTAC airway radials 315 clockwise 085



ELEV 987
Rwy 27 ldg 2583′
(nights only)

195° 4 NM from FAF





CATEGORY	A	B	C	D
CIRCLING	1800-1 813 (900-1)	1840-1¼ 853 (900-1¼)	NA	

LIRL Rwy 9-27 (L)

NC-3. 08 APR 2010 to 06 MAY 2010

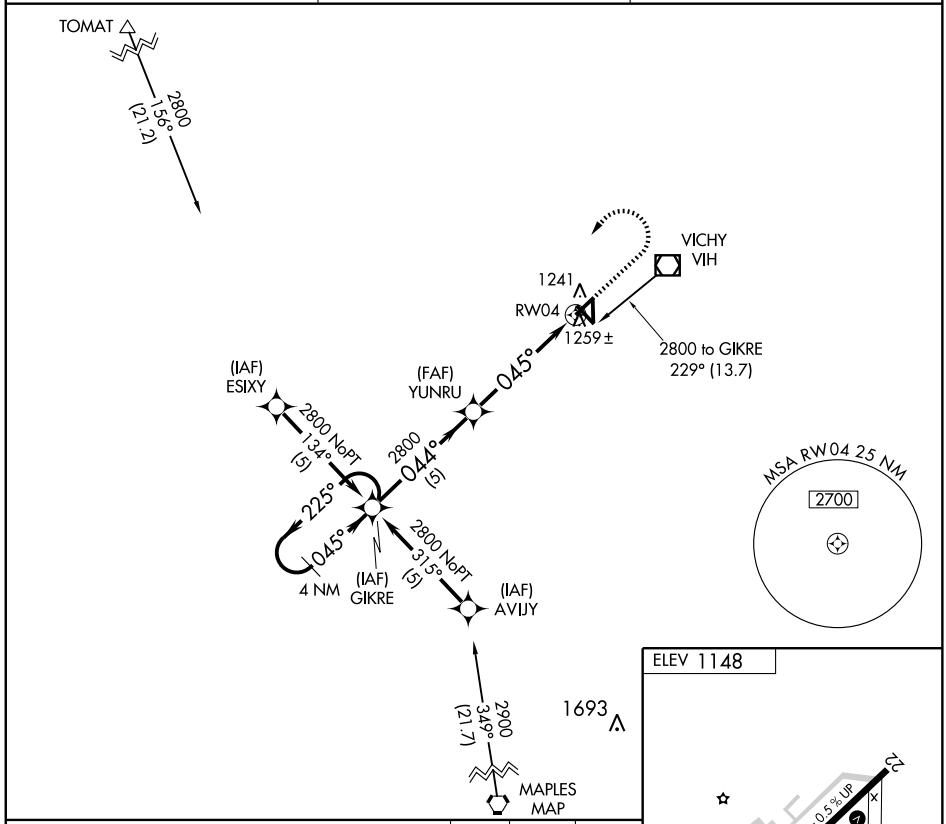
APP CRS		
045°	Rwy Idg	5287
	TDZE	1137
	Apt Elev	1148

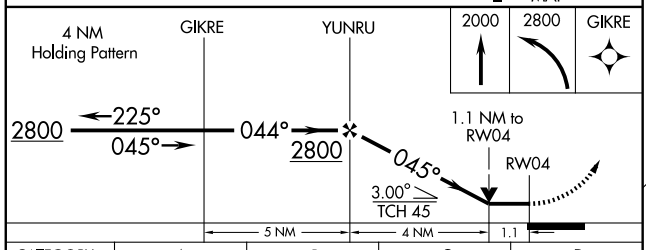
GPS RWY 4
ROLLA NATIONAL (VIH)

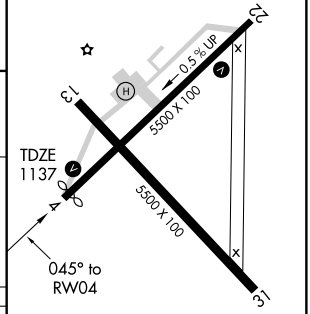
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1520-1 383 (400-1)			1520-1¼ 383 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

ROLLA/VICHY, MISSOURI

AL-510 (FAA)

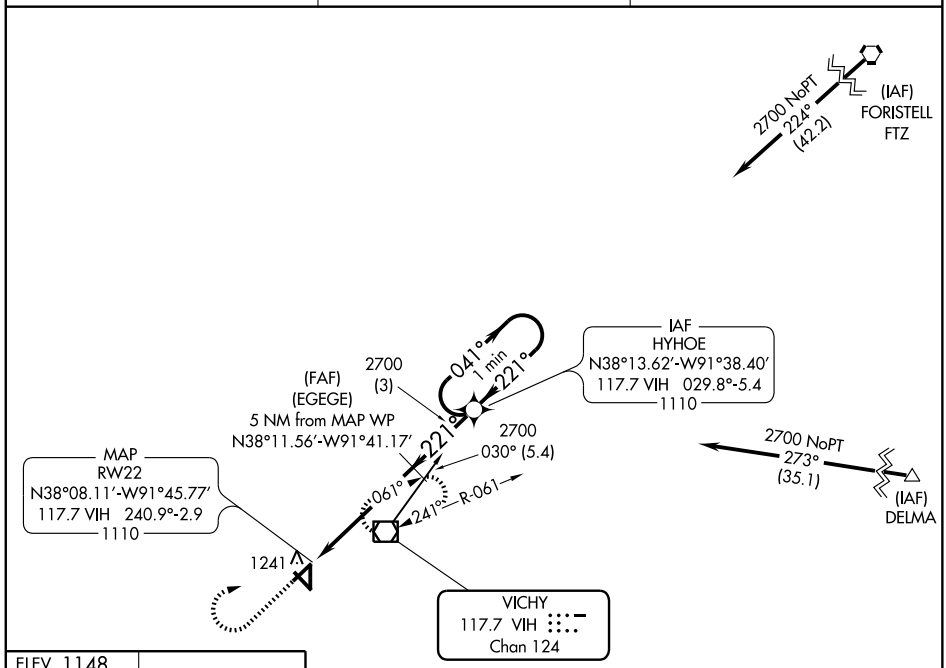
VOR/DME VIH 117.7 Chan 124	APP CRS 221°	Rwy Idg 5500 TDZE 1122 Apt Elev 1148

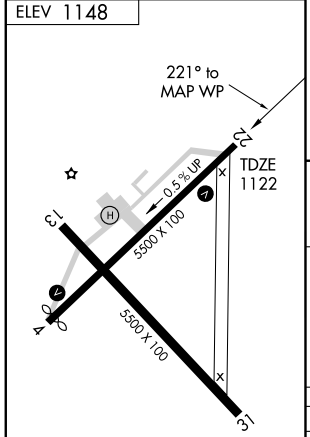
VOR/DME RNAV or GPS RWY 22

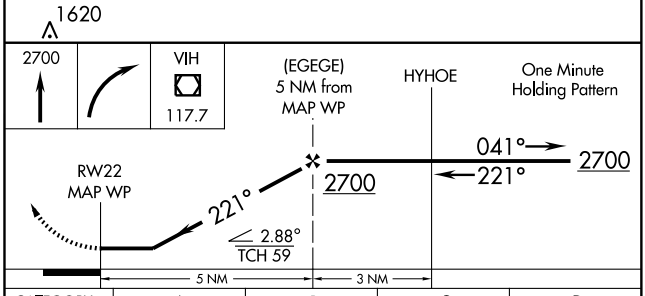
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

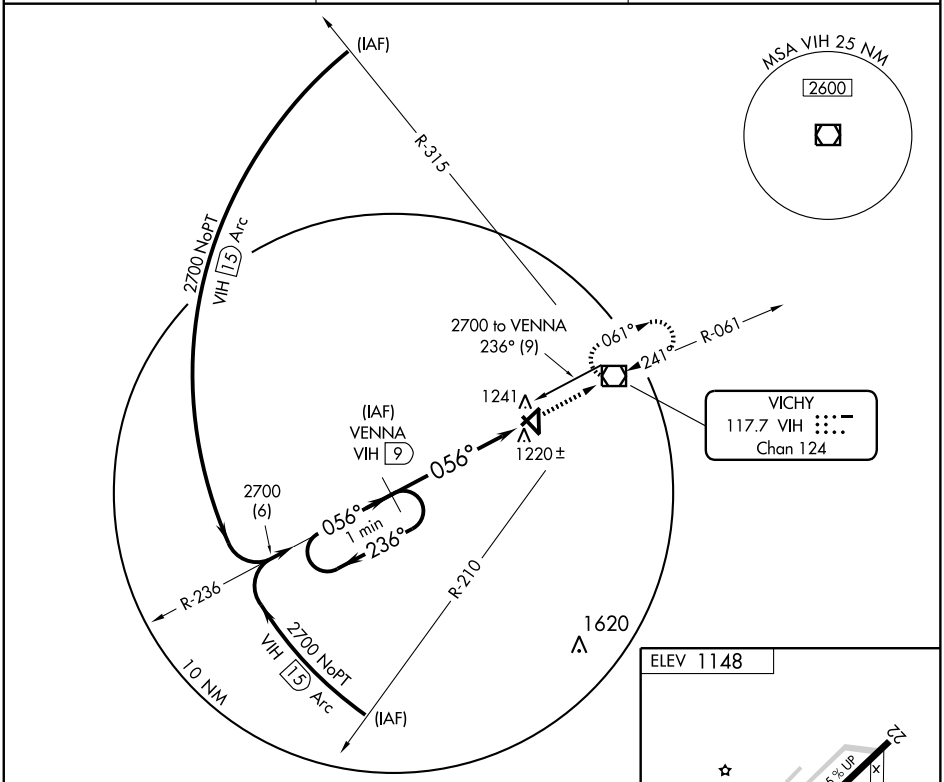
NC-3. 08 APR 2010 to 06 MAY 2010

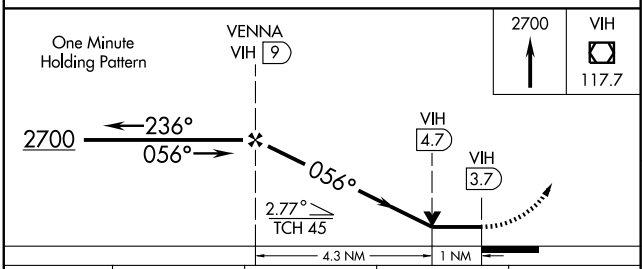
VOR/DME VIH	APP CRS	Rwy Idg	5287
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

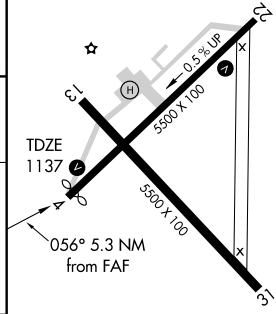
VOR/DME RWY 4
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-1 343 (400-1)			
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

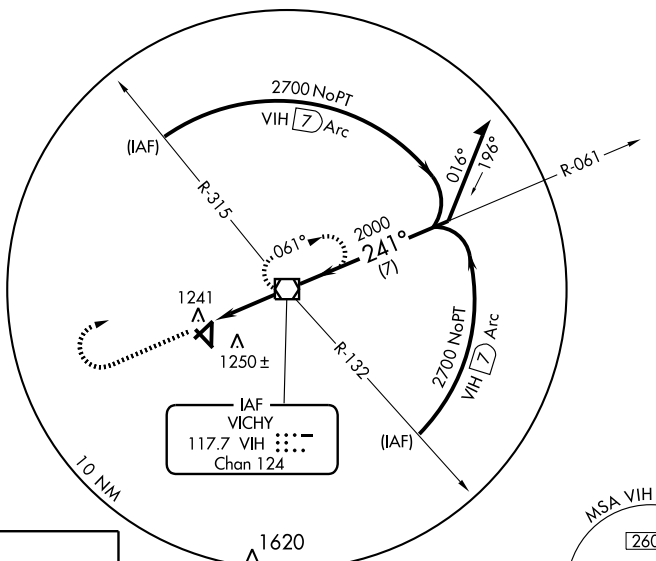
NC-3. 08 APR 2010 to 06 MAY 2010

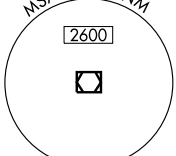
VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg 5500 TDZE 1122 Apt Elev 1148

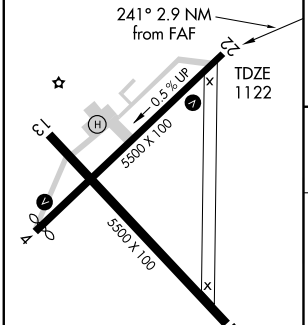
VOR RWY 22
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

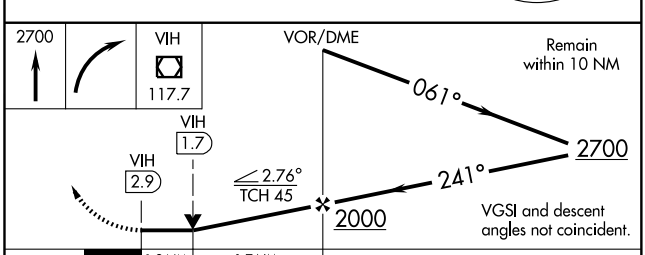
ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L



FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2998
166°	TDZE	1241
	Apt Elev	1241

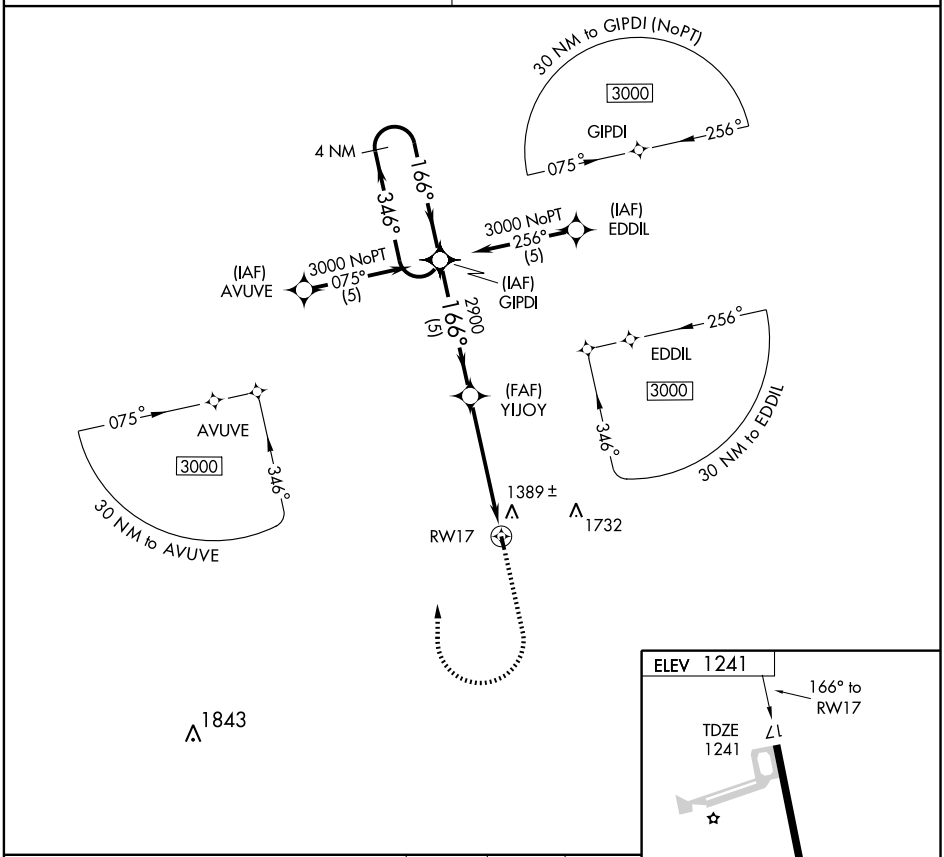
RNAV (GPS) RWY 17

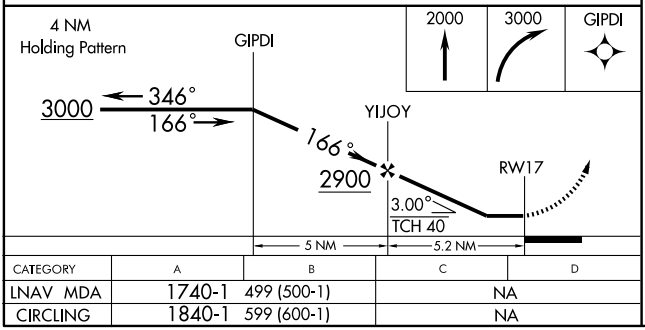
SALEM MEMORIAL (K33)

NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

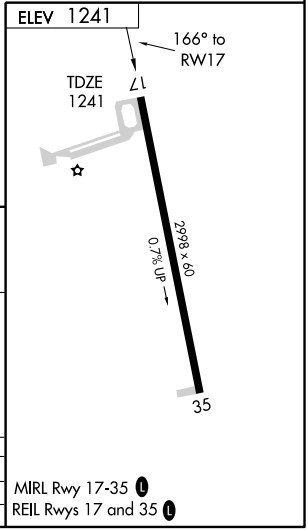
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1740-1	499 (500-1)	NA	
CIRCLING	1840-1	599 (600-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 08 APR 2010 to 06 MAY 2010

SALEM, MISSOURI

AL-9436 (FAA)

RNAV (GPS) RWY 35

SALEM MEMORIAL (K33)

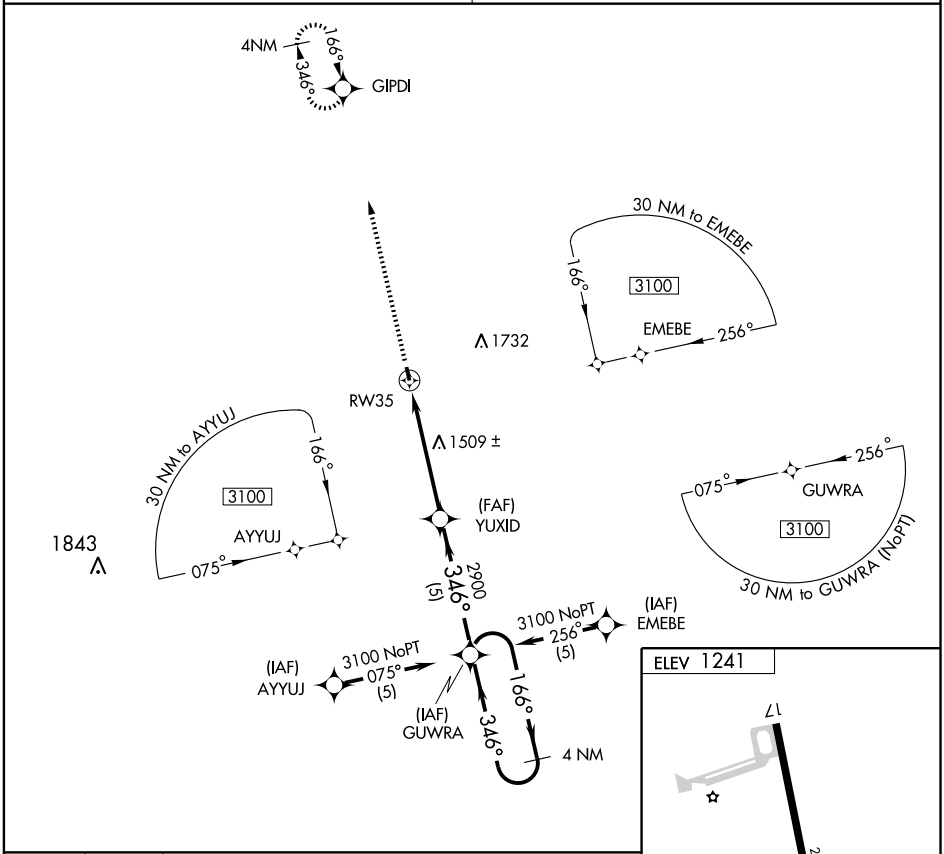
APP CRS	Rwy Idg	2998
346°	TDZE	1241
	Apt Elev	1241

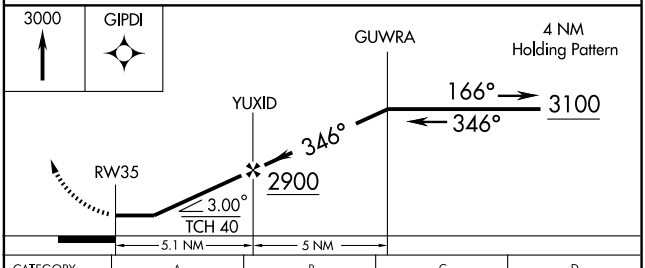
⚠ NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

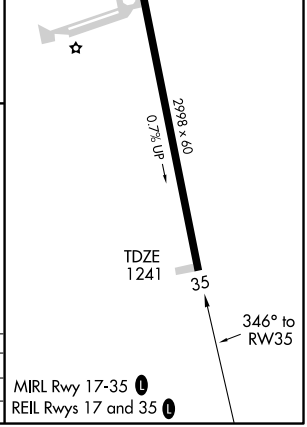
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	619 (700-1)	NA	
CIRCLING	1860-1	619 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC MAP	APP CRS	Rwy Idg	N/A
113.4	074°	TDZE	N/A
Chan 81		Apt Elev	1241

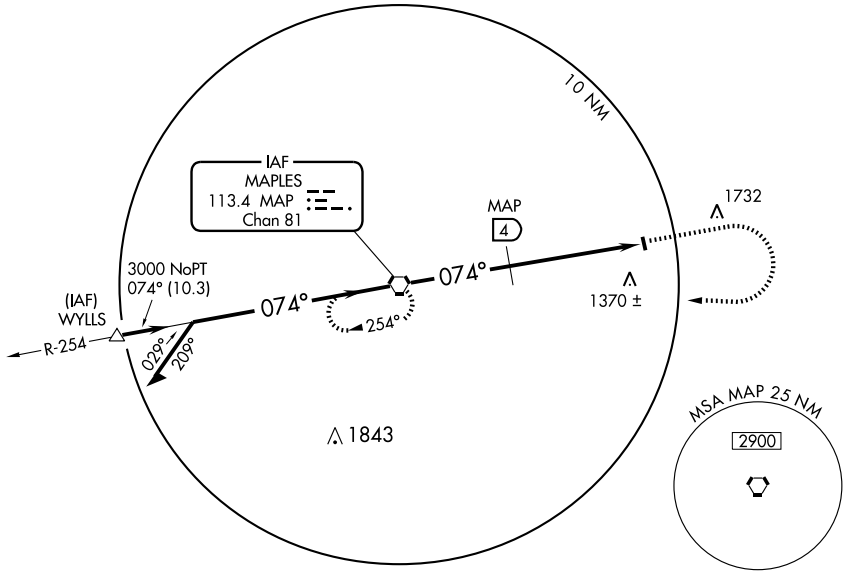
VOR-A

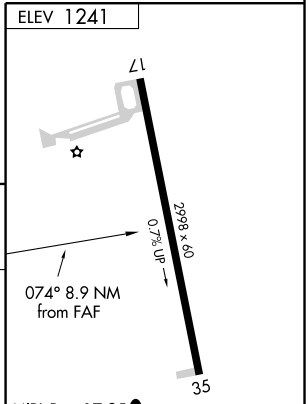
SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

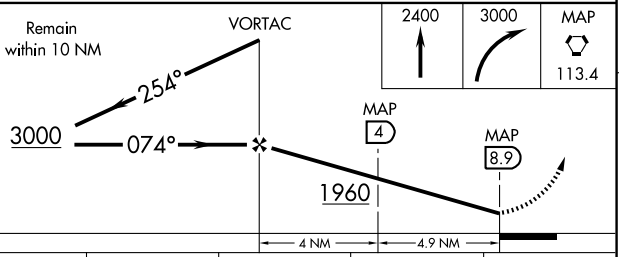
KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L





MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L



CATEGORY	A	B	C	D
CIRCLING	1960-1 719 (800-1)		NA	

DME MINIMUMS

CIRCLING	1840-1 599 (600-1)	NA

FAF to MAP 8.9 NM

Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

NC-3, 08 APR 2010 to 06 MAY 2010

NDB DMO	APP CRS	Rwy Idg	5500
281	187°	TDZE	884
		Apt Elev	909

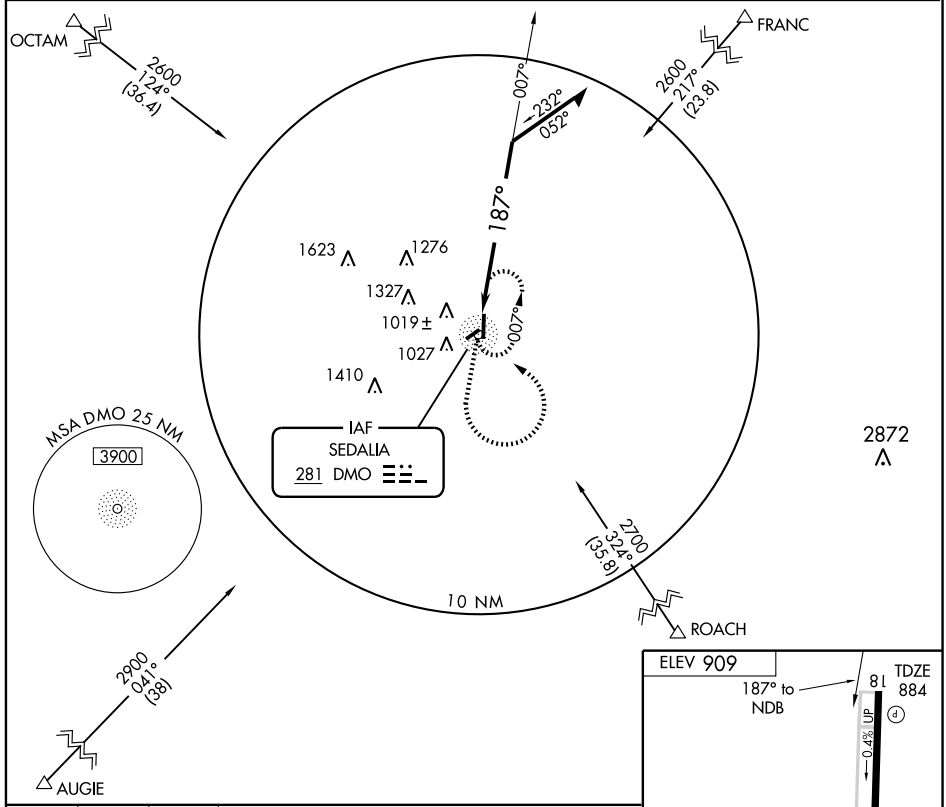
NDB RWY 18

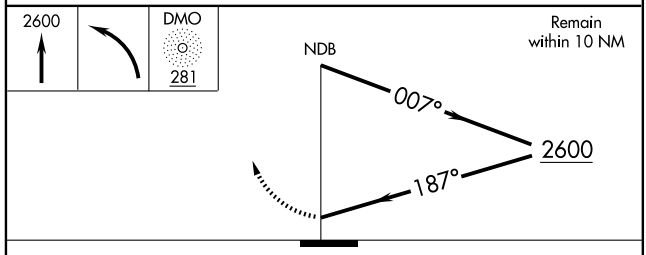
SEDALIA MEMORIAL (DMO)

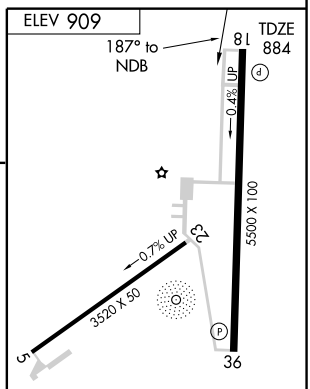
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

NDB DMO	APP CRS	Rwy Idg	5500
281	343°	TDZE	902
		Apt Elev	909

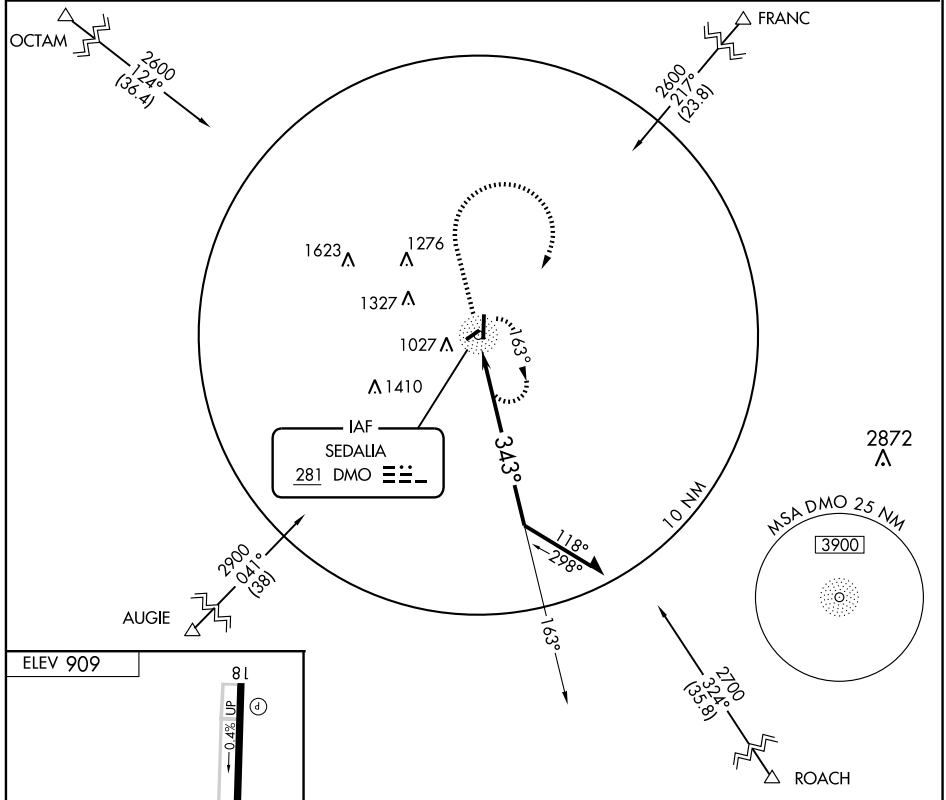
NDB RWY 36

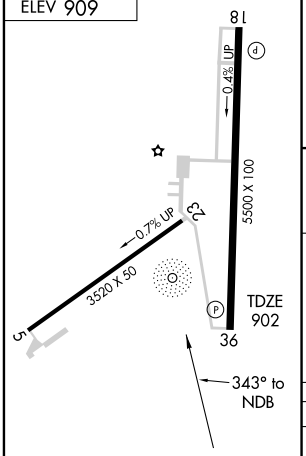
SEDALIA MEMORIAL (DMO)

NA

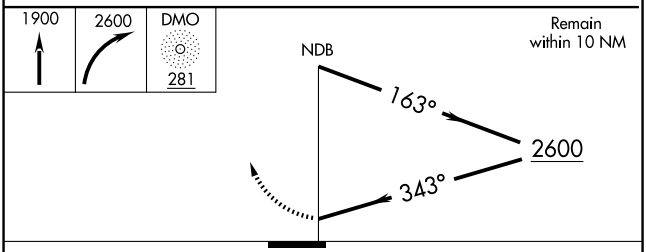
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-36	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

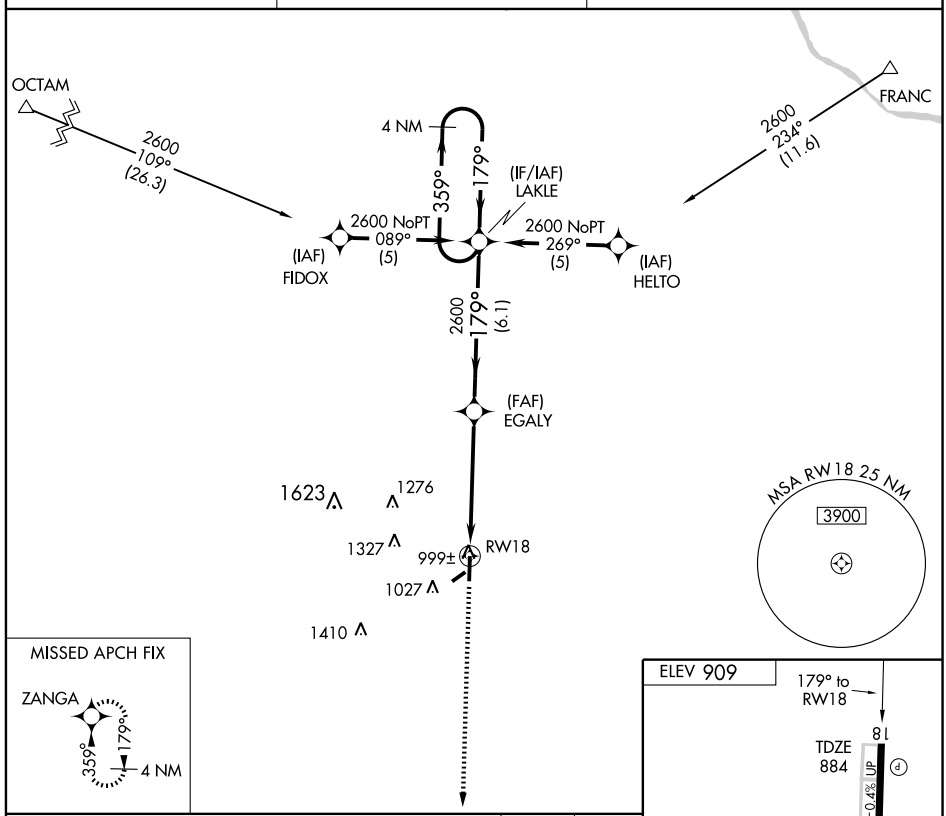
SEDALIA MEMORIAL (DMO)

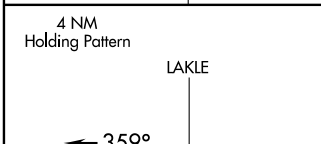
APP CRS	Rwy Idg	TDZE	Apt Elev
179°	5500	884	909

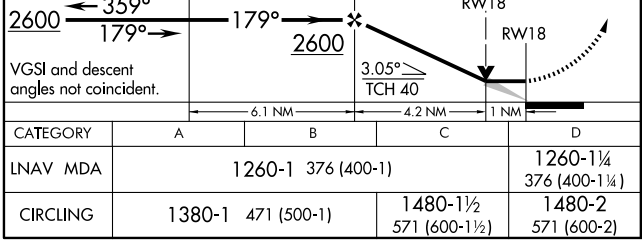
DME/DME RNP-0.3 NA.

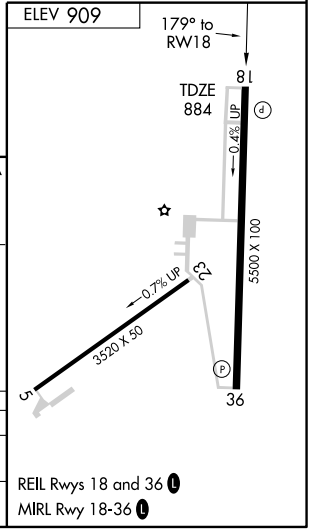
MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1¼ 376 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

SEDALIA MEMORIAL (DMO)

WAAS CH 60913 W36A	APP CRS 359°	Rwy Idg 5500 TDZE 902 Apt Elev 909

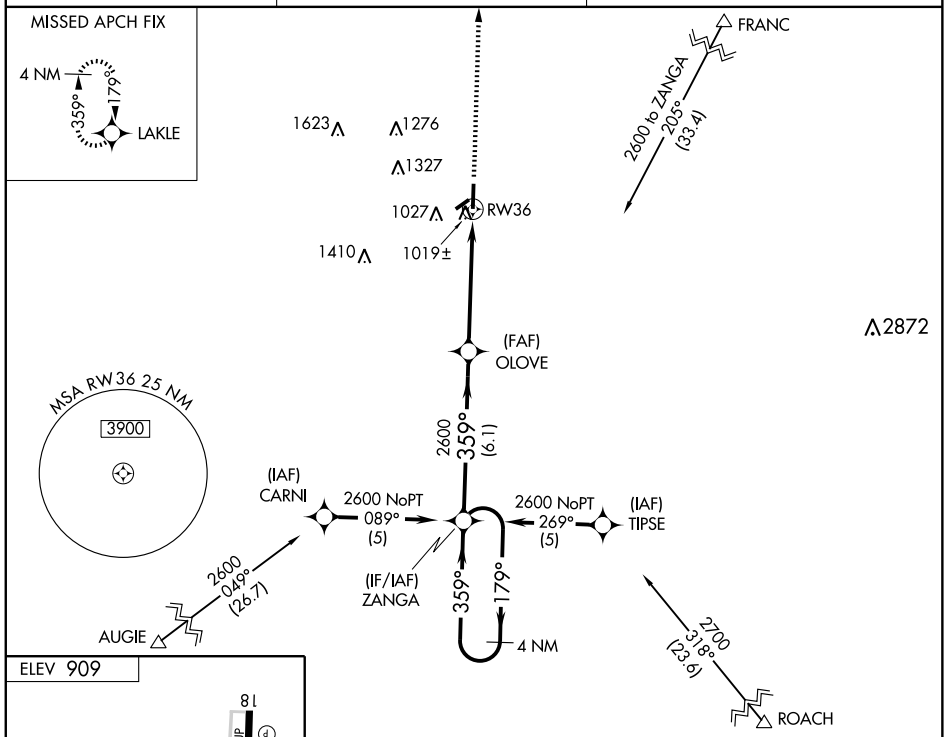
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

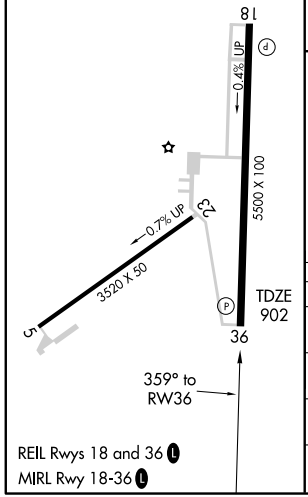
MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

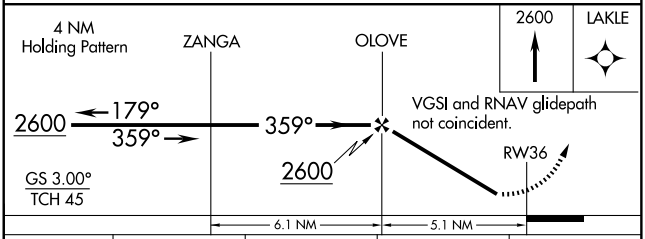
ASOS	WHITEMAN APP CON *	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L

MISSED APCH FIX

4 NM 359° 179° LAKLE







CATEGORY	A	B	C	D
LPV DA	1170-1 268 (300-1)			
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)			
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5502
CH 86801	023°	TDZE	315
W02A		Apt Elev	315

RNAV (GPS) RWY 2

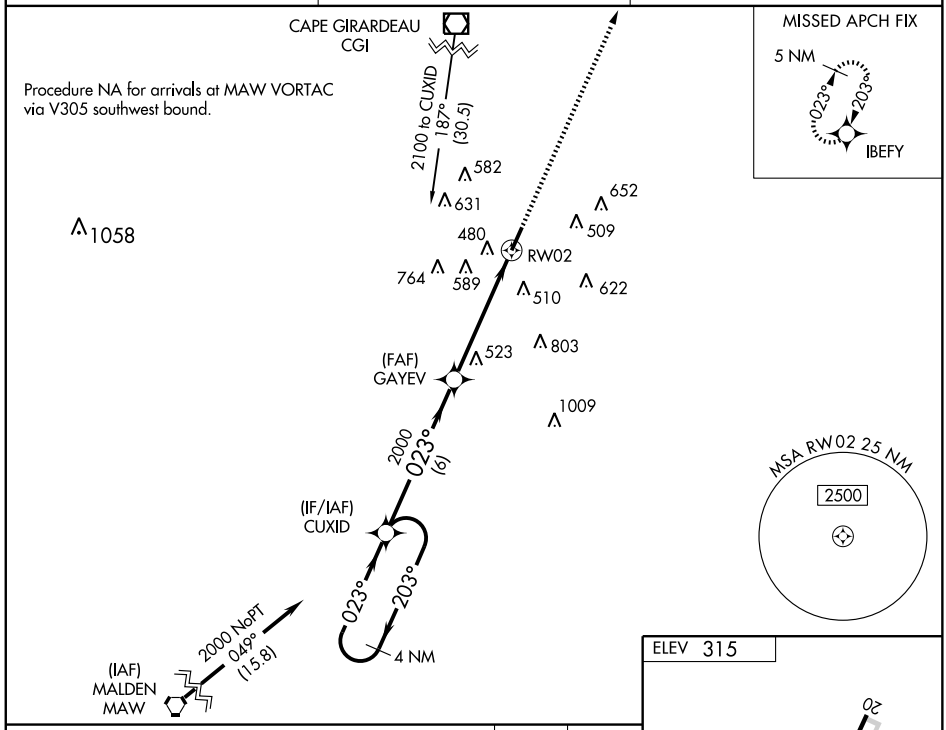
SIKESTON MEMORIAL MUNI (SIK)

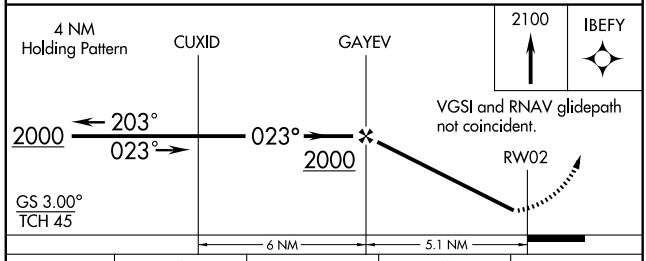
T A NA

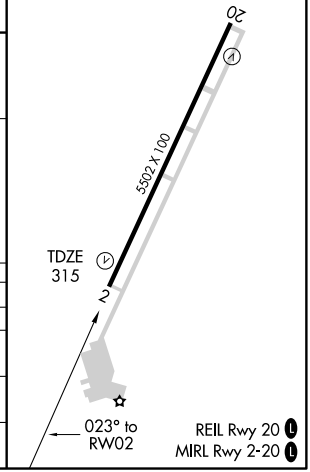
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	840-1 525 (600-1)		840-1½ 525 (600-1½)	NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

RNAV (GPS) RWY 20
SIKESTON MEMORIAL MUNI (SIK)

T A NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

(IAF) CAPE GIRARDEAU CGI
5 NM
023°
203°
2100 NoPT
149° (10.5)
(IF/IAF) IBEFY
2000
203°
(6)
(FAF) ECANU

Procedure NA for arrivals at MAW VORTAC on airway radials 344 CW 059.
Procedure NA for arrivals at CGI VOR/DME via V178 westbound.

582 435± 631 RW20 652 509 480 764 589 510 622 803 1009 1058

MSA RW20 25 NM
2500

2100 to IBEFY
034°
(37.9)

MALDEN MAW

CUXID
023°
203°
4 NM

ELEV 315
203° to RW20
TDZE 315
5502 X 100

REIL Rwy 20 L
MIRL Rwy 2-20 L

2000 | CUXID | VGSI and descent angles not coincident. | IBEFY | 5 NM Holding Pattern

ECANU
1.1 NM to RW20
3.04°
TCH 45
RW20
203°
023°
203°
2100
2000

1.1 | 4 NM | 6 NM

CATEGORY	A	B	C	D
LNAV MDA	700-1 385 (400-1)			NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME MAW	APP CRS	Rwy Idg	5502
111.2	036°	TDZE	315
Chan 49		Apt Elev	315

VOR/DME RWY 2

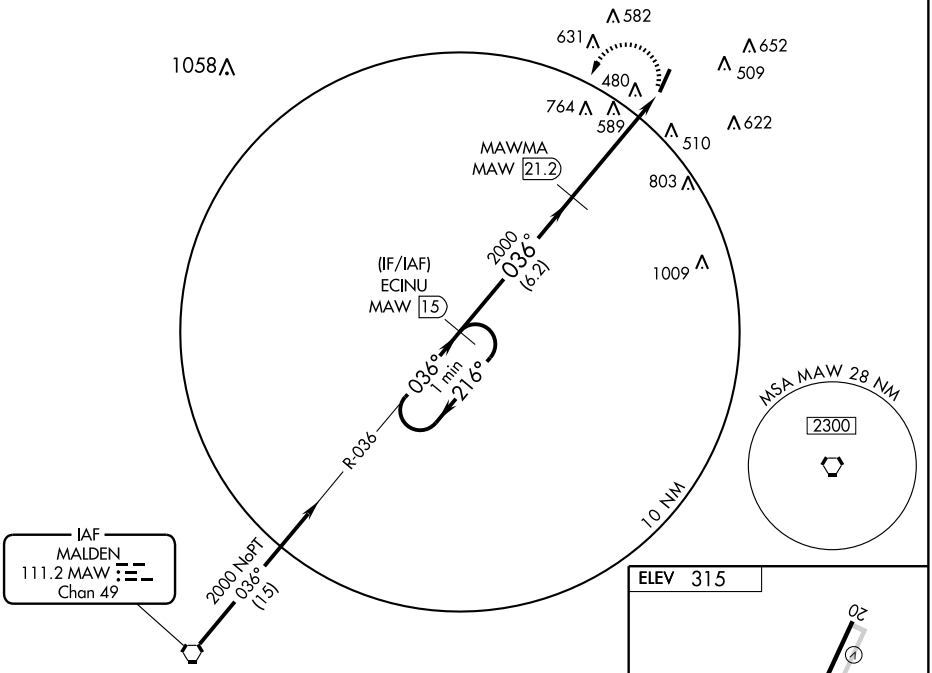
SIKESTON MEMORIAL MUNI (SIK)

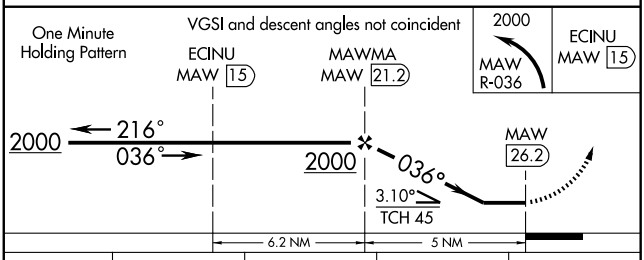
T ANA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
Visibilty reduction by helicopters NA.

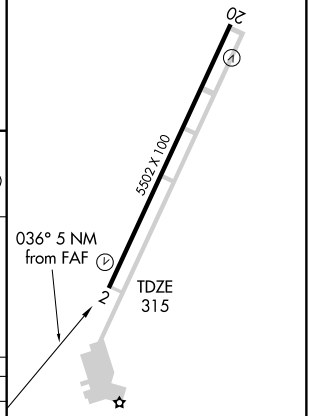
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.







CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA

REIL Rwy 20 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

VOR RWY 20

SIKESTON MEMORIAL MUNI (SIK)

T
NA

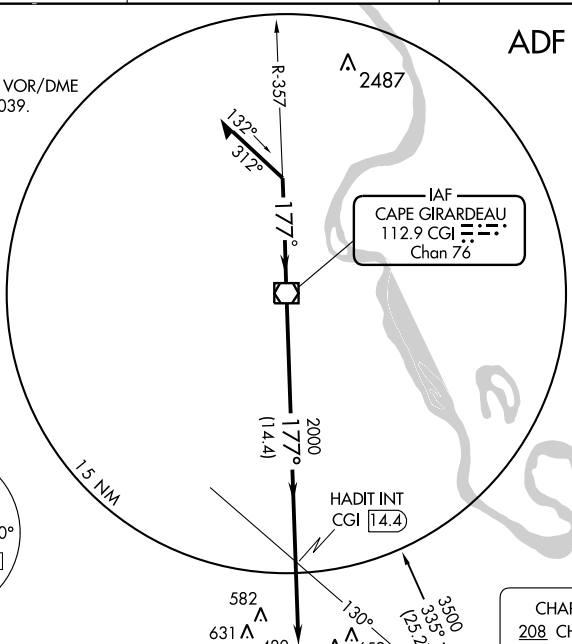
Use Cape Girardeau altimeter setting.

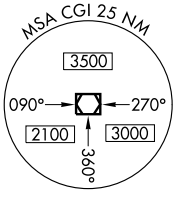
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

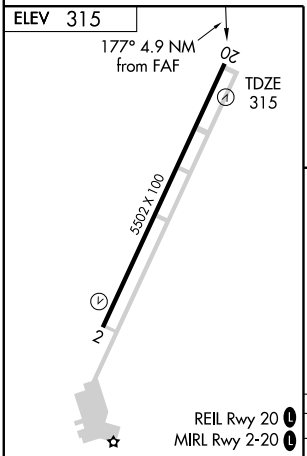
AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

ADF REQUIRED

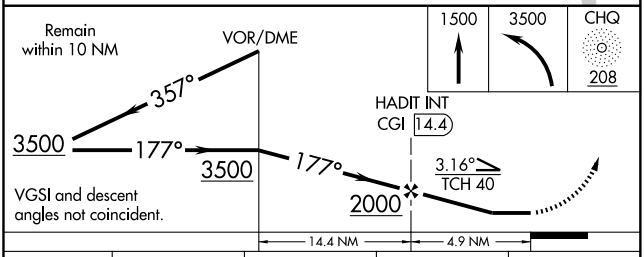
NoPT for arrivals on CGI VOR/DME airway radials 309 CW 039.







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-20	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	880-1 565 (600-1)		920-1¾ 605 (700-1¾)	920-2 605 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

10042

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
135.125
SPRINGFIELD TOWER
119.9 257.8
GND CON
121.9 397.85
CLNC DEL
123.675

AIRCRAFT ISOLATION AREA

RWY 2-20
S135, D170, ST175, DT300
RWY 14-32
S135, D170, ST175, DT300

ELEV 1260

139.5°

HOT 3

SRE MAINT

ELEV 1262

FUEL FARM

199.5°

AIR CARGO

37° 15'N

MISSOURI ANG

GENERAL AVIATION TERMINAL

8000 X 150

7003 X 150

VAR 2.3° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

HOT 2

STORAGE HANGARS

LAHSO

LAHSO

HOT 1

FIRE STATION

TWR 1361

319.5°

ILS HOLD

FIELD ELEV 1268

019.5°

TERMINAL

1404

ELEV 1264

AIRCRAFT ISOLATION AREA

37° 14'N

93° 24'W

93° 23'W

NC-3, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 20

VORTAC SGF 116.9 Chan 116	APCH CRS 196°	Rwy Idg 7003 TDZE 1262 Arpt Elev 1268

JAL-604 [USAF]

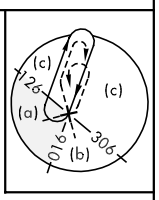
SPRINGFIELD-BRANSON NATIONAL (KSGF)

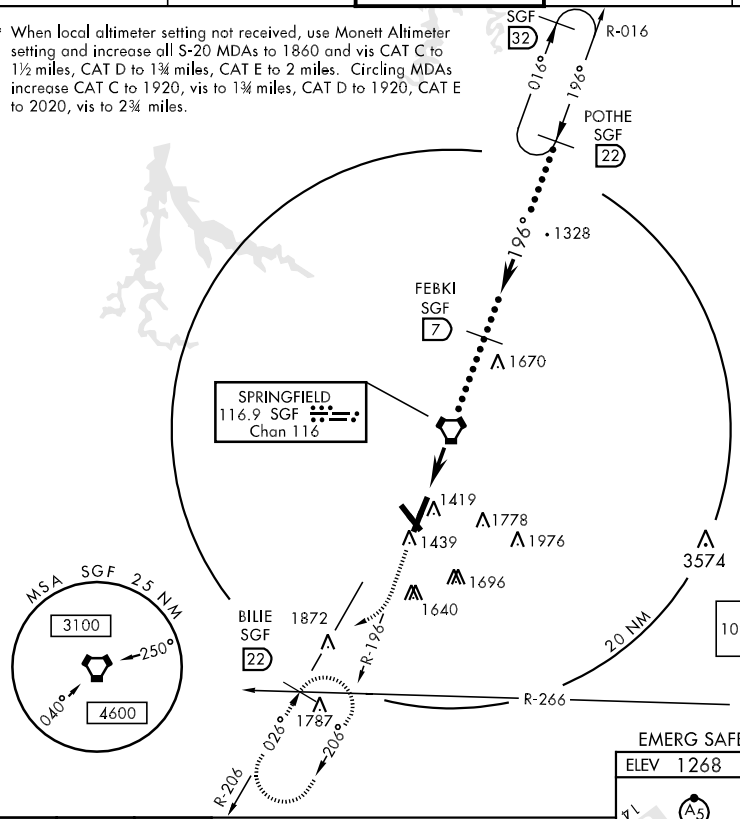
MALS A4

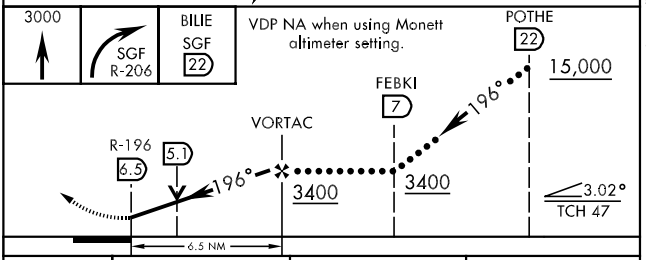
MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

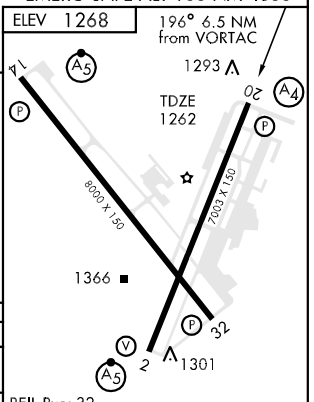
ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.









CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

LOC I-SGF	APP CRS	Rwy Idg	6893
109.9	019°	TDZE	1265
		Apt Elev	1268

ILS or LOC RWY 2

SPRINGFIELD-BRANSON NATIONAL (SGF)

For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

ALTERNATE MISSED APCH FIX
DOGWOOD DGD 109.4 Chan 31
R-281 101° 281°

MISSED APCH FIX
PLADD SGF 18.4
024° 204° R-024 R-334
116.9 SGF Chan 116
109.4 DGD Chan 31

(IAF) R-272 016° 196° R-016 R-024
2900 to LOM 197° (11.3)
LOCALIZER 109.9 I-SGF
SPRINGFIELD 116.9 SGF Chan 116
R-128
1512 1608 1404 1320± 1777 1439± 1685 1983 3571 3547
3000 NoPT SGF 18 Arc
15 NM
LOM/IAF COOLE 404 SG SGF 11.3
(IAF)
2500 019° (6.7)
LR-204 LR-190
3500 NoPT SGF 18 Arc
DOGWOOD 109.4 DGD Chan 31

MSA SG 25 NM
3000 4600 225° 315°

ELEV 1268 D
HIRL Rwys 2-20 and 14-32
REIL Rwy 32
14 20 1309 8000 X 150 7003 X 150 1361 TDZE 1265 32
019° 3.6 NM from FAF

Remain within 15 NM
LOM SGF 11.3
199° 019°
2900 2470 2500
SGF 7.7
GS 3.00° TCH 53
3.6 NM
2900 SGF 116.9

CATEGORY	A	B	C	D	E
S-ILS 2	* 1465/24 200 (200-½)				
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1740-1 472 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-GWA	APP CRS	Rwy Idg	8000
109.7	139°	TDZE	1262
Chan 34		Apt Elev	1268

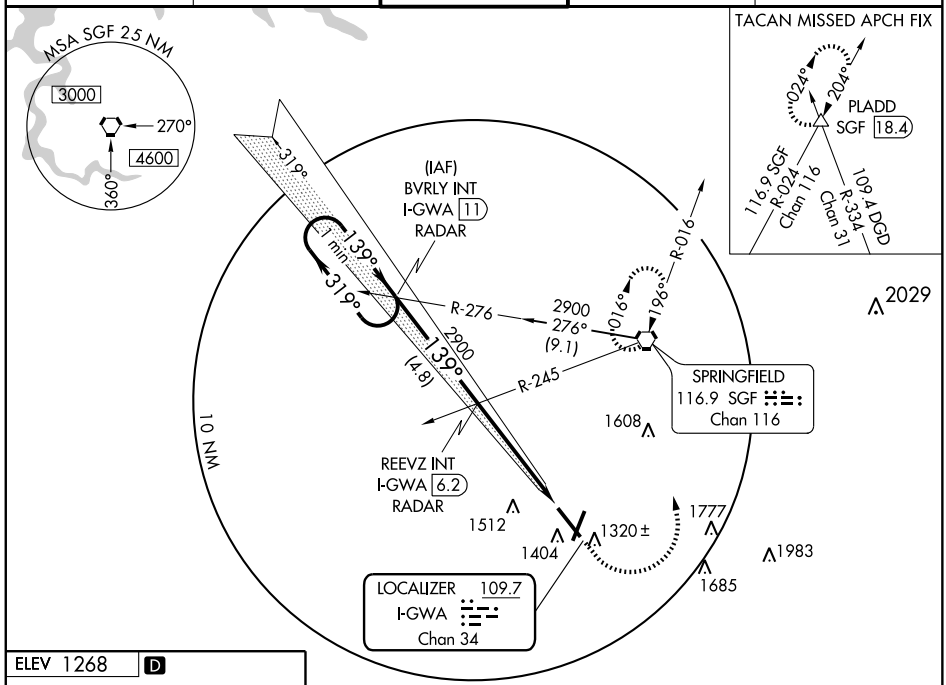
ILS or LOC RWY 14

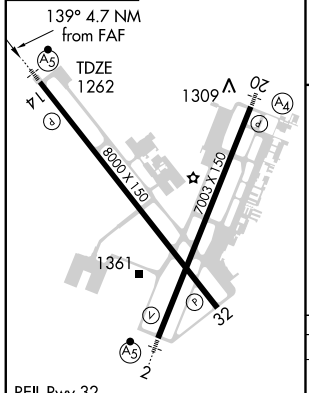
SPRINGFIELD-BRANSON NATIONAL (SGF)

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

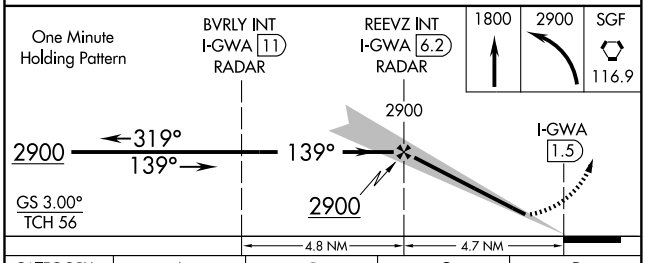




REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 14	1462-½ 200 (200-½)			
S-LOC 14	1620-½ 358 (400-½)			1620-¾ 358 (400-¾)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268

RNAV (GPS) RWY 2

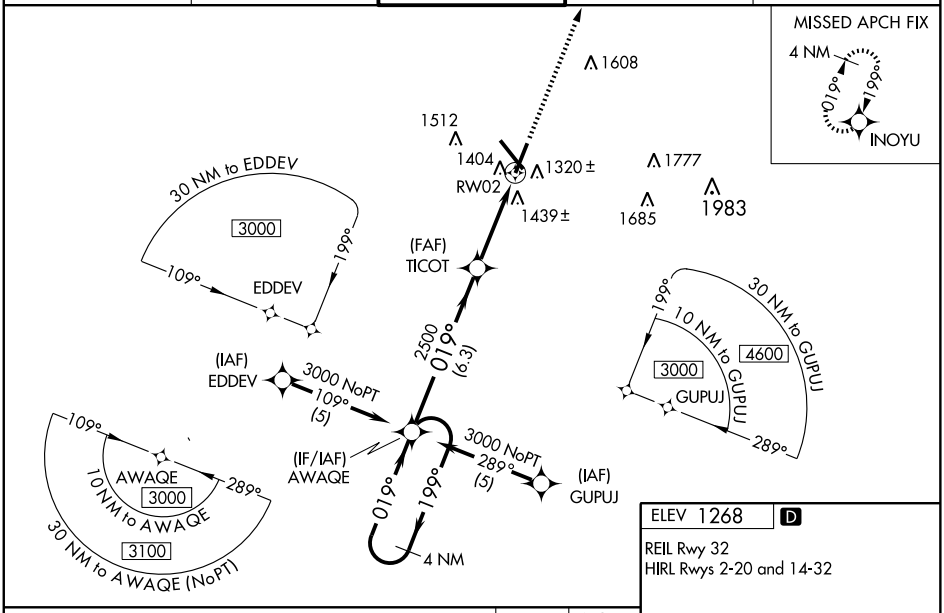
SPRINGFIELD-BRANSON NATIONAL (SGF)

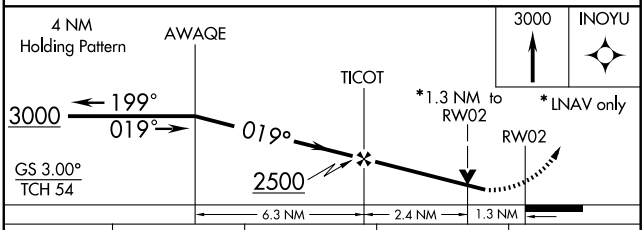
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

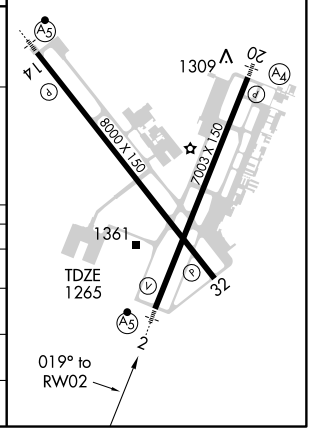




CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

RNAV (GPS) RWY 14

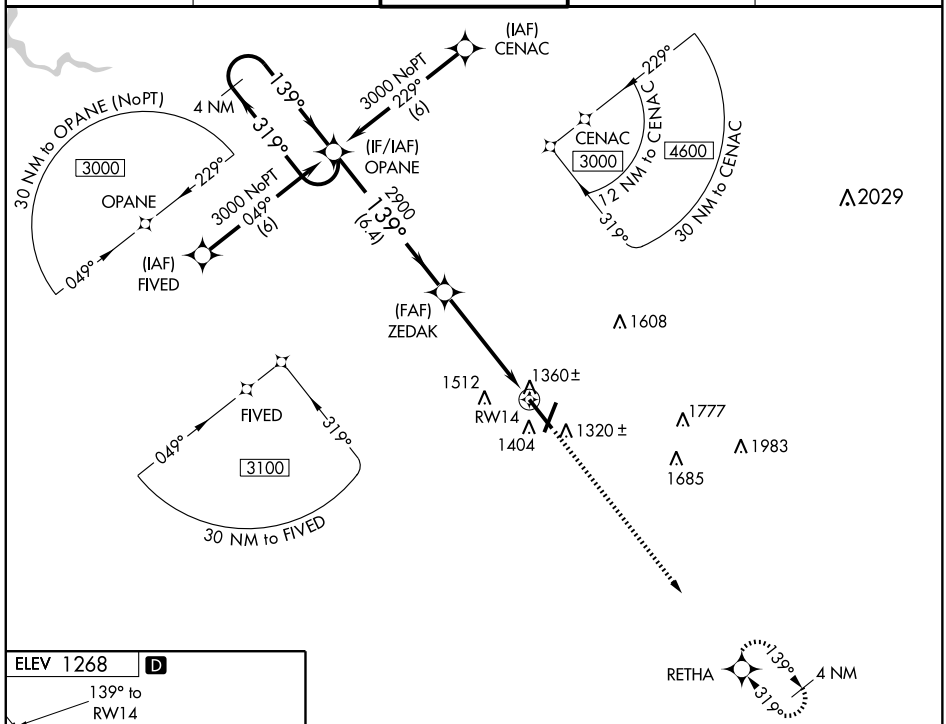
SPRINGFIELD-BRANSON NATIONAL (SGF)

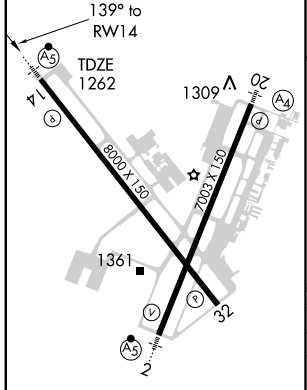
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

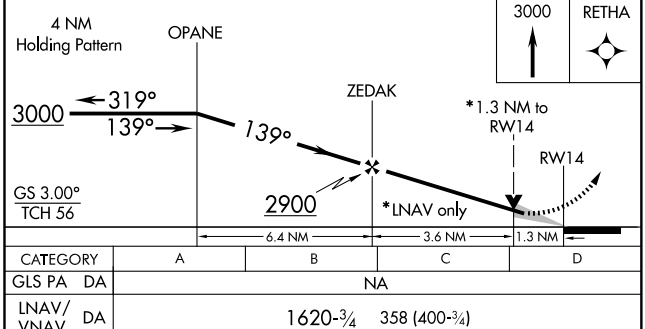
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1620-¾ 358 (400-¾)			
LNAV MDA	1720-½ 458 (500-½)		1720-¾ 458 (500-¾)	1720-1 458 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7003
CH 65613	199°	TDZE	1262
W20A		Apt Elev	1268

RNAV (GPS) RWY 20

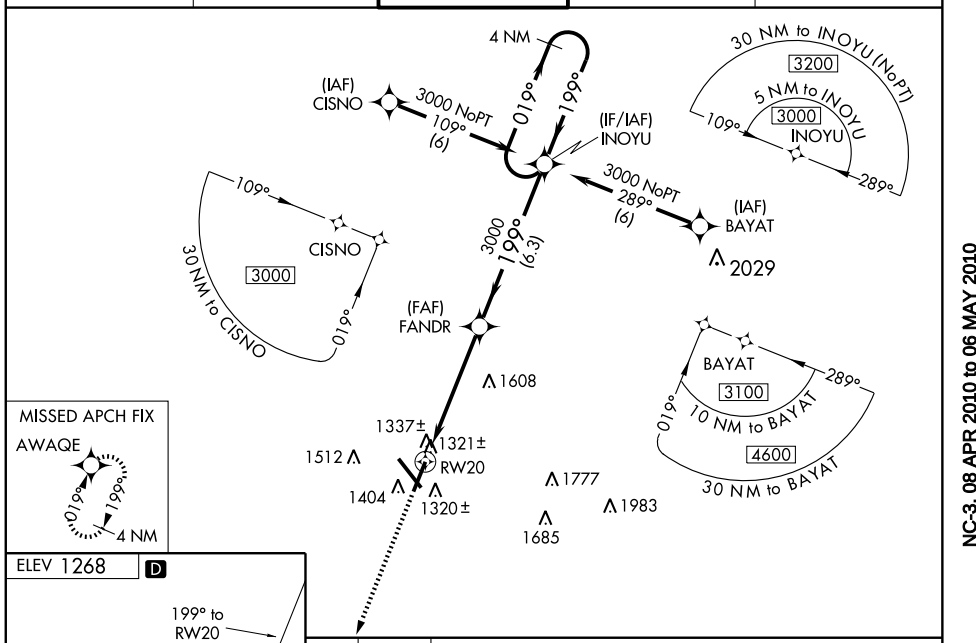
SPRINGFIELD-BRANSON NATIONAL (SGF)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

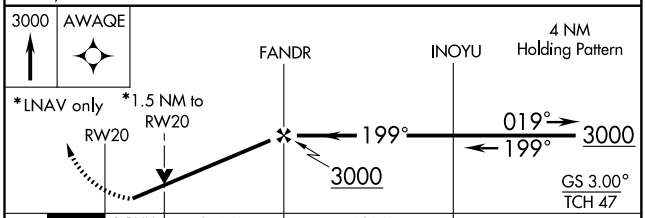
MALS

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)		1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)
CIRCLING	1780-1 512 (600-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

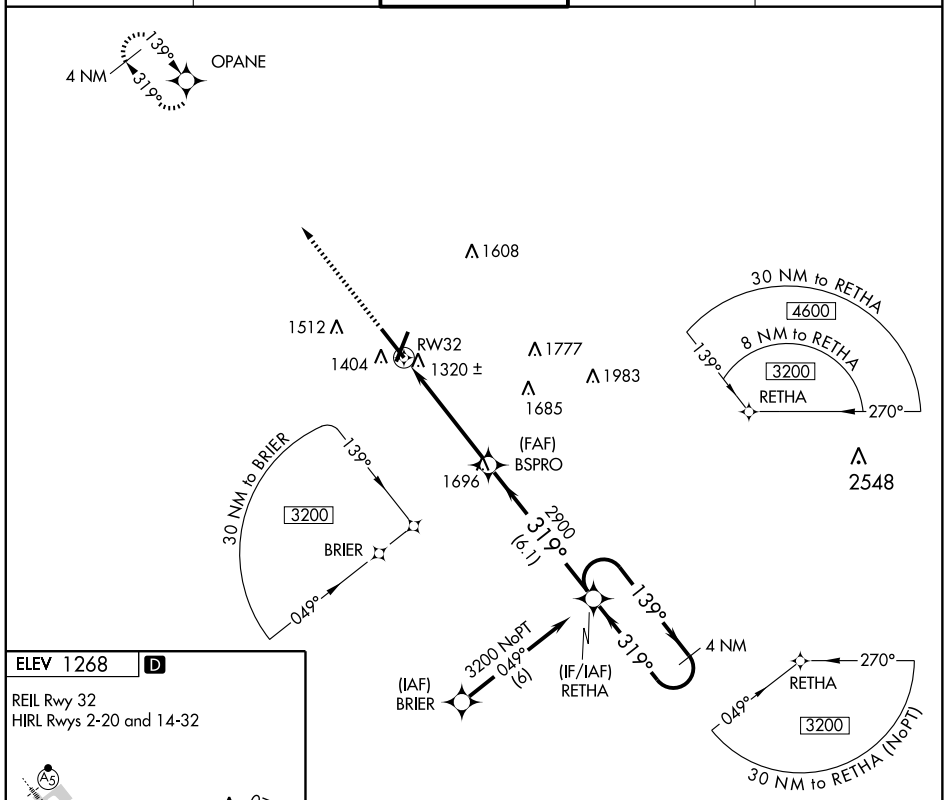
APP CRS	Rwy Idg	8000
319°	TDZE	1267
	Apt Elev	1268

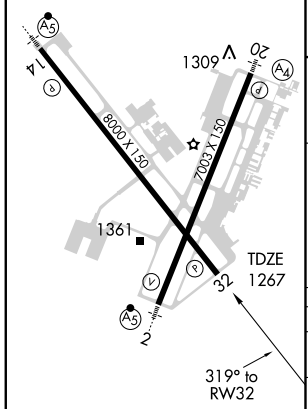
RNAV (GPS) RWY 32

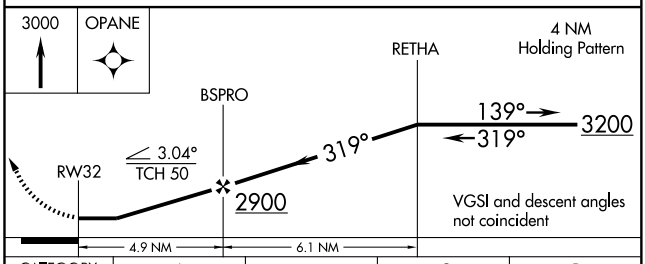
SPRINGFIELD-BRANSON NATIONAL (SGF)

ANA	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D
LNAV MDA	1740-1 473 (500-1)		1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268

VOR/DME or TACAN RWY 2

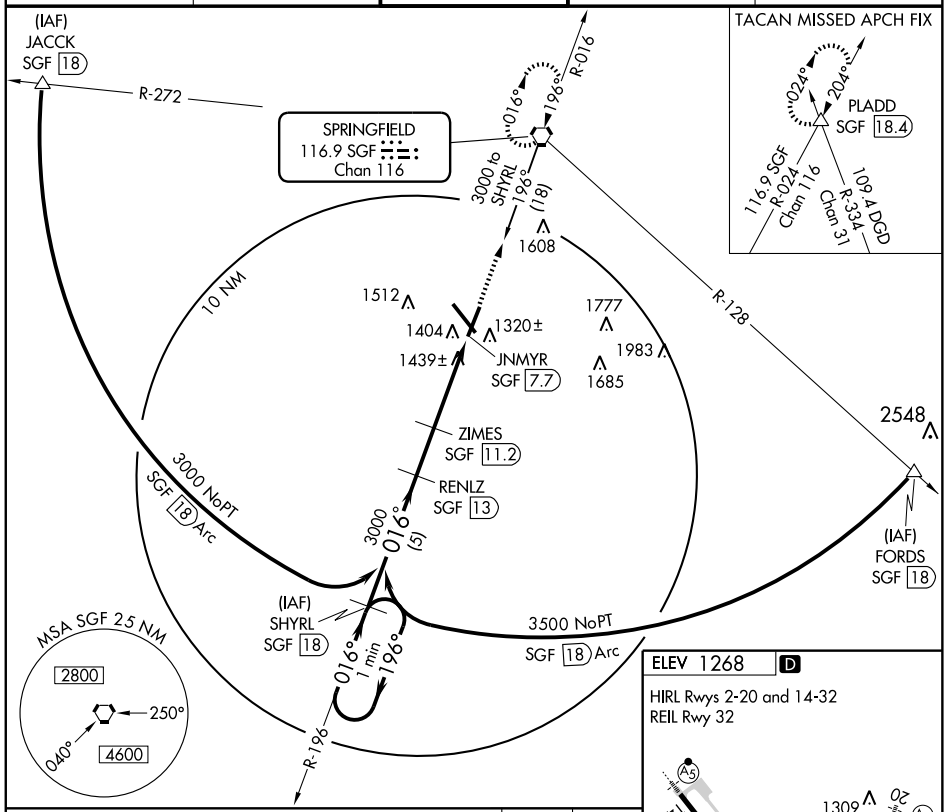
SPRINGFIELD-BRANSON NATIONAL (SGF)

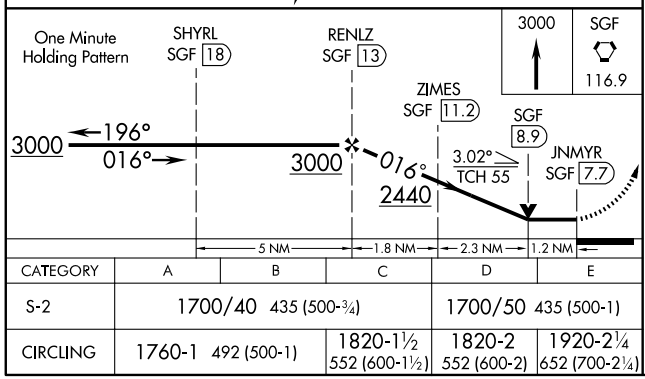
For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



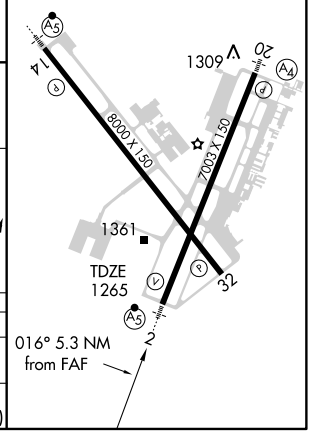


CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

ELEV 1268 D

HIRL Rwys 2-20 and 14-32

REIL Rwy 32



NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy Idg 7003 TDZE 1262 Apt Elev 1268

VOR or TACAN RWY 20

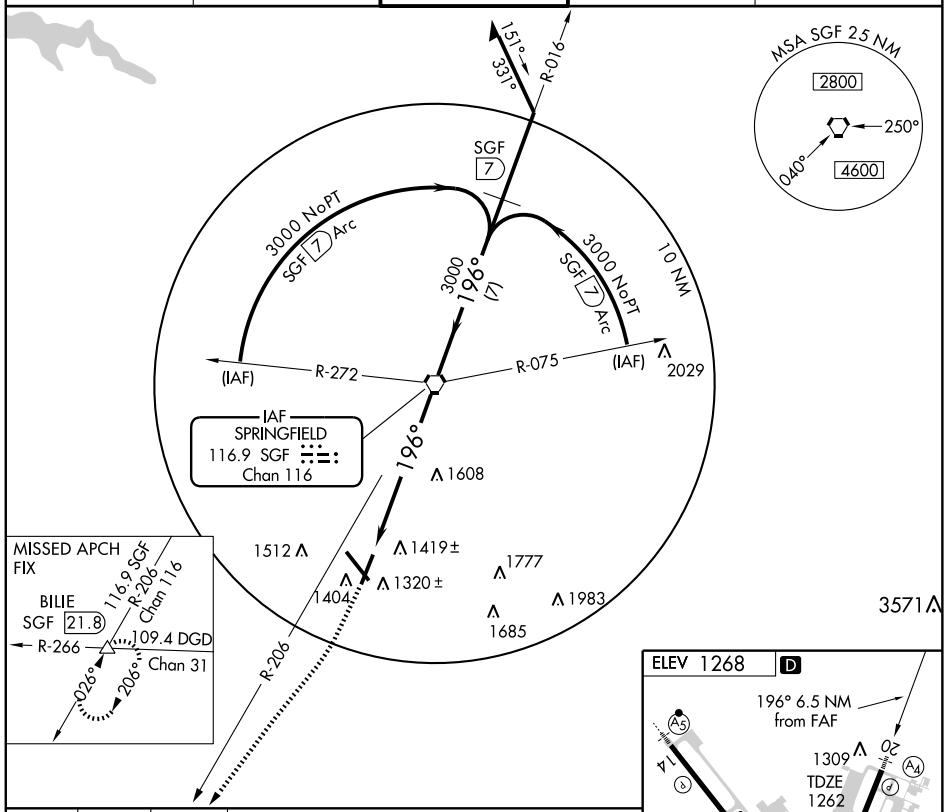
SPRINGFIELD-BRANSON NATIONAL (SGF)

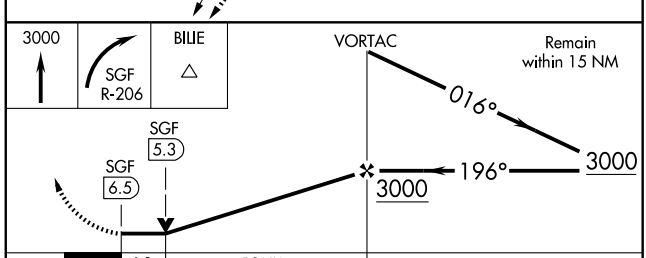
T A Inoperative table does not apply to Cat C.

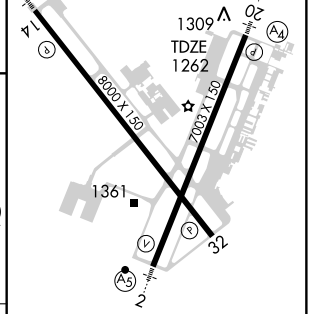
MALS (A4)

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D	E
S-20	1700-¾ 438 (500-¾)		1700-1¼ 438 (500-1¼)	1700-1½ 438 (500-1½)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC STL 117.4 Chan 121	APP CRS 060°	Rwy Idg 3451 TDZE 442 Apt Elev 442

VOR or GPS RWY 9

ST. CHARLES (3SQ)

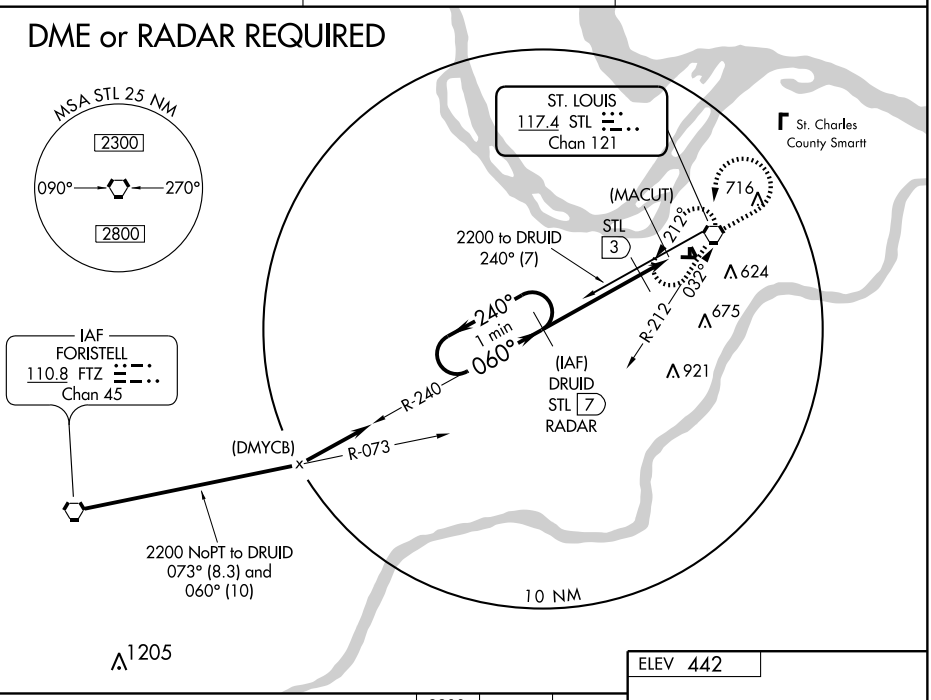
NA

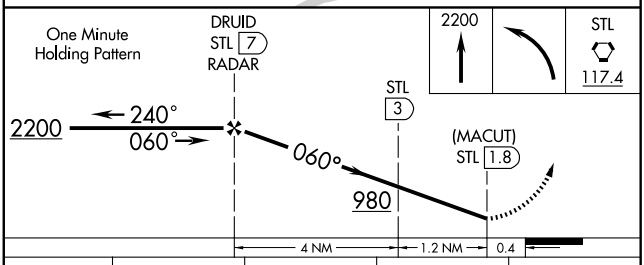
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

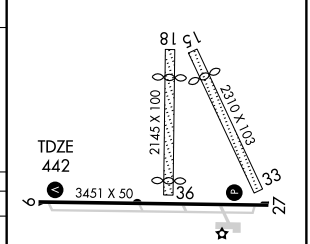
ST. LOUIS APP CON	CLNC DEL	UNICOM
124.2 353.9	120.15	123.0 (CTAF)

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-9	980-1 538 (600-1)		980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1 418 (500-1)		860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA



LIRL Rwy 9-27

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
180°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18

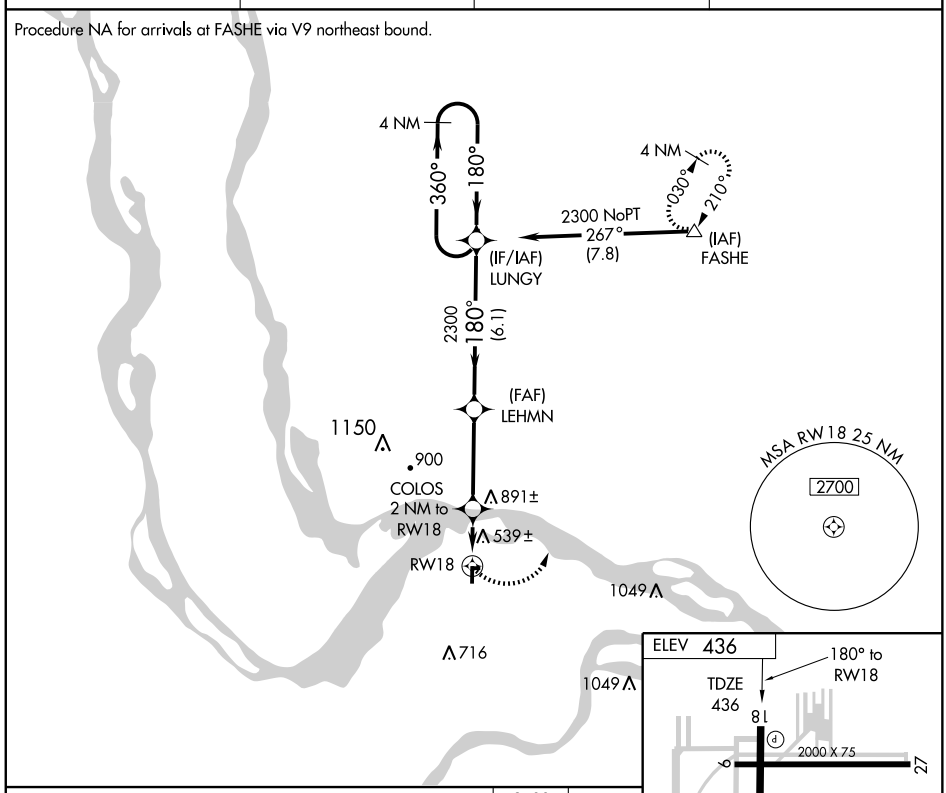
ST. CHARLES COUNTY SMARTT (SET)

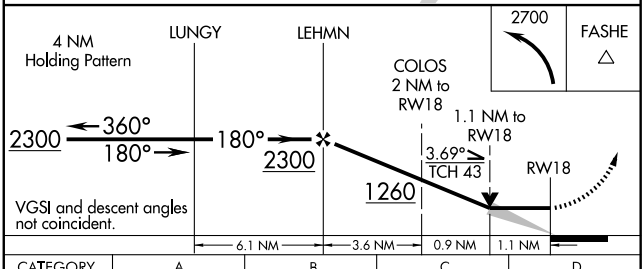
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

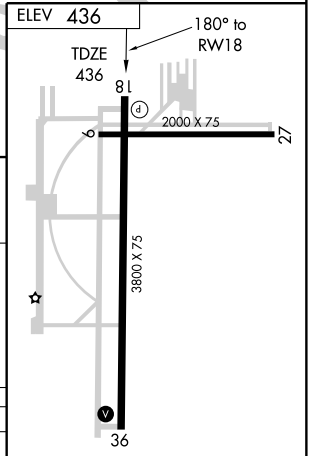
MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF) L

Procedure NA for arrivals at FASHE via V9 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	840-1 404 (500-1)		840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC STL 117.4 Chan 121	APP CRS 208°	Rwy Idg 3800 TDZE 436 Apt Elev 436

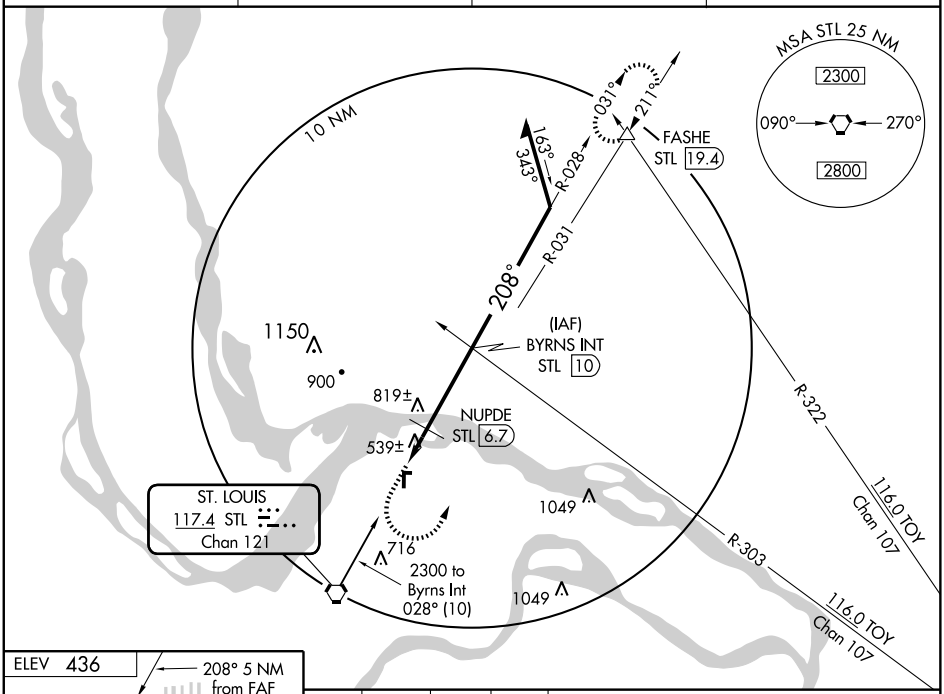
VOR RWY 18

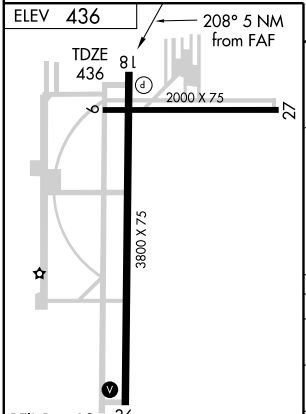
ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

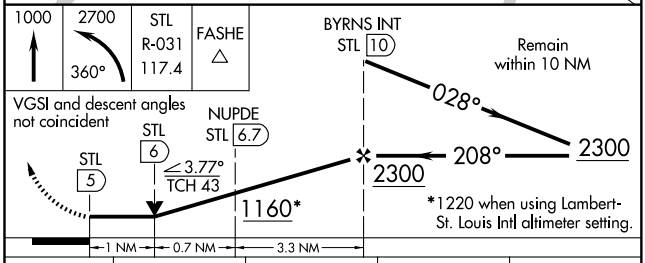
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-18	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
CIRCLING	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1 364 (400-1)			NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

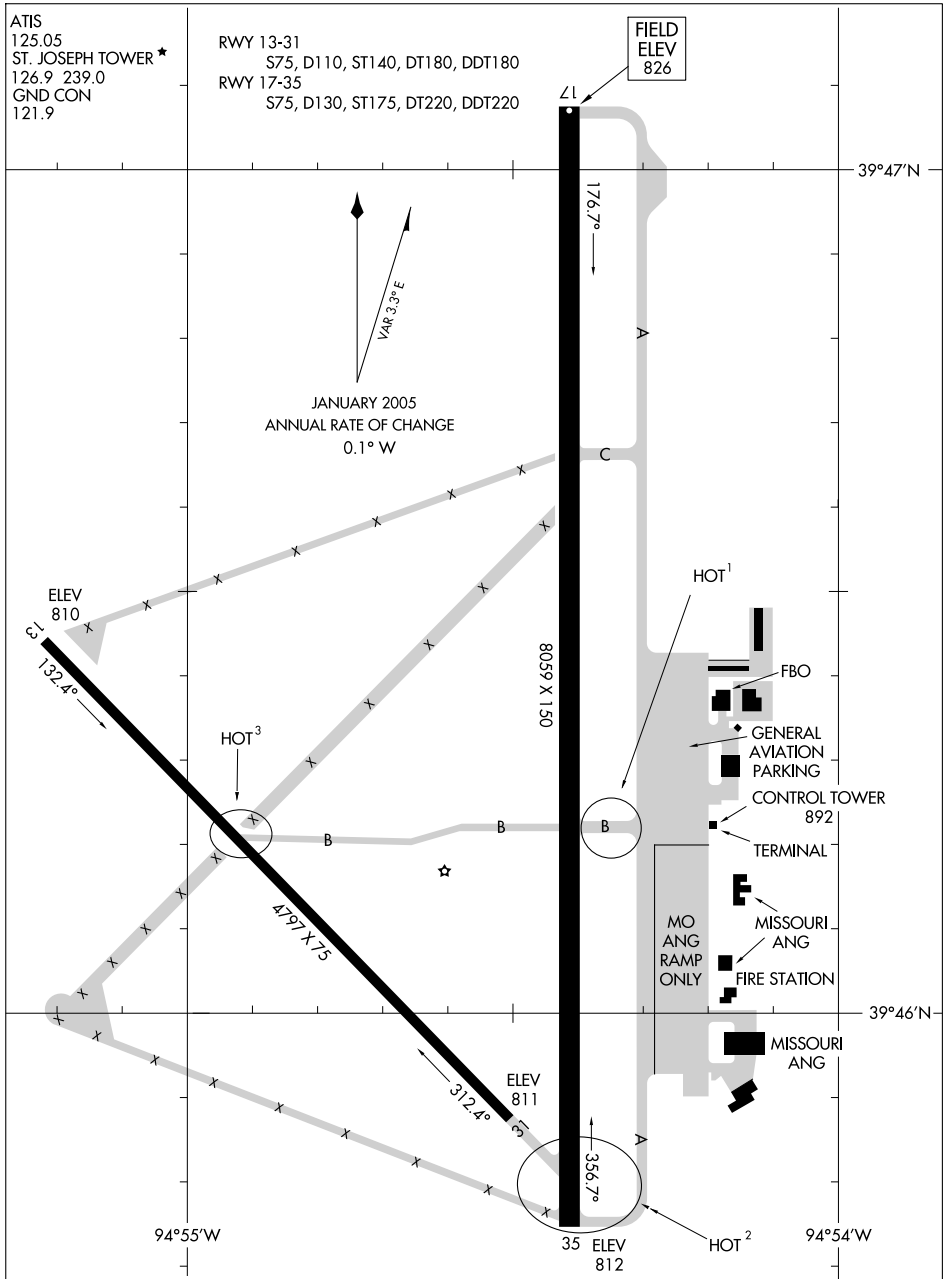
NC-3. 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

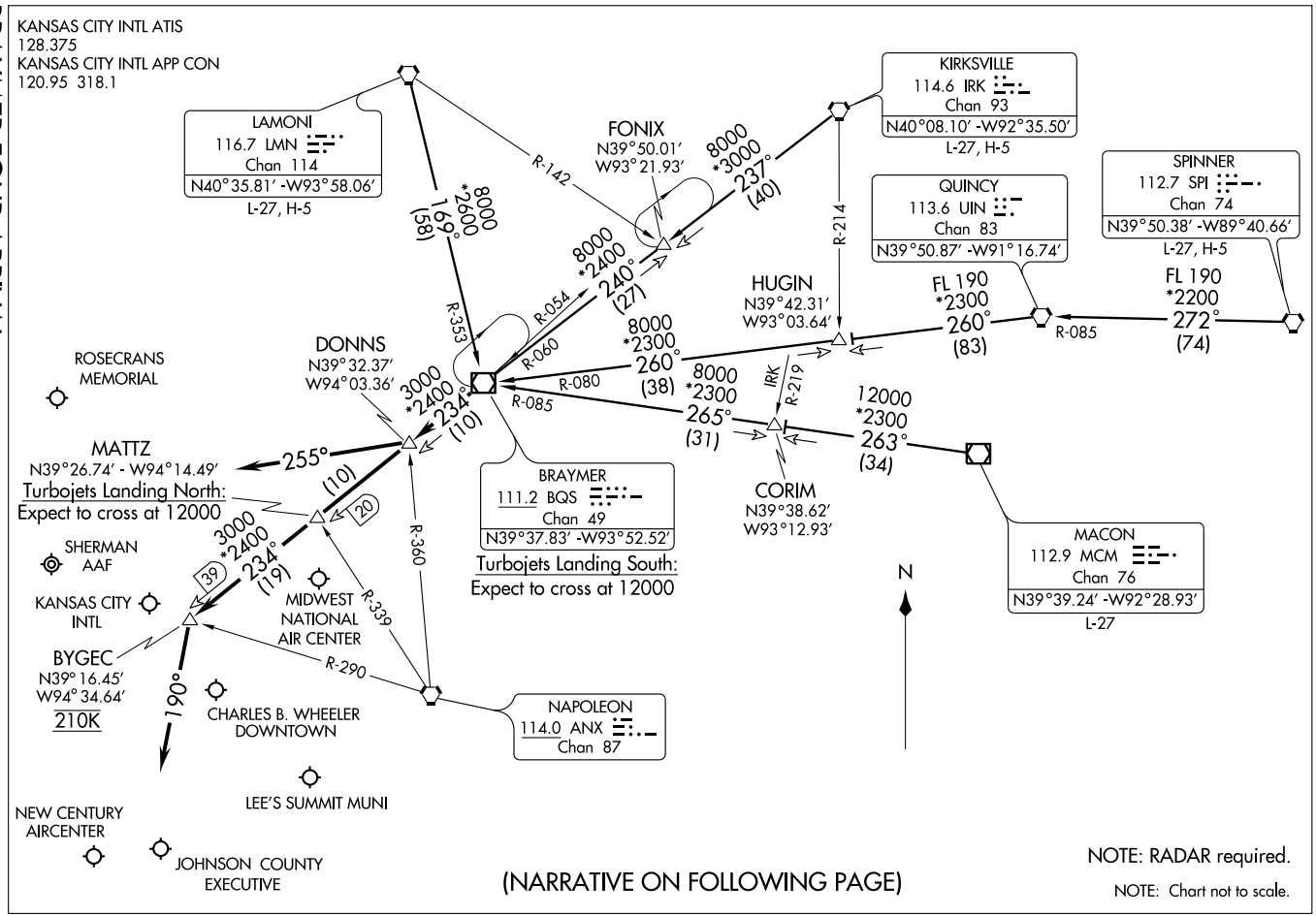
AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

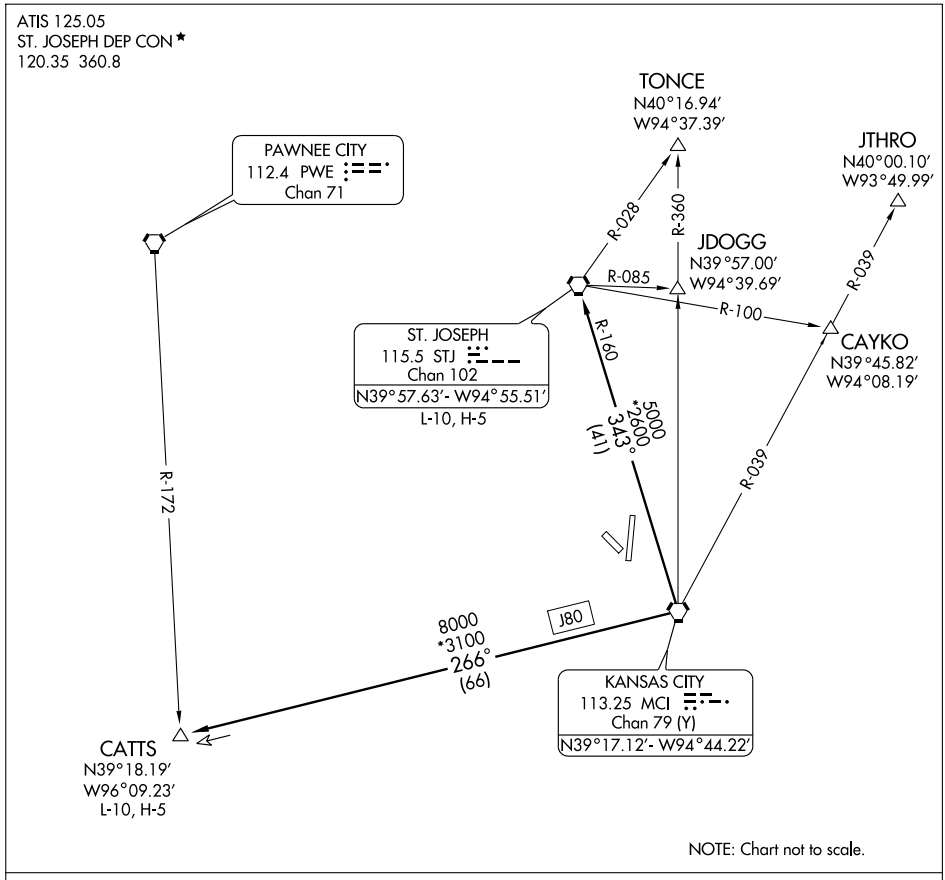
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

CHIEF THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	356°	TDZE	814
		Apt Elev	826

ILS or LOC RWY 35

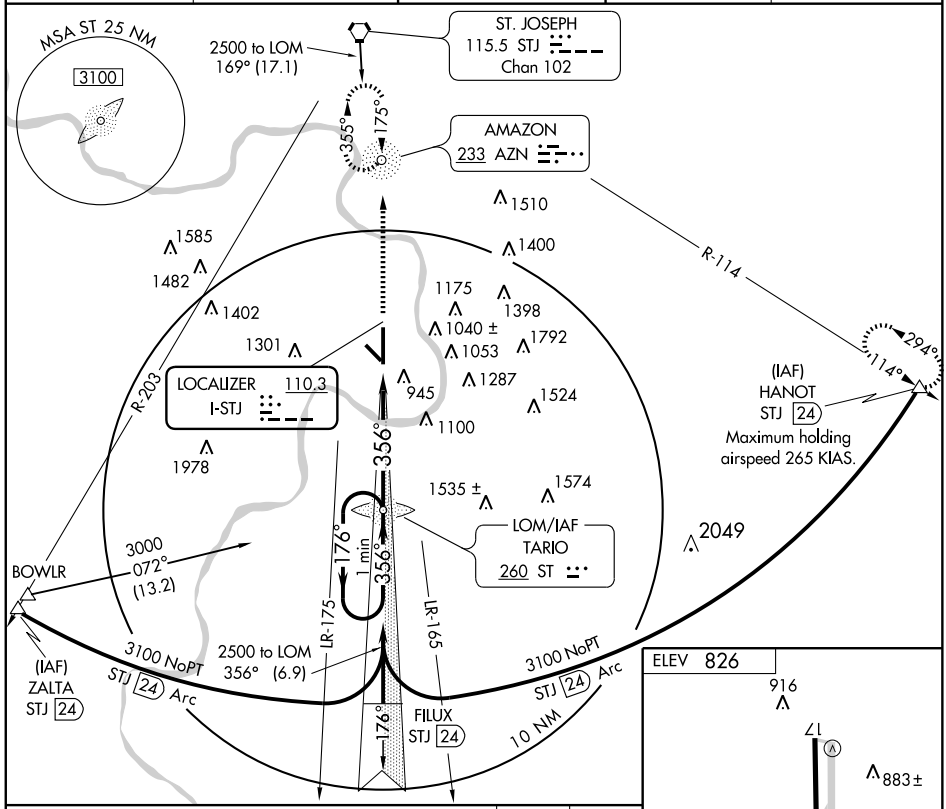
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

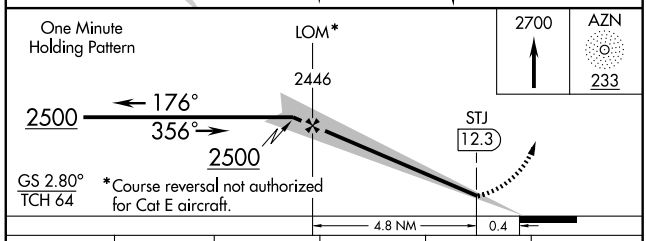
ADF or TACAN Required.

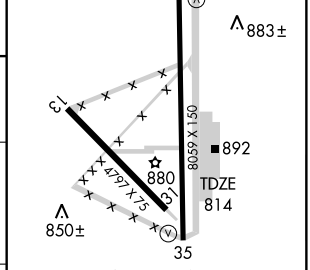
ASR/PAR

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







REIL Rwys 17 L and 35 L
HIRL Rwy 17-35 L

900±
356° 5.2 NM
from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

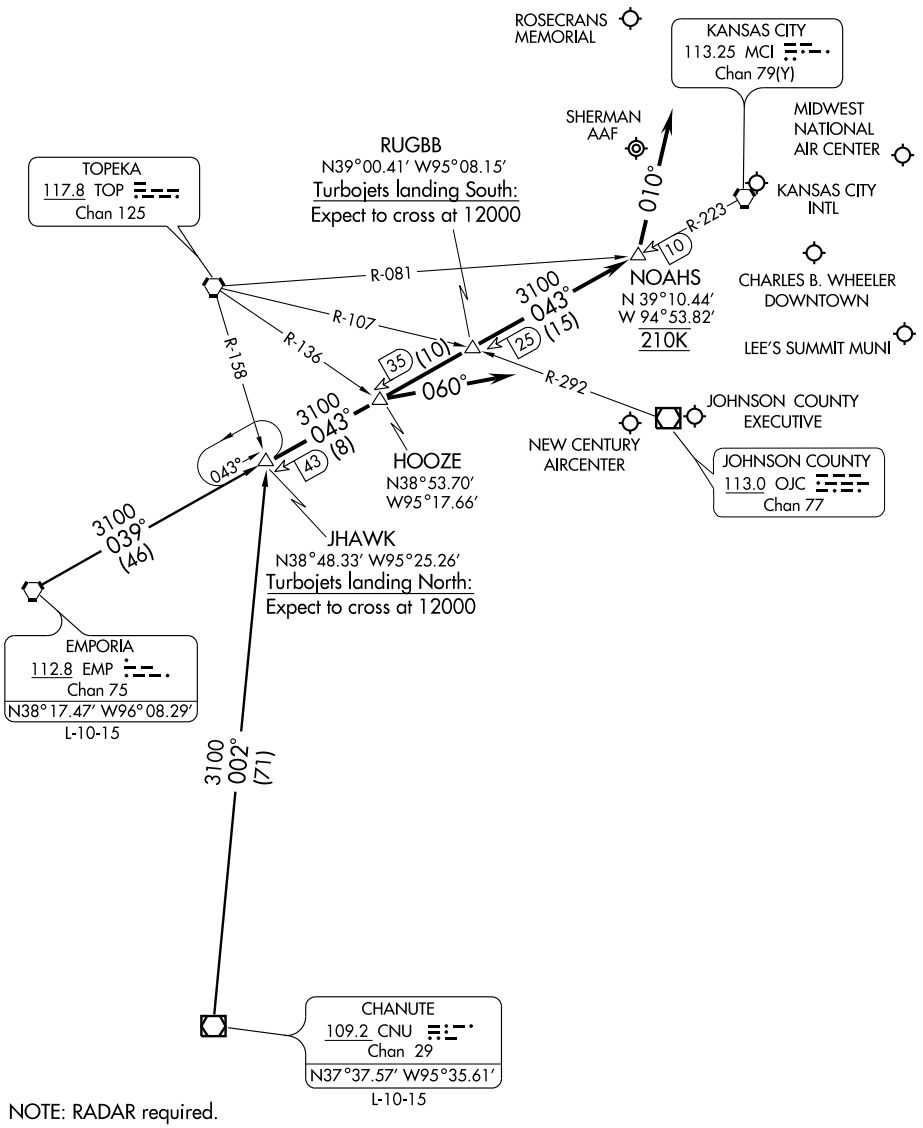
CATEGORY	A	B	C	D	E
S-ILS 35	1014/40 200 (200-¾)				
S-LOC 35	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

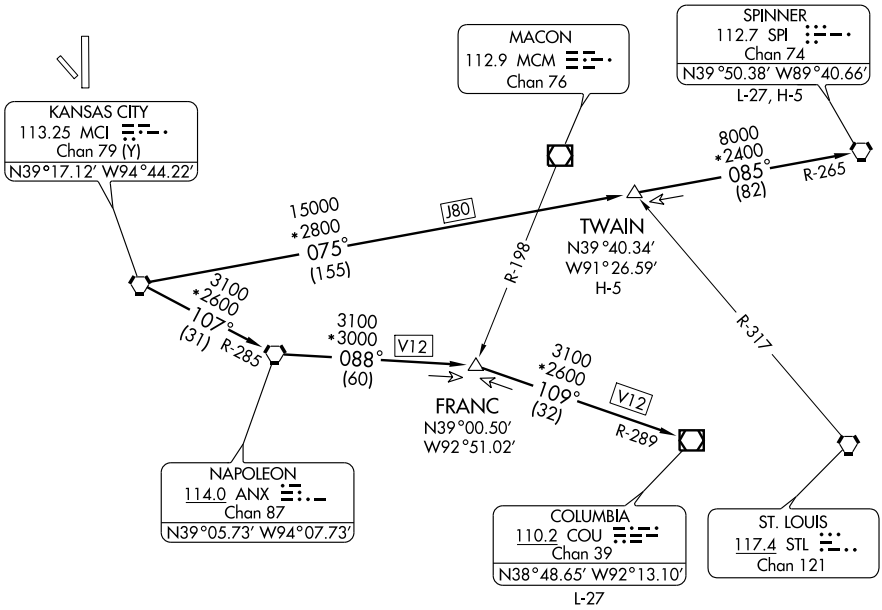
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325′ per NM to 1300′.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394′ from DER, 655′ left of centerline, 100′ AGL/919′ MSL.
Rwy 17: Trees beginning 2691′ from DER, across courseline, up to 109′ AGL/928′ MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986′ left of centerline, up to 100′ AGL/1139′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	176°	TDZE	826
		Apt Elev	826

LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

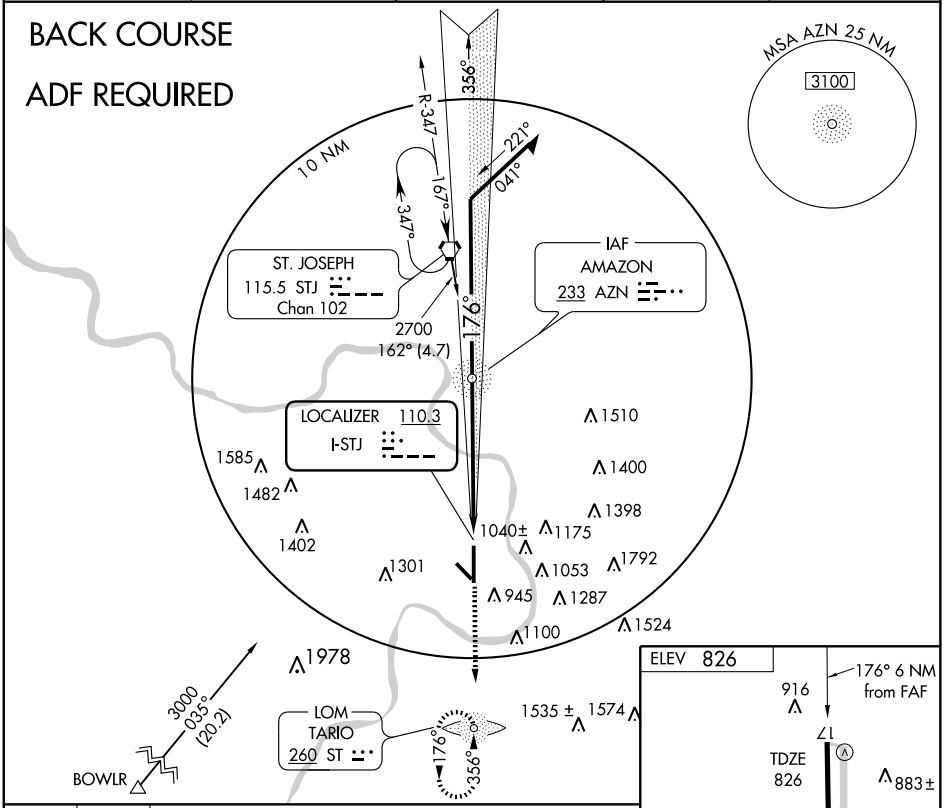
ASR/PAR

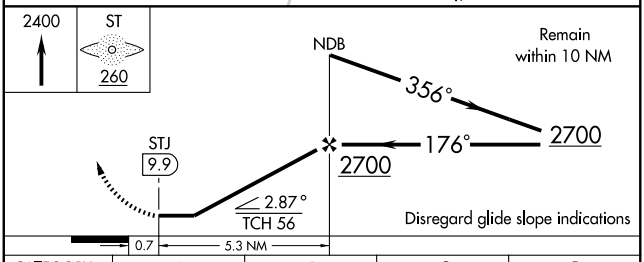
MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

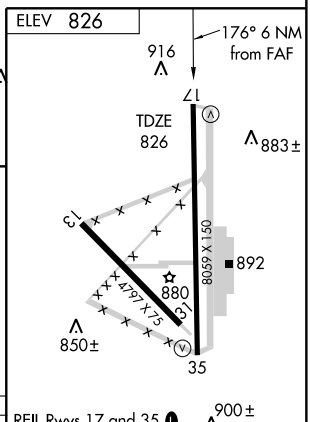
ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95

BACK COURSE

ADF REQUIRED







REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)

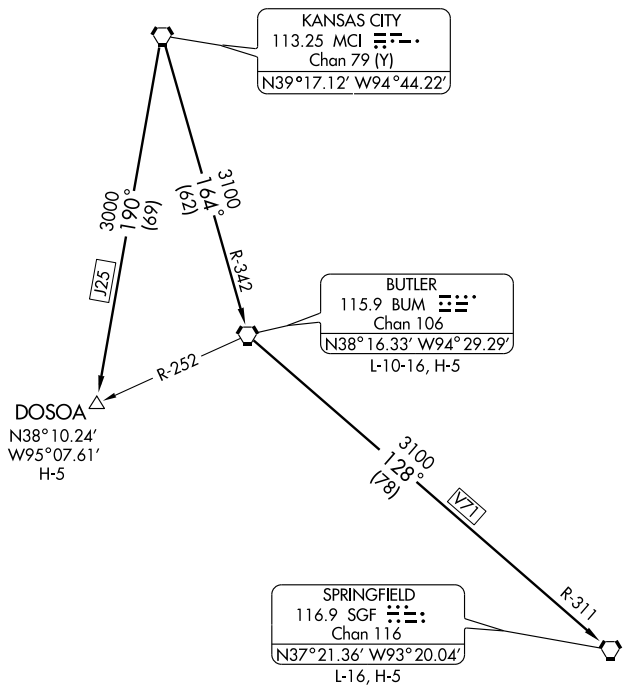
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3. 08 APR 2010 to 06 MAY 2010

RACER THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS	Rwy Idg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17

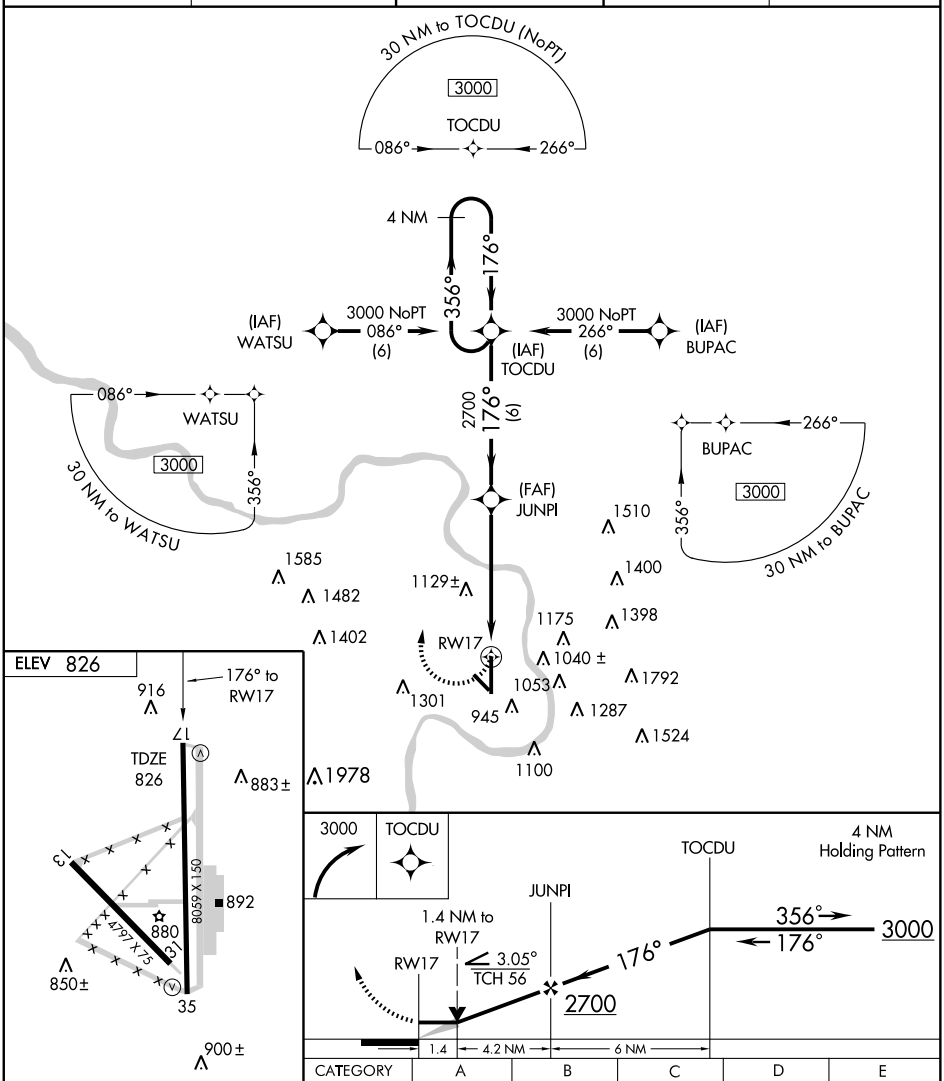
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



CATEGORY	A	B	C	D	E
LNAV MDA	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8059
356°	TDZE	814
	Apt Elev	826

RNAV (GPS) RWY 35

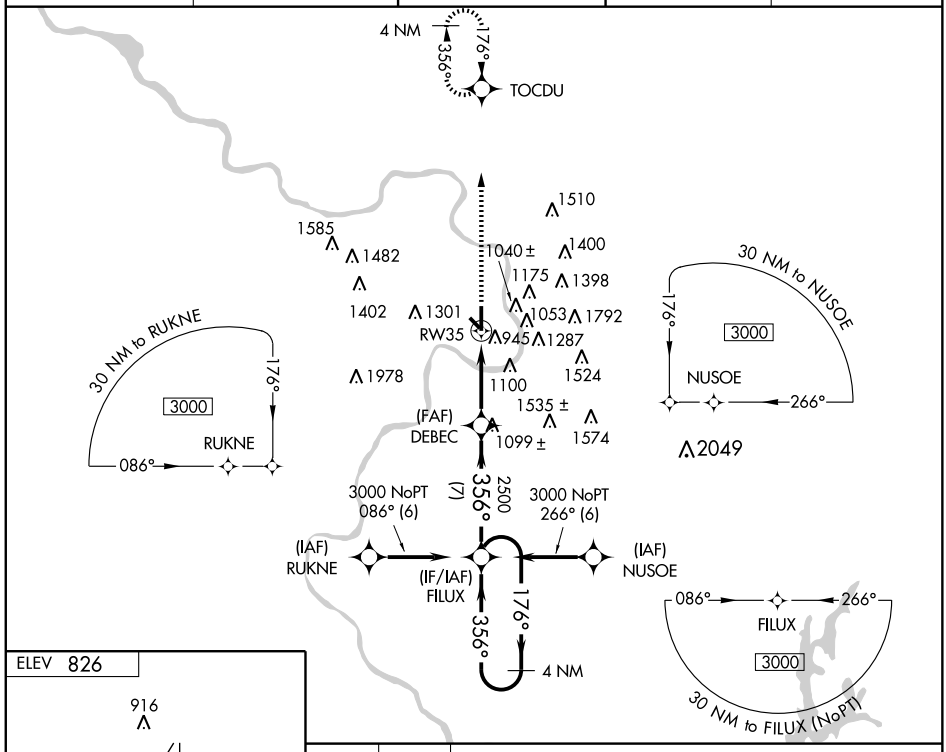
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

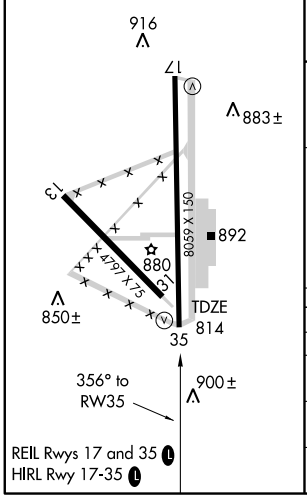
NA ASR/PAR

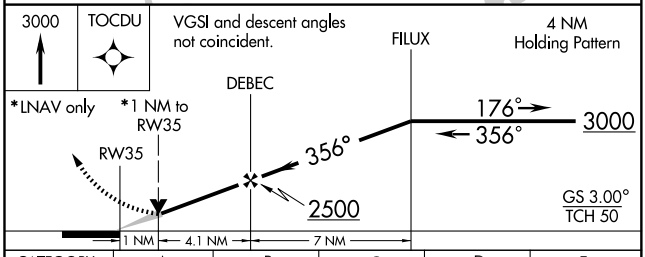
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







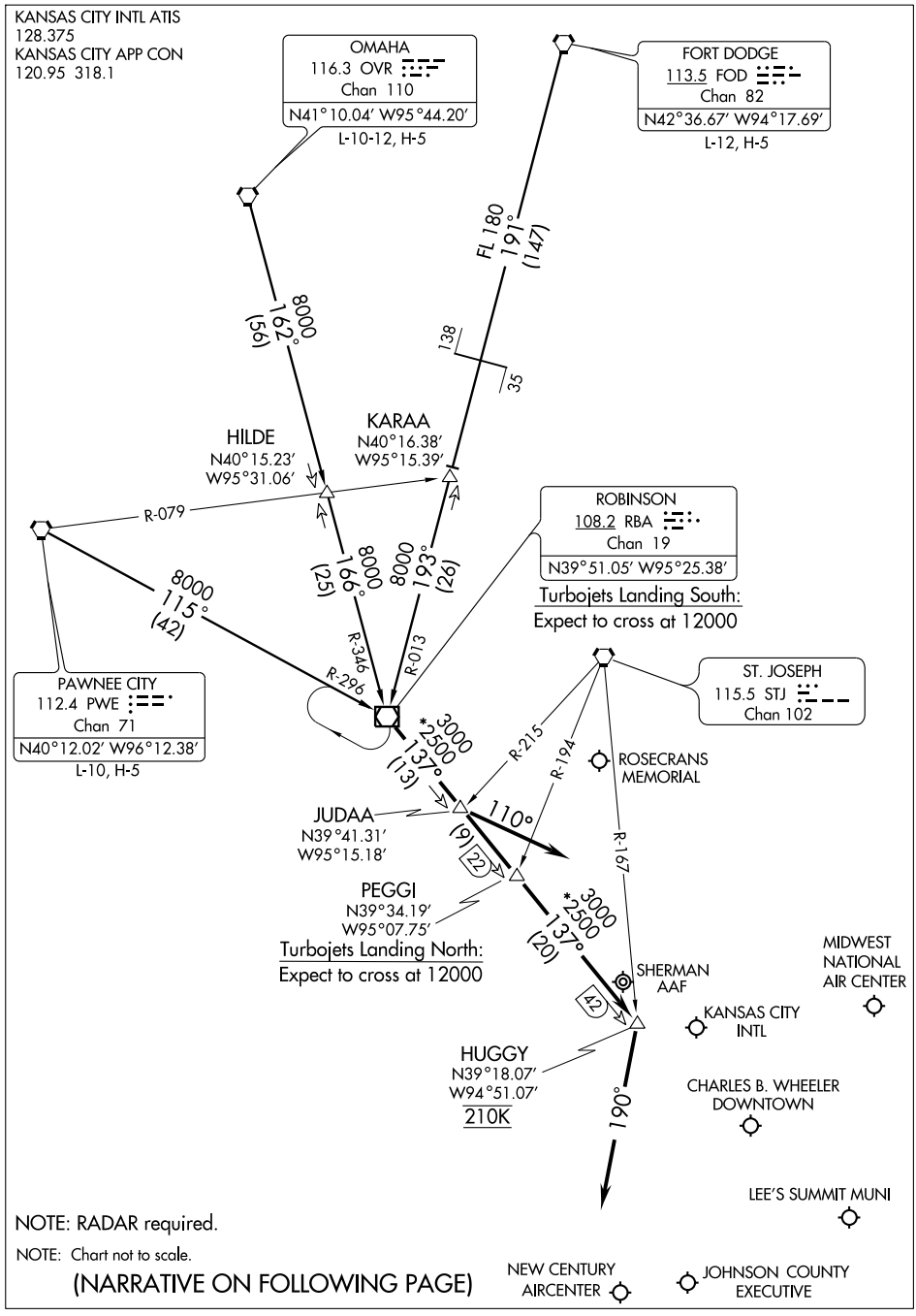
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1240-1½ 426 (500-1½)				
LNAV MDA	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1½ 574 (600-1½)			1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

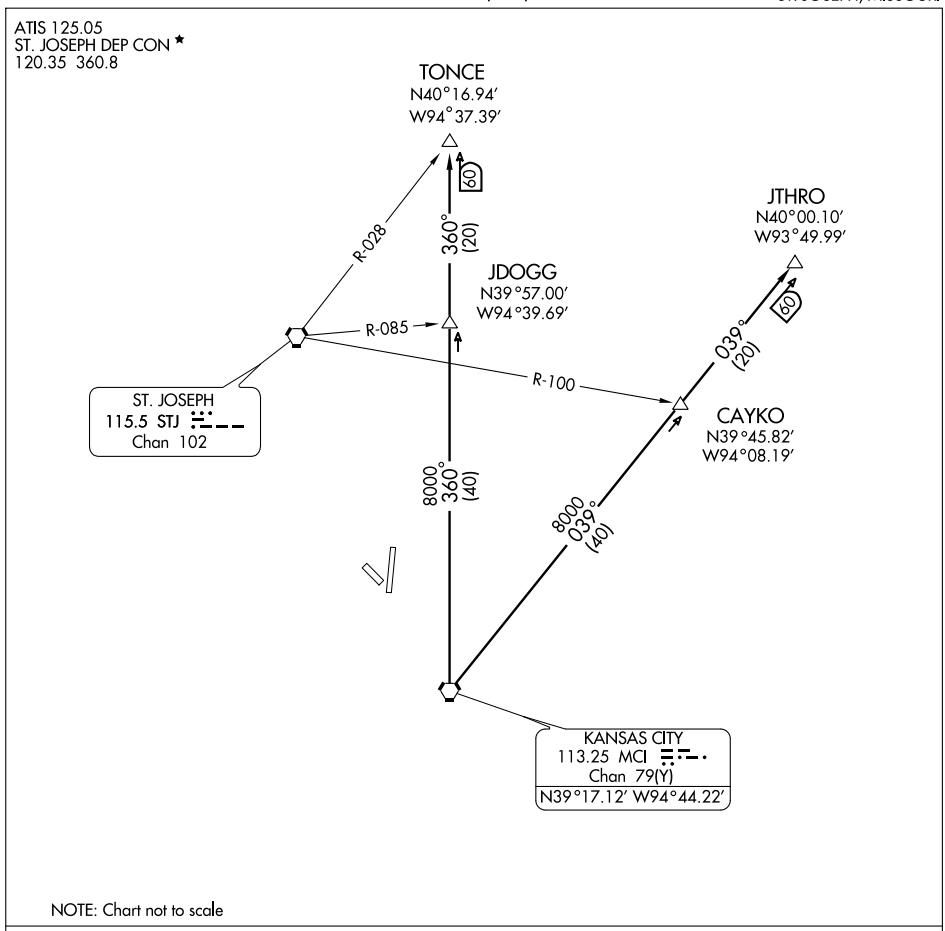
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

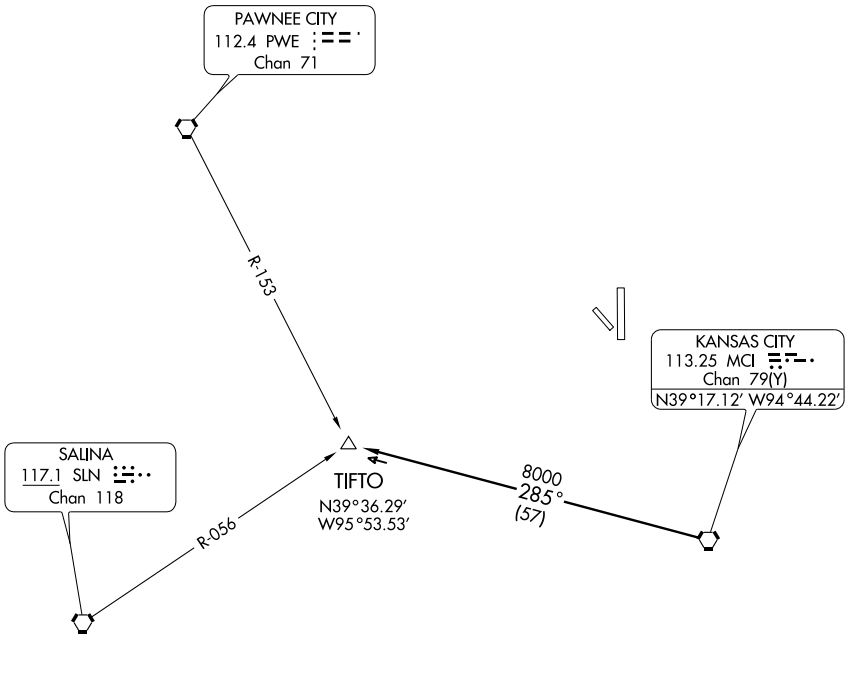
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

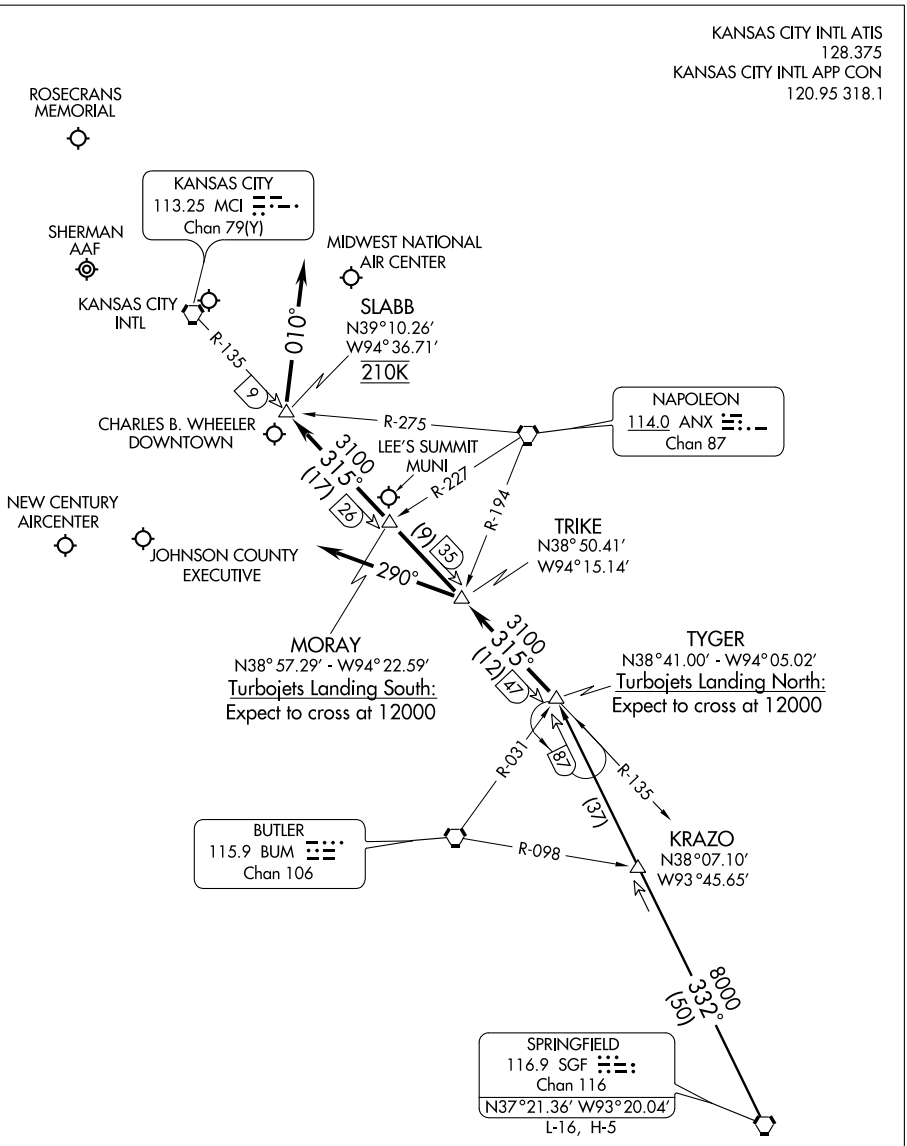
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy Idg 8059 TDZE 814 Apt Elev 826

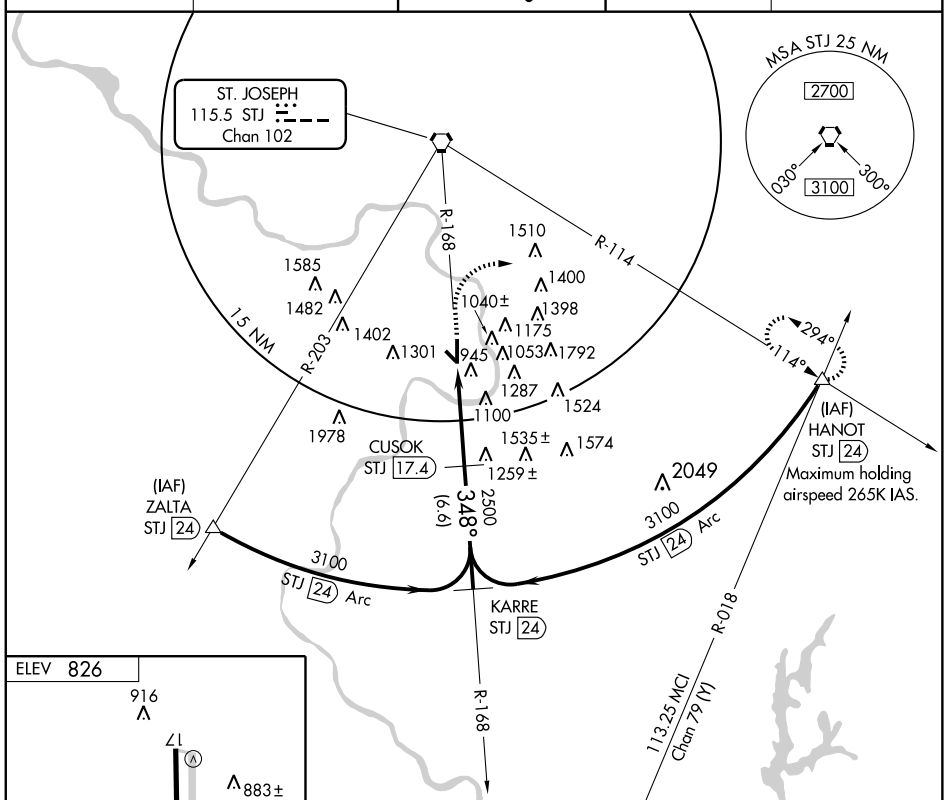
VOR/DME or TACAN RWY 35

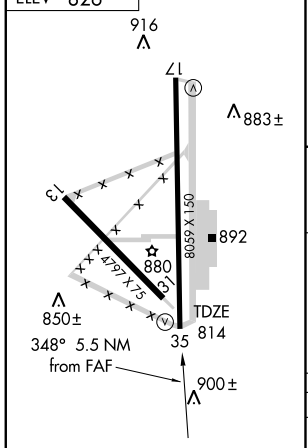
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA
ASR/PAR

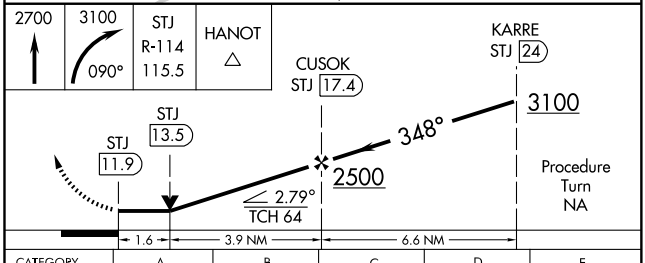
MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95





REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
S-35	1360/50	546 (600-1)	1360-1½ 546 (600-1½)	1360-1¾ 546 (600-1¾)	1360-2 546 (600-2)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC STJ	APP CRS	Rwy Idg	8059
115.5	167°	TDZE	826
Chan 102		Apt Elev	826

VOR or TACAN RWY 17

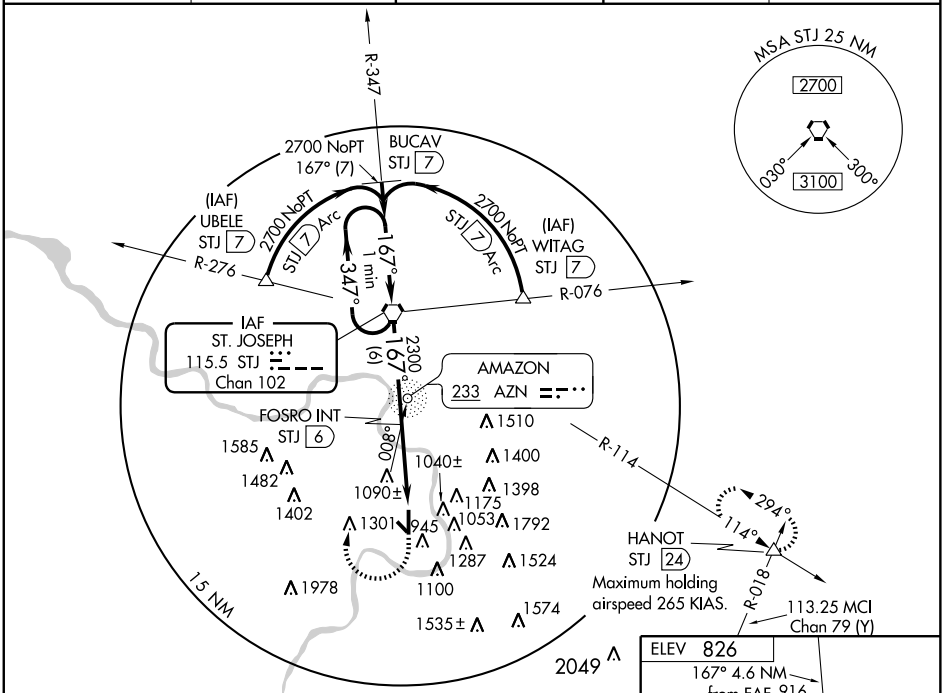
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

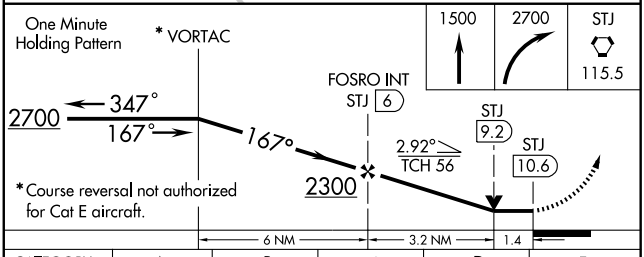
ASR/PAR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

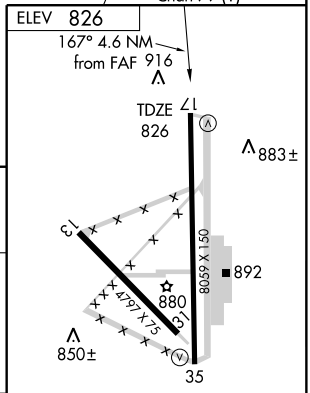
ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



ADF or DME REQUIRED

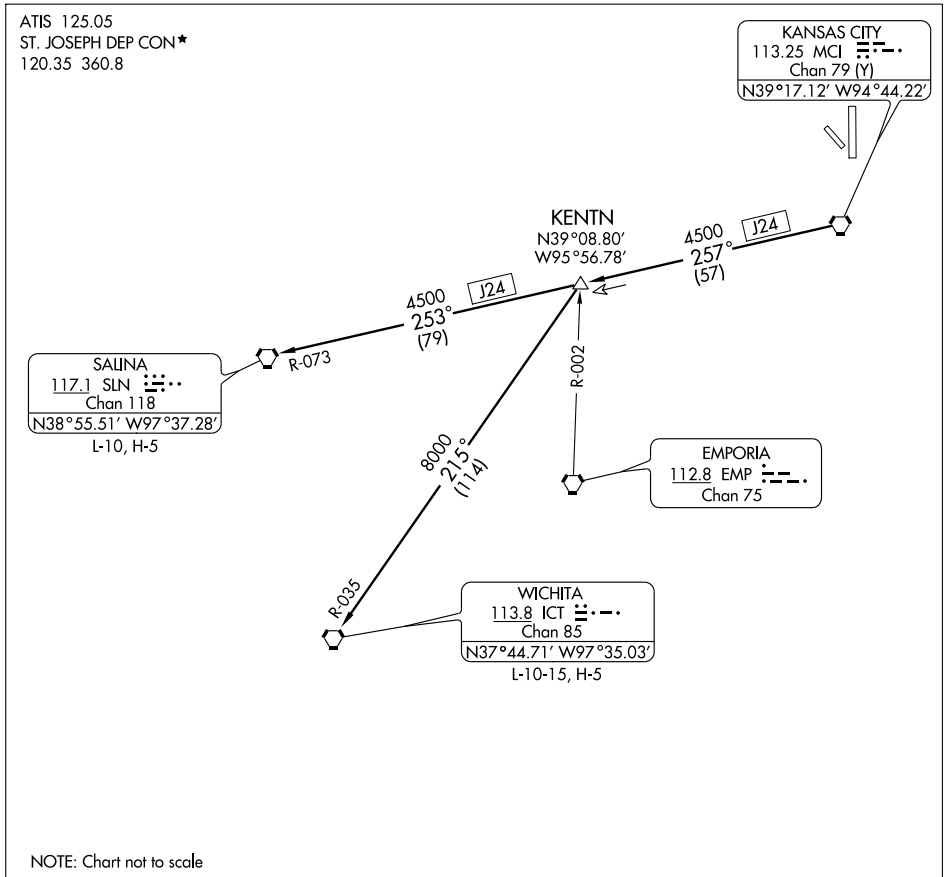


CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-3. 08 APR 2010 to 06 MAY 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

WAAS	APP CRS	Rwy Idg	4500
CH 50403	158°	TDZE	451
W16A		Apt Elev	463

RNAV (GPS) RWY 16

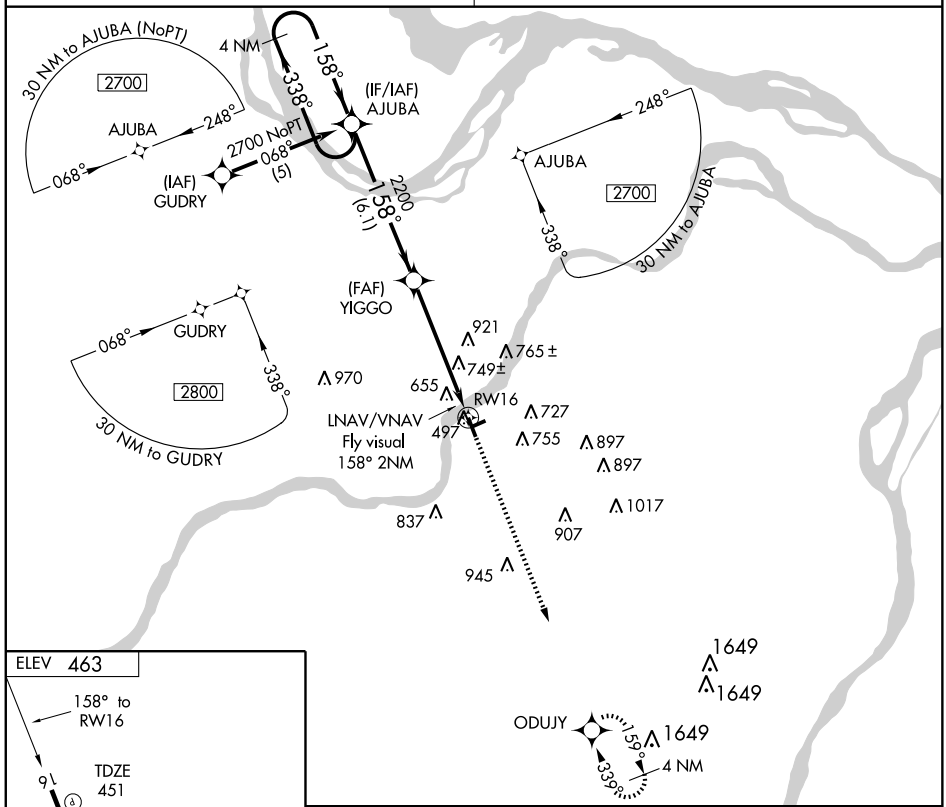
ST. LOUIS/CREVE COEUR (1H0)

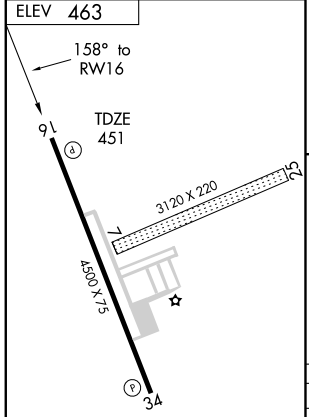
T NA — Use Lambert-St Louis Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

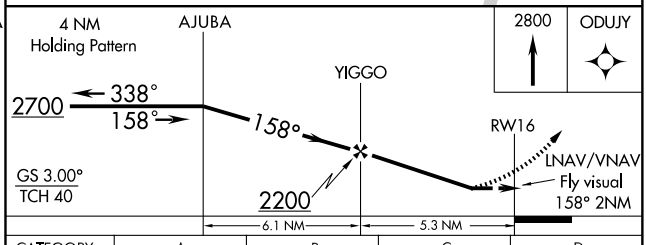
MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	912-1¾	461 (500-1¾)	NA	
LNAV/VNAV DA	1130-2	679 (700-2)	NA	
LNAV MDA	1160-1	709 (700-1)	NA	
CIRCLING	1160-1	697 (700-1)	NA	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4500
CH 93905	338°	TDZE	463
W34A		Apt Elev	463

RNAV (GPS) RWY 34

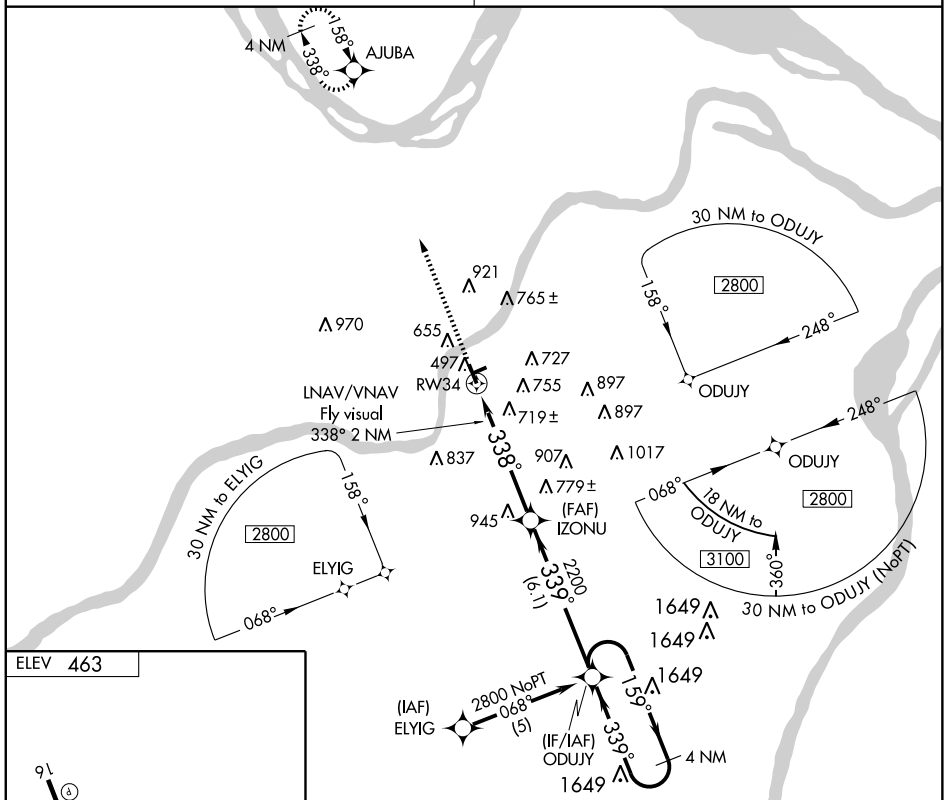
ST. LOUIS/CREVE COEUR (1H0)

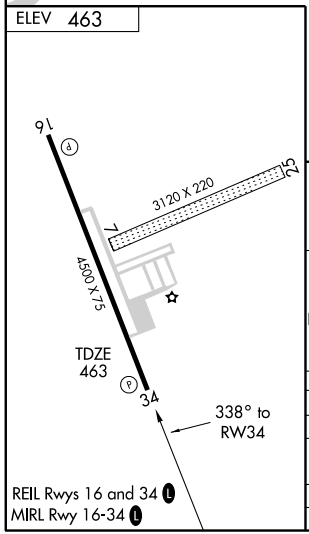
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

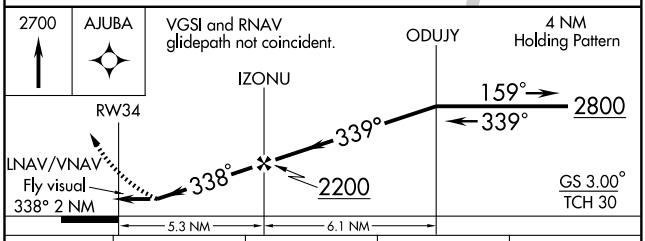
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)		NA	
LNAV/VNAV DA	1131-2 668 (700-2)		NA	
LNAV MDA	1080-1 617 (700-1)		NA	
CIRCLING	1080-1 617 (700-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC FTZ	APP CRS	Rwy Idg	N/A
110.8	080°	TDZE	N/A
Chan 45		Apt Elev	451

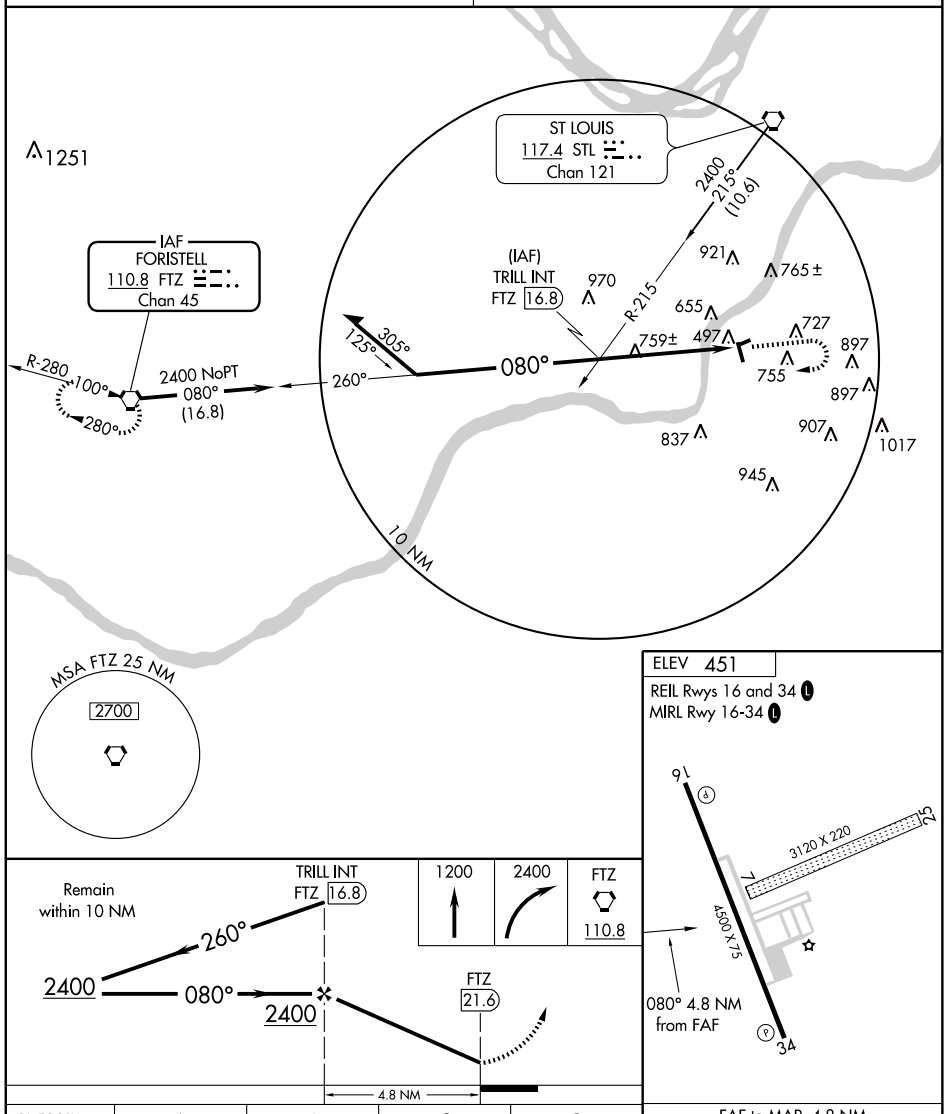
VOR-A

ST. LOUIS/ CREVE COEUR (1H0)

NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

ST. LOUIS APP CON	UNICOM
126.5 254.3	122.8 (CTAF) L

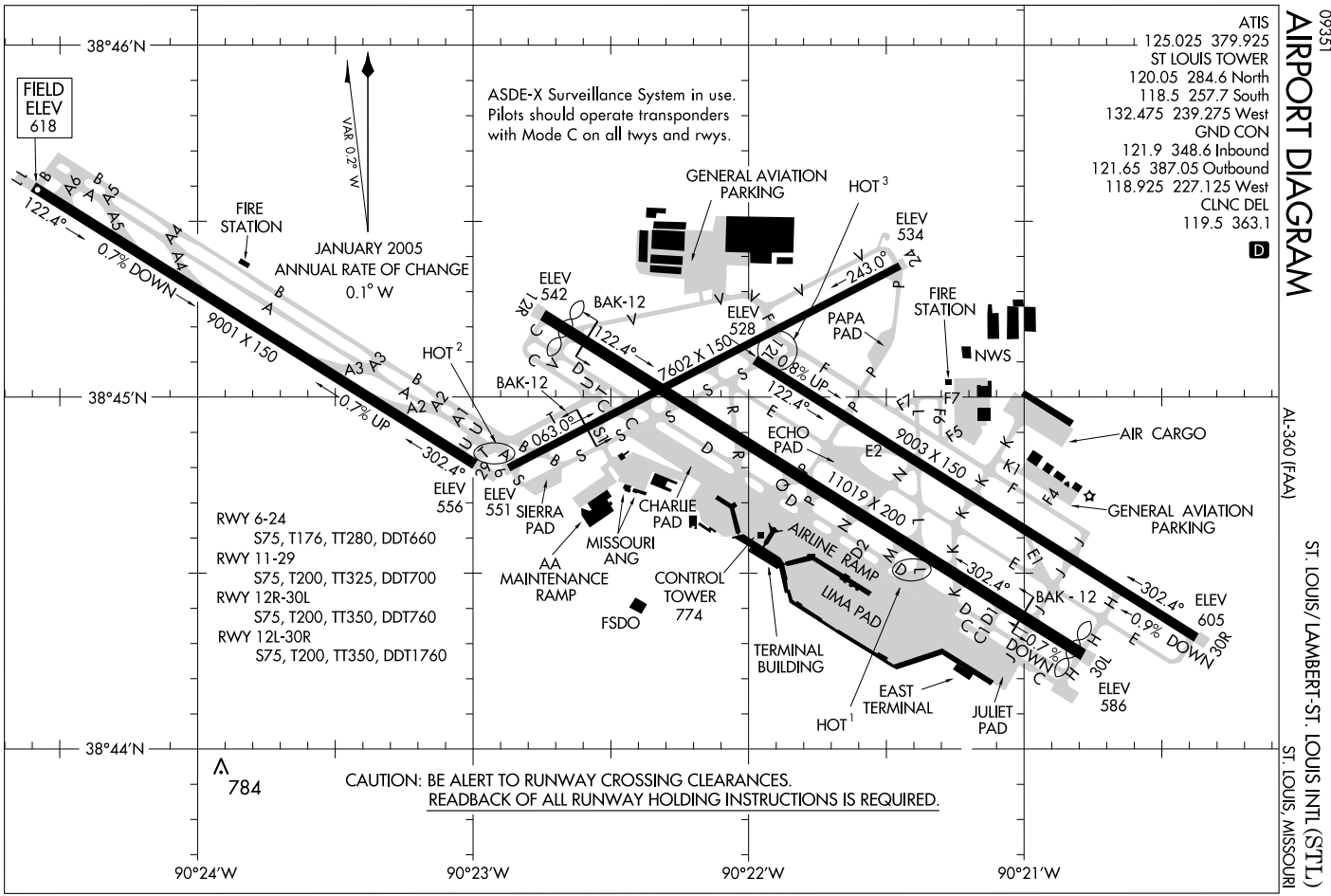


CATEGORY	A	B	C	D
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)	NA	

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3. 08 APR 2010 to 06 MAY 2010

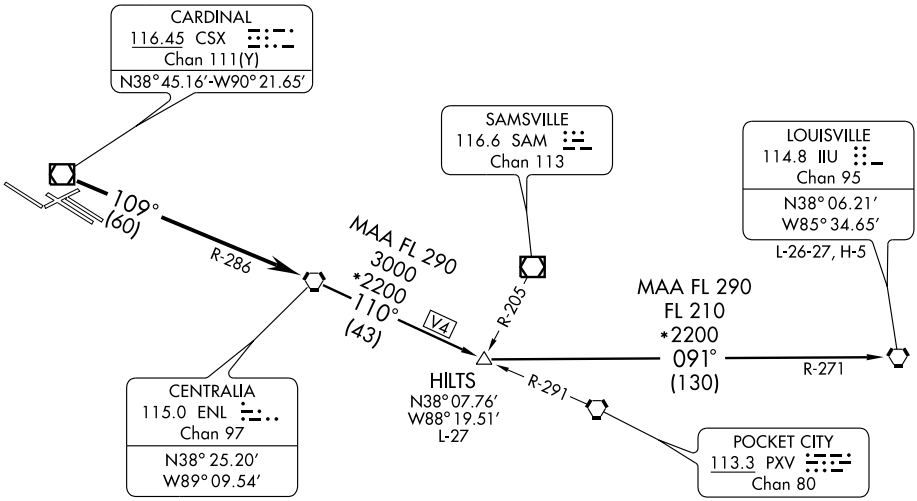

09351
AIRPORT DIAGRAM
AL-360 (FAA)
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI
ATIS
125.025 379.925
ST LOUIS TOWER
120.05 284.6 North
118.5 257.7 South
132.475 239.275 West
GND CON
121.9 348.6 Inbound
121.65 387.05 Outbound
118.925 227.125 West
CLNC DEL
119.5 363.1
D
FIELD ELEV 618
ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.
VAR 0.2° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
38°46'N
38°45'N
38°44'N
90°24'W
90°23'W
90°22'W
90°21'W
FIRE STATION
GENERAL AVIATION PARKING
HOT 3
ELEV 534
ELEV 542
BAK-12
ELEV 528
PAPA PAD
FIRE STATION
NWS
122.4°
0.7% DOWN
9001 X 150
0.7% UP
7602 X 150
0.8% UP
9003 X 150
HOT 2
BAK-12
063.0°
302.4°
ELEV 556
ELEV 551
SIERRA PAD
CHARLIE PAD
ECHO PAD
AIR CARGO
GENERAL AVIATION PARKING
11019 X 200
AIRLINE RAMP
LIMA PAD
AA MAINTENANCE RAMP
MISSOURI ANG
CONTROL TOWER 774
FSDO
TERMINAL BUILDING
EAST TERMINAL
JULIET PAD
HOT 1
BAK - 12
0.9% DOWN
0.7% DOWN
ELEV 605
ELEV 586
RWY 6-24
S75, T176, TT280, DDT660
RWY 11-29
S75, T200, TT325, DDT700
RWY 12R-30L
S75, T200, TT350, DDT760
RWY 12L-30R
S75, T200, TT350, DDT1760
784
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

BLUES TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

CARDS SEVEN DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.
Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

BRADFORD
114.7 BDF
Chan 94
N41°09.58′-W89°35.27′
L-27, H-5

R-198
8000
*2200
018°
(69)

NEENS
N40°14.89′
W90°31.90′
L-27

QUINCY
113.6 UIN
Chan 83

R-050
90
12000
*2100
355°
(52)

SKUTR
N40°04.10′
W90°03.66′

SPINNER
112.7 SPI
Chan 74
N39°50.38′-W89°40.66′
L-27, H-5

80
R-309
8000
*2000
010°
(43)

R-207
2700
*2100
027°
(35)

R-122

LEBOY
N39°26.00′
W90°34.38′
L-27

42
3000
*2200
(4)

MYKEY
N39°23.05′
W90°25.92′

SKYPE
N39°21.64′
W90°13.43′

DEECE
N39°22.12′
W90°33.17′

3000
*2000
355°
(38)

TEWHY
N39°19.37′
W90°00.33′

3000
*2100
346°
(38)

3000
*2000
010°
(37)

2700
*2100
026°
(38)

R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16′-W90°21.65′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

SIL-360 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

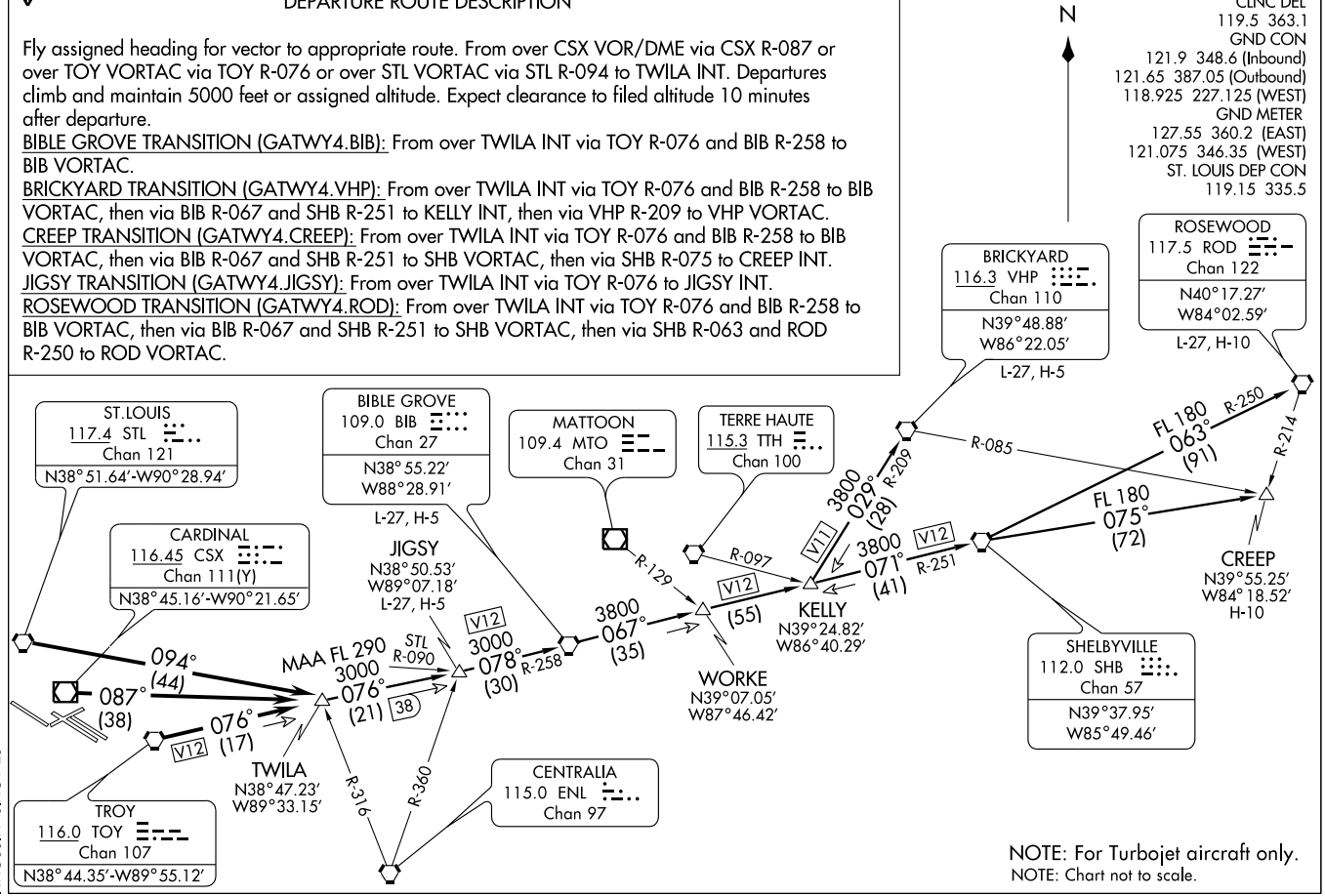
BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5



NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

LOC/DME I-JAK	APP CRS	Rwy Idg 7602
110.3 Chan 40	063°	TDZE 551
		Apt Elev 618

ILS or LOC RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

ALTERNATE MISSED APCH FIX

031° 211° FASHE STL 19.4

117.4 STL R-031 Chan 121

116.0 TOY R-322 Chan 107

MSA CSX 25 NM

2200

090° 270°

2800

ST. LOUIS 117.4 STL Chan 121

LOM ZUMAY 404 ST

240° 060°

CARDINAL 116.45 CSX Chan 111(Y)

10 NM

IAF FORISTELL 110.8 FTZ Chan 45

R-207 R-194 R-179

745 720 784 738 897 897 875

LOCALIZER 110.3 I-JAK Chan 40

ENCOE INT I-JAK 12.9 RADAR

5000 095° (16.3)

3400 063° (4.5)

2400 063° (3.2)

TONII INT I-JAK 5.2 RADAR 1017

WOODE INT I-JAK 8.5 RADAR

243°

ADF REQUIRED

1649

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681

TDZE 551 658 774

0.7% DOWN 0.7% UP 0.7% DOWN 0.7% UP

12L 12R 24 6 30L 30R

063° 5.4 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ENCOE INT I-JAK 12.9 RADAR

WOODE INT I-JAK 8.5 RADAR

TONII INT I-JAK 5.2 RADAR

3000 ST 404

LOC unusable 0.2 DME inbound.

5000 063° 3400 2400 2348

I-JAK 0.2

Procedure Turn NA

GS 3.00° TCH 50

4.5 NM 3.2 NM 5 NM 0.4 NM

CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	1020/24 469 (500-½)		1020/40 469 (500-¾)	1020/50 469 (500-1)	1020/60 469 (500-1¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

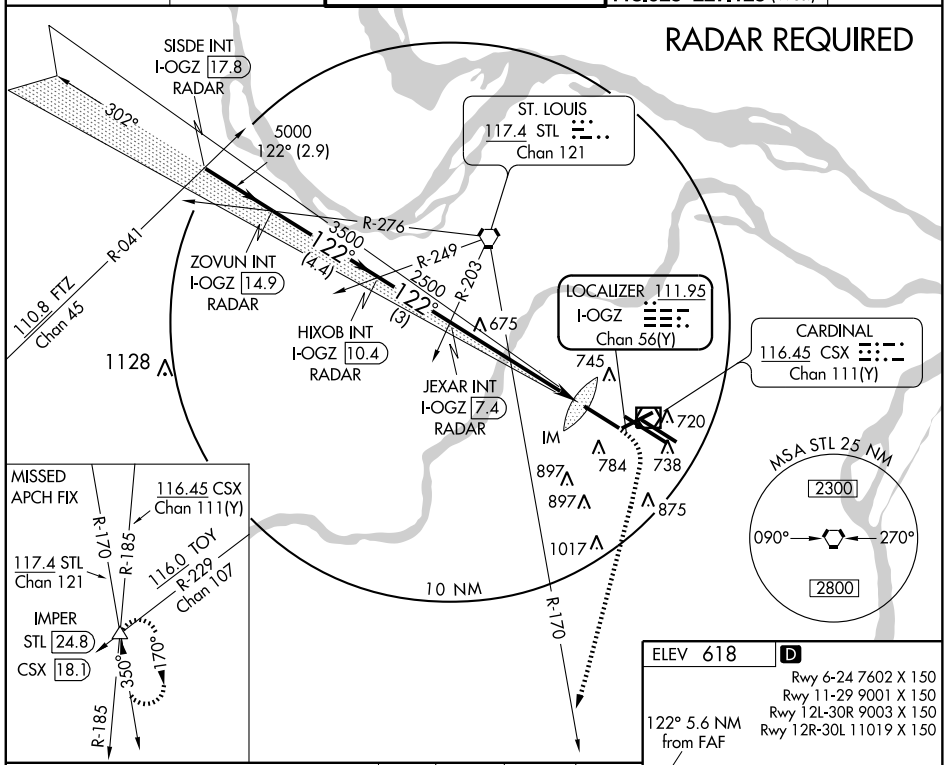
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

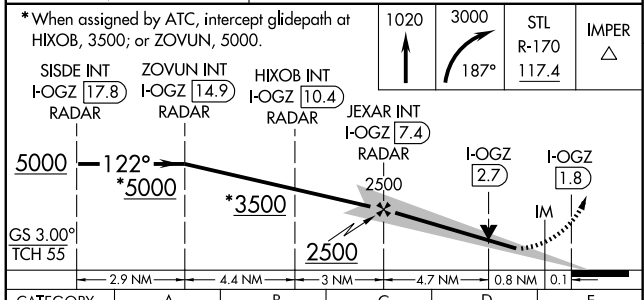
ALSF-2

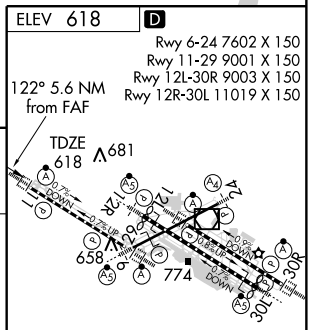
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)
S-LOC 11	980/24 362 (400-½)			980/40 362 (400-¾)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

ILS or LOC RWY 12L

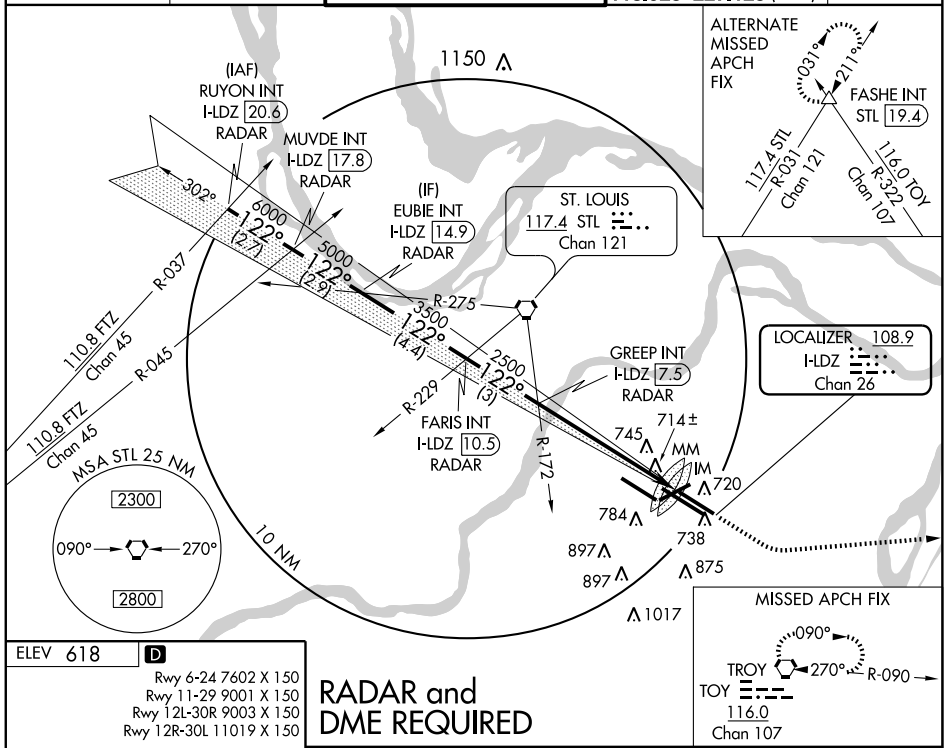
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

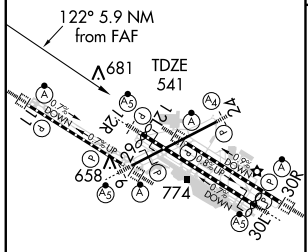
T When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



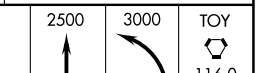


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED

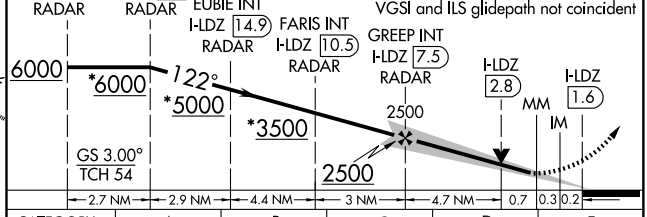
MISSED APCH FIX



* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY
		116.0

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)	980/50 439 (400-1)	

NC-3. 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

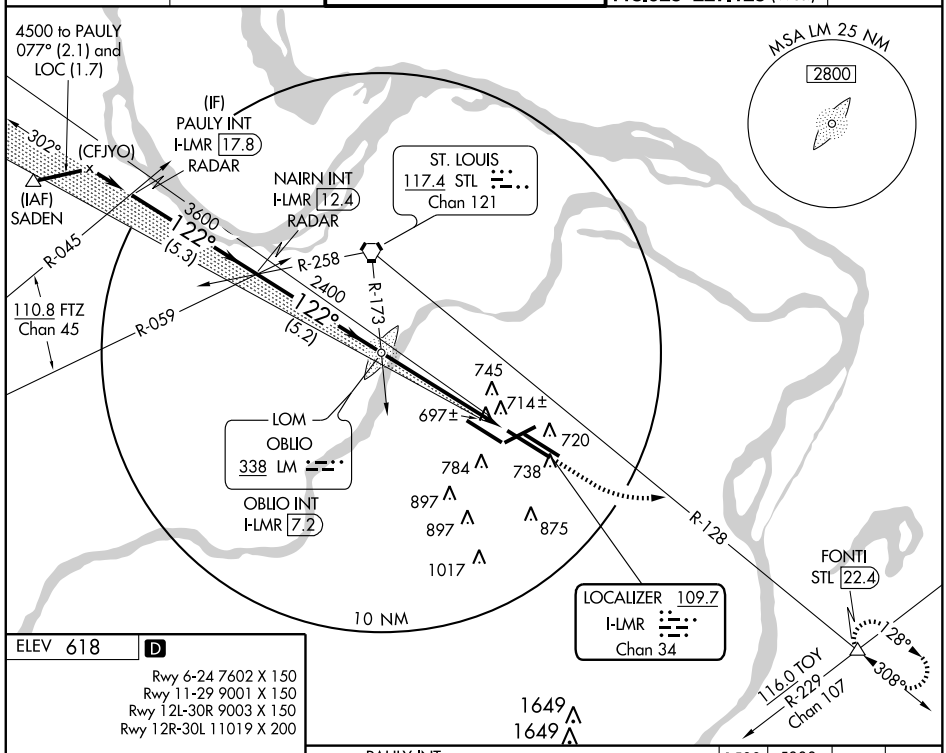
LOC/DME I-LMR	APP CRS	Rwy Idg 12R	Rwy Idg 12L
109.7	122°	10552	9003
Chan 34		TDZE 540	TDZE 541
		Apt Elev 618	Apt Elev 618

T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R (A5) ALSF-2 Rwy 12L (A)

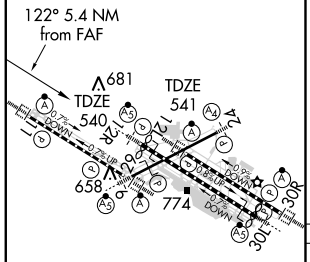
MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

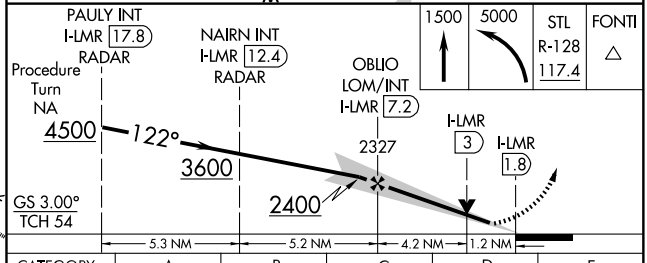
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 12R	790/40 250 (200-¾)				
S-LOC 12R	960/40 420 (400-¾)				960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)	980-2 439 (400-2)	

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-STL	APP CRS	Rwy Idg	7602
110.3 Chan 40	243°	TDZE	534
		Apt Elev	604

ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

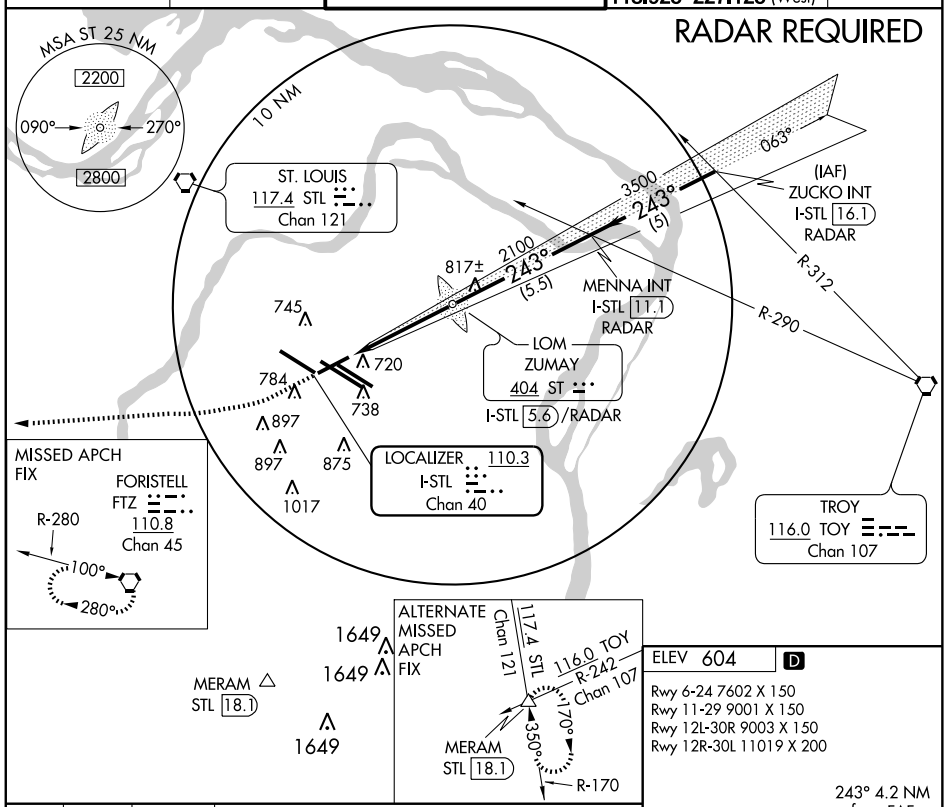
T Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS (A4)

MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

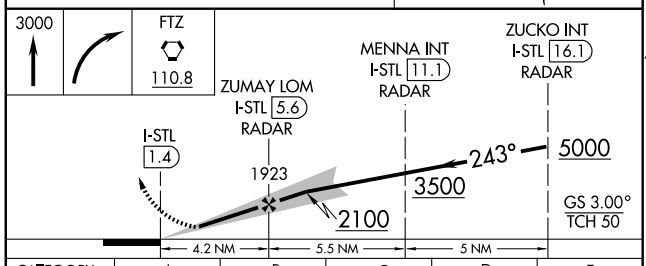
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

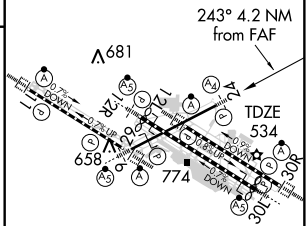
RADAR REQUIRED



ELEV 604	D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)		1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 29

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

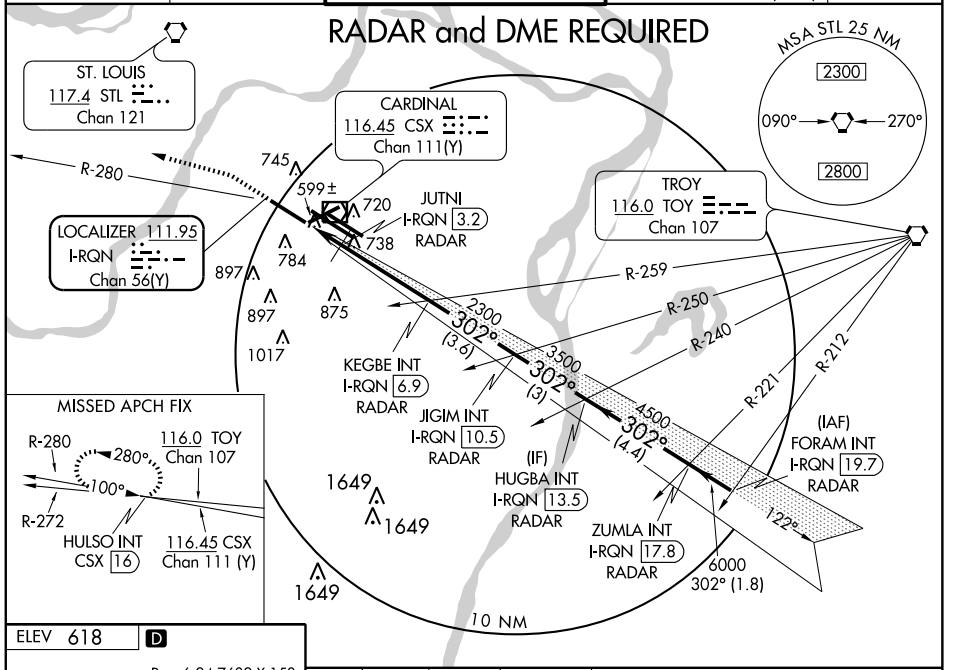
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

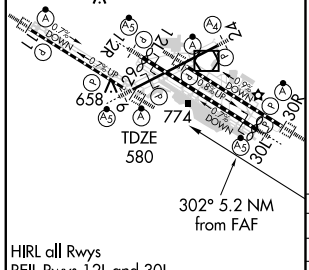
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED

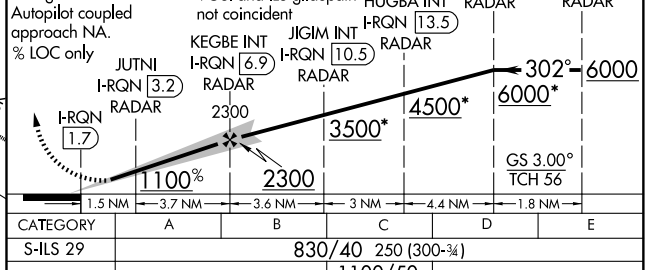


ELEV 618 D



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				
S-LOC 29	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	

JUTNI FIX MINIMUMS

S-LOC 29	1000/40 420 (400-¾)	1000/50 420 (400-1)

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-BKY	APP CRS	Rwy Idg	10818
111.5	302°	TDZE	583
		Apt Elev	618

ILS or LOC RWY 30L

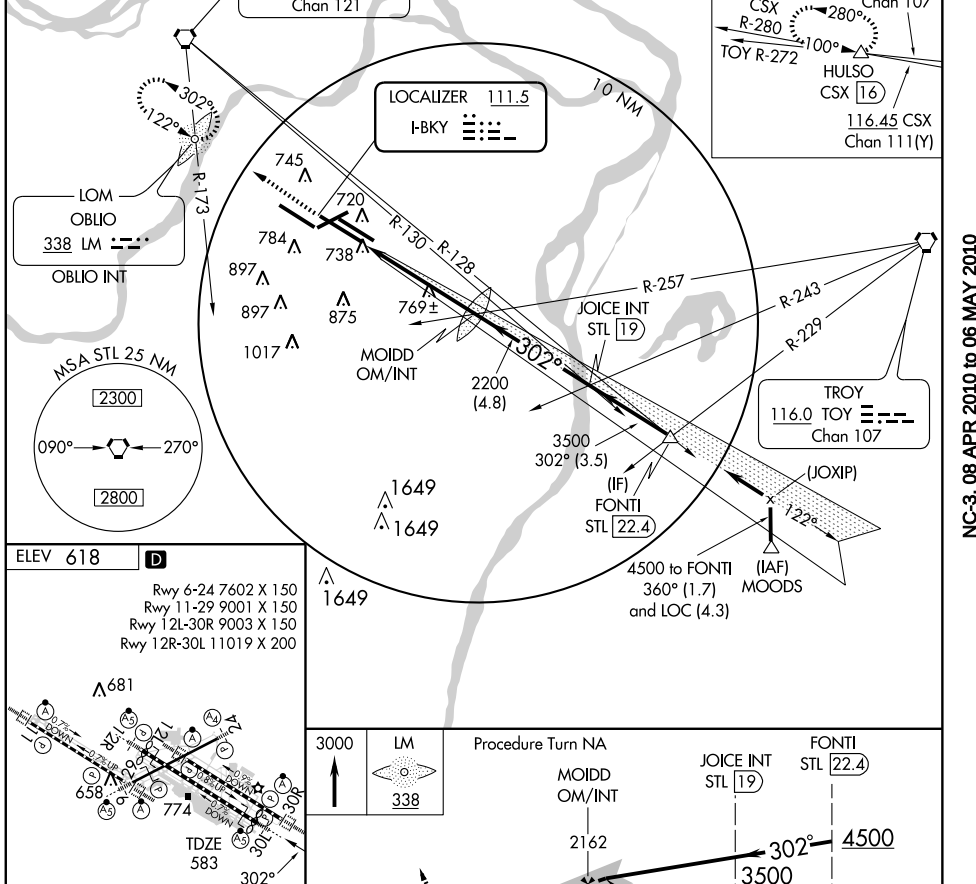
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
*RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)		1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS or LOC RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF inoperative, increase S-ILS visibility Cat. E ¼ mile and S-LOC Cat. E ½ mile. Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 192° 012° FASHE CSX 23.3 117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

745 720 784 738 897 897 875 1017 IM 759± R-012 R-258 R-245 R-227 R-212

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

2100 (4.2) 302° 3500 (4.4) 302° 5000 (2.9) 302° 122°

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

1649 1649 1649

10 NM

RADAR REQUIRED

ALTERNATE MISSED APCH FIX 090° 270° TROY R-090 TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 TDZE 605 658 774 12L 12R 30R 30L

302° 4.5 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1020	3000 030°	CSX R-012 116.45	FASHE △

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

I-SJW 1.7 I-SJW 2.8 RELEY INT I-SJW 6.1 RADAR EXALE INT I-SJW 10.4 RADAR HIXOM INT I-SJW 14.8 RADAR TYRSH INT I-SJW 17.7 RADAR

IM 2100 2100 3500* 302° 5000 5000* GS 3.00° TCH 57

0.1 NM 1 NM 3.4 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)
S-LOC 30R	1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

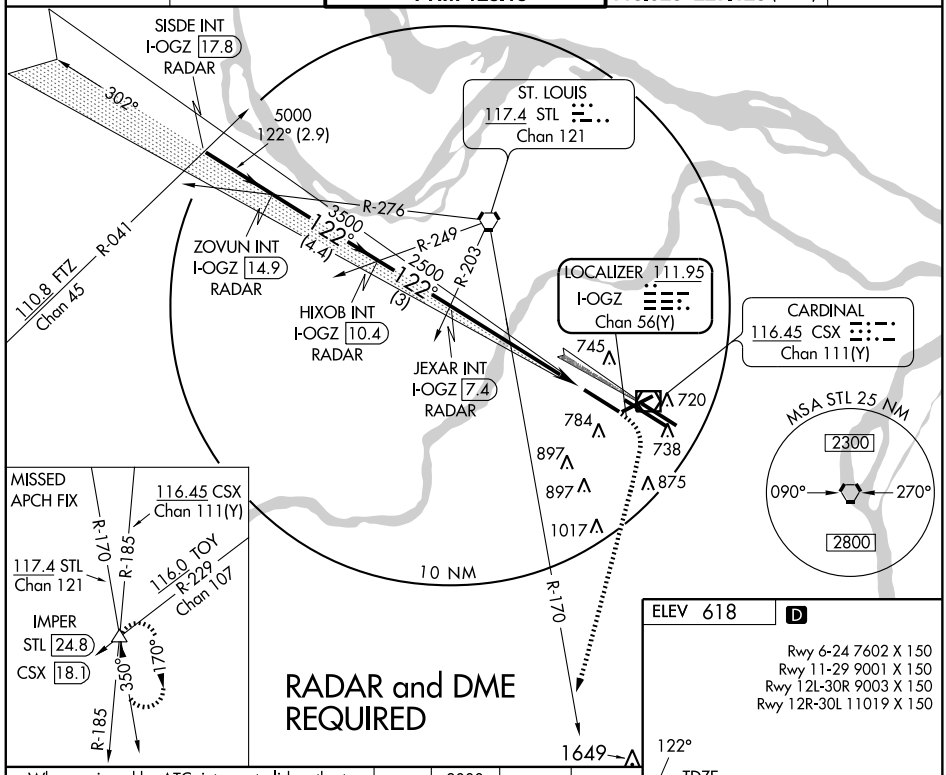
LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

Dual VHF comm required. Disregard MM and IM indications.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

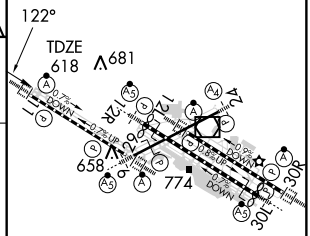
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



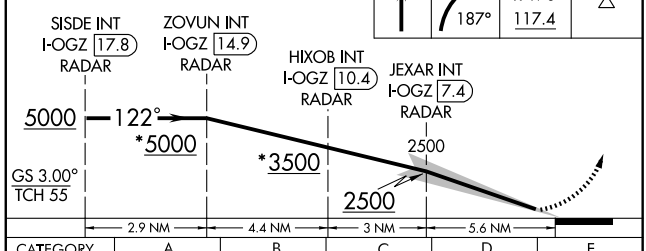
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170 117.4	



CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

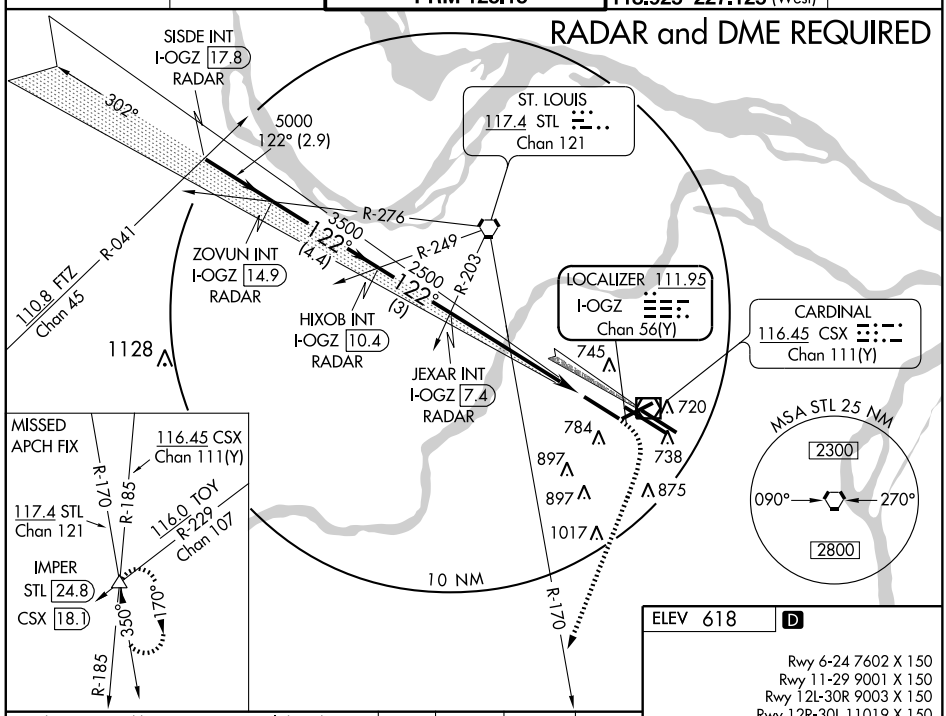
Dual VHF comm required.
Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

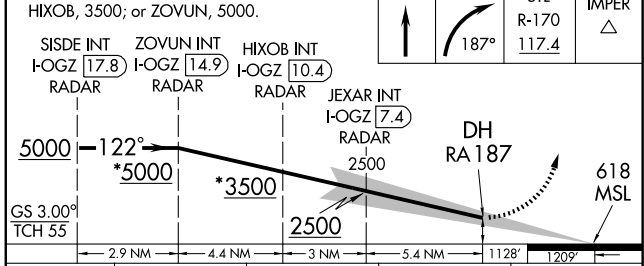
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

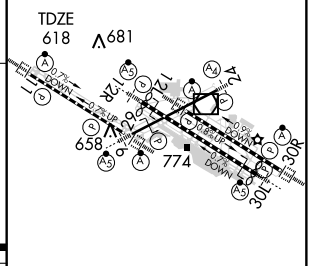
1020	3000	STL	IMPER
	187°	R-170	△
		117.4	



CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

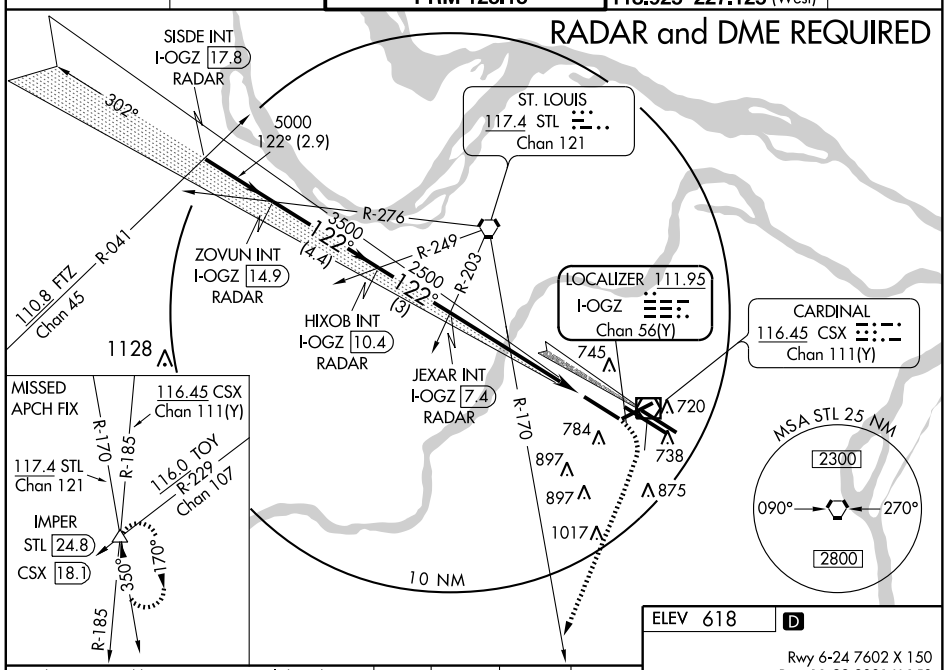
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

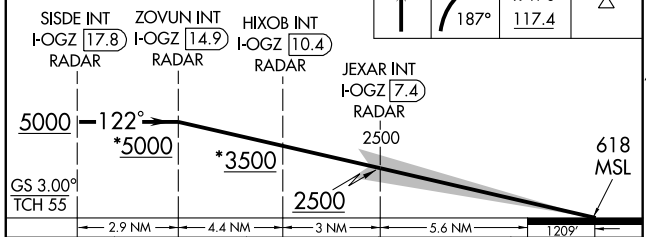
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	
		117.4	

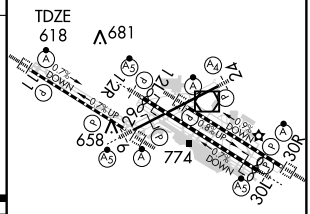


CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

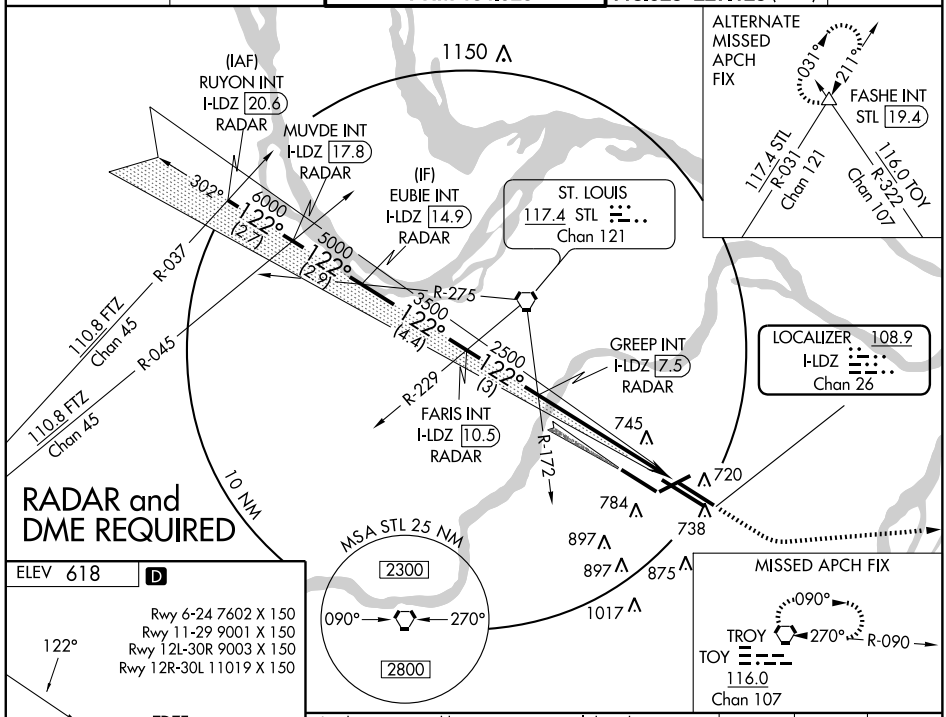
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

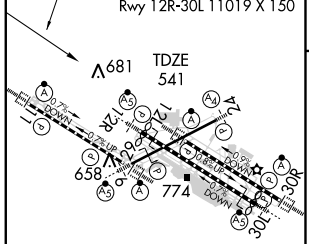
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



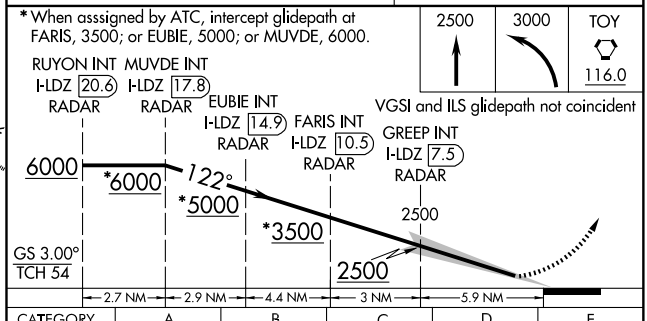
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)

NC-3, 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

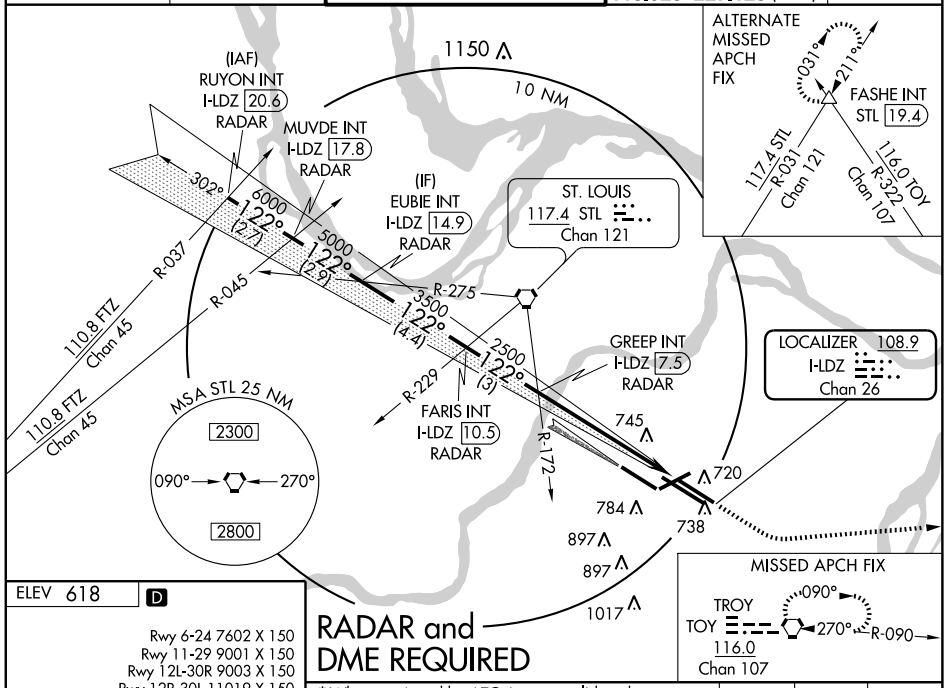
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

T Procedure not authorized when glideslope not available.
NA Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

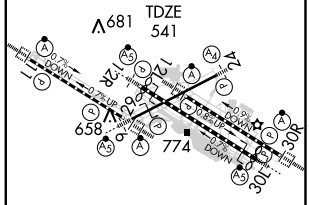
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

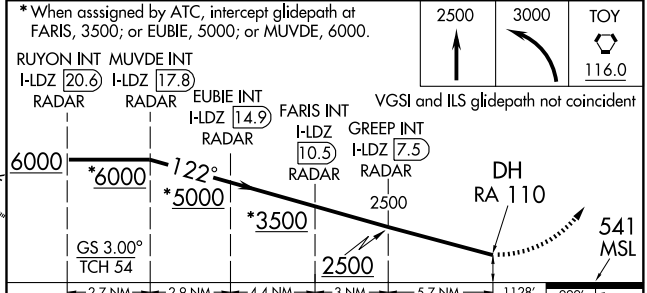
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

RADAR and DME REQUIRED



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.



2500 | 3000 | TOY 116.0

VGSI and ILS glidepath not coincident

CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

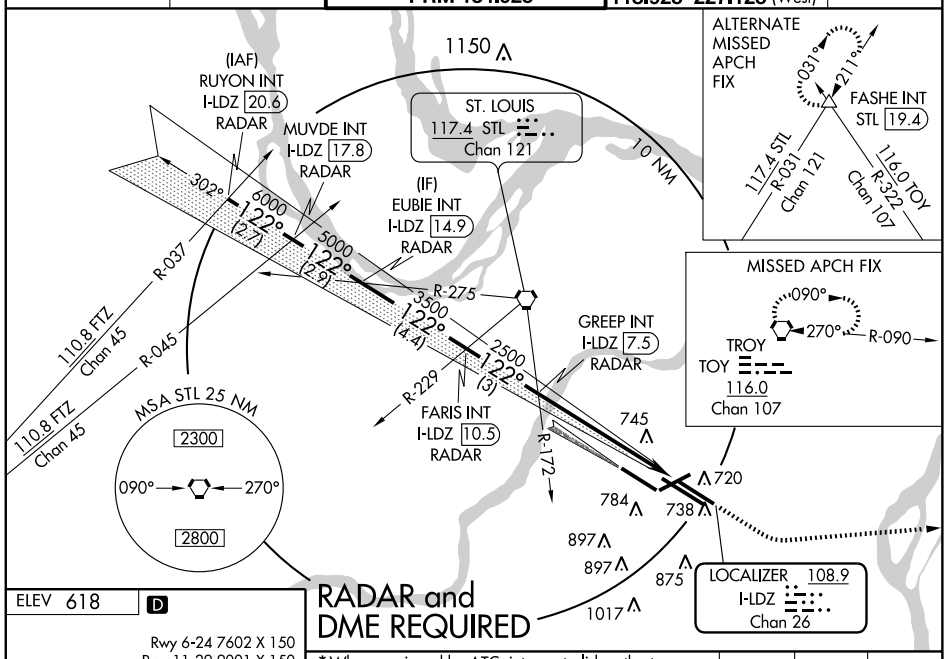
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

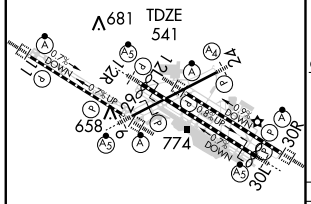
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

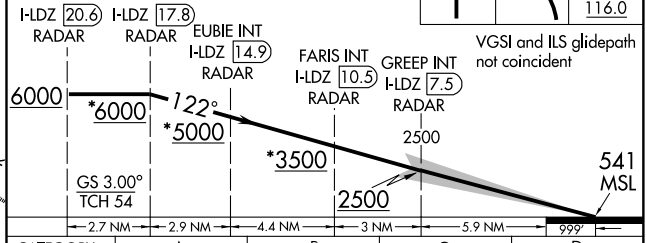


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY
		116.0

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 29
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

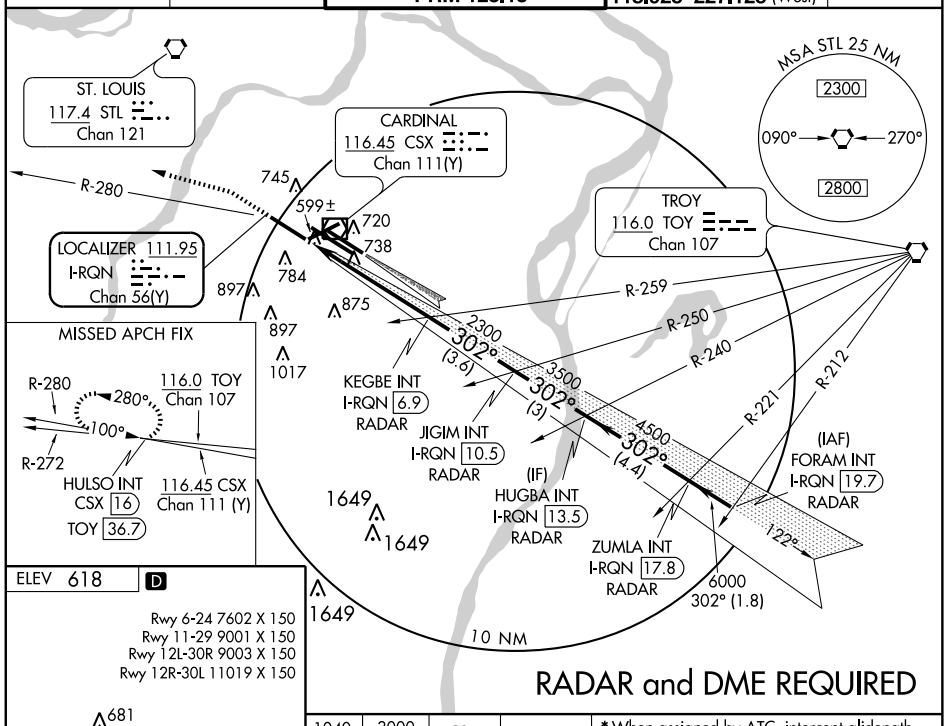
LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

T Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
ANA See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

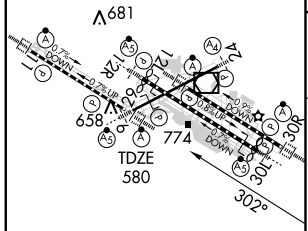
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

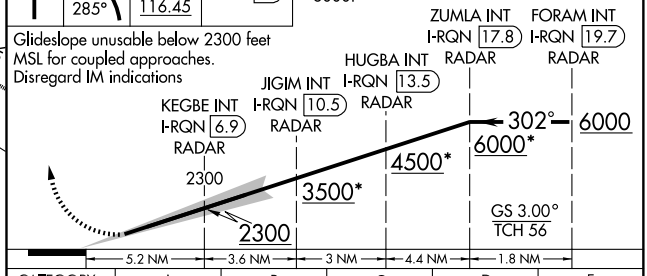


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1040	3000	CSX R-280 116.45	HULSO INT CSX 16
	285°		

*When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Glideslope unusable below 2300 feet MSL for coupled approaches. Disregard IM indications



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

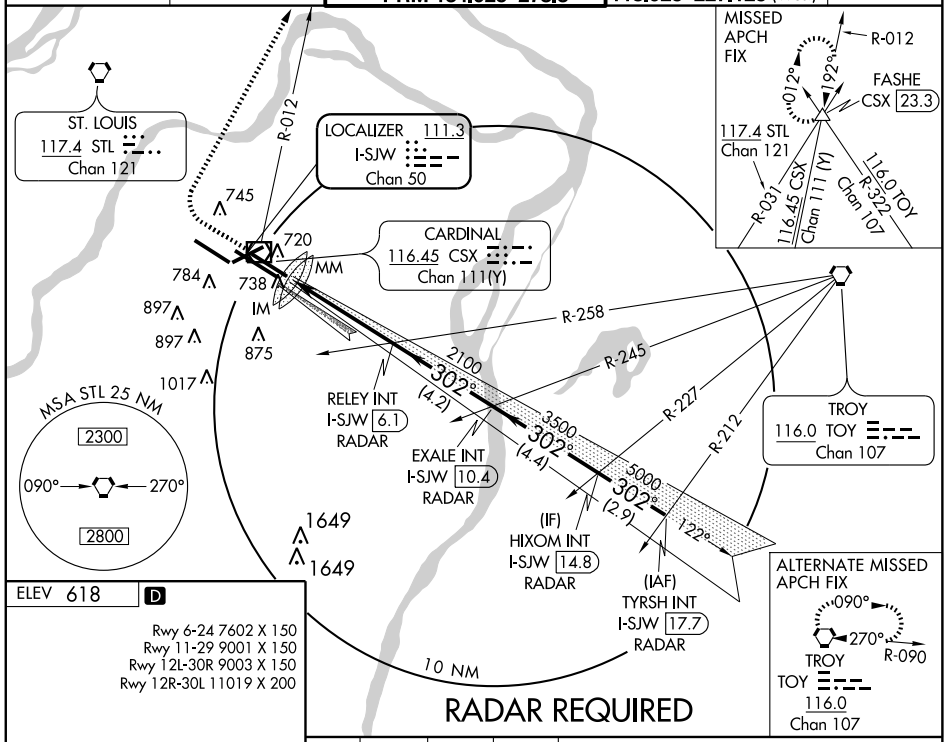
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

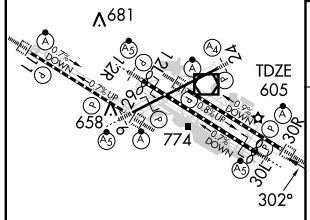
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



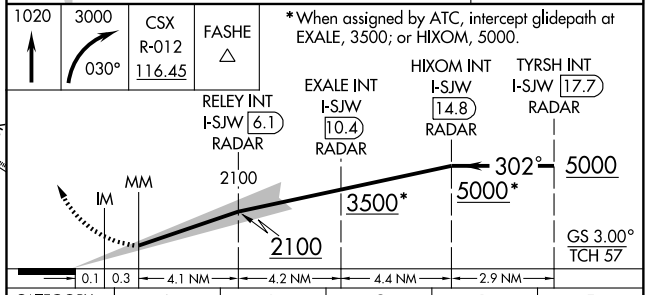
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR REQUIRED



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX

R-012 192° 012° FASHE CSX 23.3

117.4 STL Chan 121

R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

745 720 784 738 MM IM 897 897 875 1017

R-012 R-258 R-245 R-227 R-212

2100 302° (4.2) 3500 302° (4.4) 5000 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

10 NM

1649 1649

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774 TDZE 605 12L 12R 30L 30R 0.75% UP 0.75% DOWN 0.25% UP 0.25% DOWN

1020	3000	CSX R-012 116.45	FASHE △
↑	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

RELEY INT I-SJW 6.1 RADAR
EXALE INT I-SJW 10.4 RADAR
HIXOM INT I-SJW 14.8 RADAR
TYRSH INT I-SJW 17.7 RADAR

DH RA 116 IM MM 2100 302° 3500* 5000* 5000

605 MSL 2100

GS 3.00° TCH 57

1200' 834' 1502' 4.1 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX

R-012 192° 012° FASHE CSX 23.3

117.4 STL Chan 121

116.45 CSX Chan 111 (Y)

116.0 TOY Chan 107

R-031 R-322

745 720 784 738 897 897 875 1017 1649 1649

MM IM

R-012 R-258 R-245 R-227 R-212

2100 3500 5000

302° (4.2) 302° (4.4) 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM

2300

090° 270°

2800

10 NM

ALTERNATE MISSED APCH FIX

090° 270° R-090

TROY 116.0 TOY Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

1020	3000	CSX R-012 116.45	FASHE
	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

681 658 774 TDZE 605

12L 12R 29 30R 30L

0.7% DOWN 0.7% UP 0.7% DOWN 0.7% UP

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

HIXOM INT I-SJW 14.8 RADAR

TYRSH INT I-SJW 17.7 RADAR

IM 704 MM 784 2100 302° 3500* 5000* 5000

605 MSL

GS 3.00° TCH 57

1200′ 818′ 1518′ 4.1 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30R		CAT IIIa	RVR 07	
S-ILS 30R		CAT IIIb	RVR 06	
S-ILS 30R		CAT IIIc	NA	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95 Chan 56(Y)	122°	TDZE	618
		Apt Elev	618

ILS RWY 11 (CAT II)

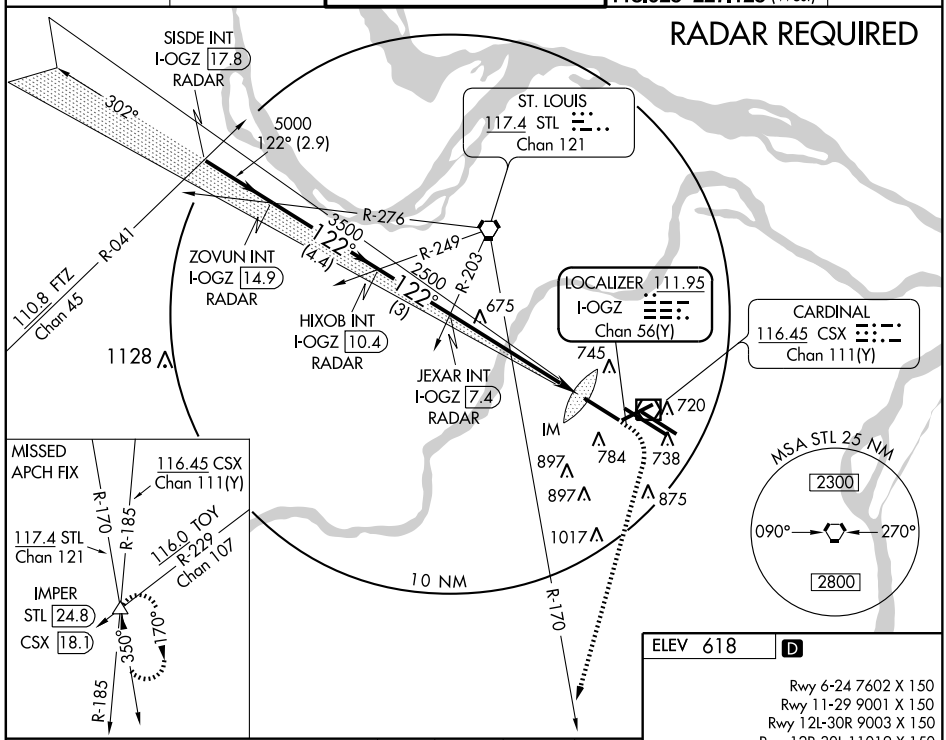
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

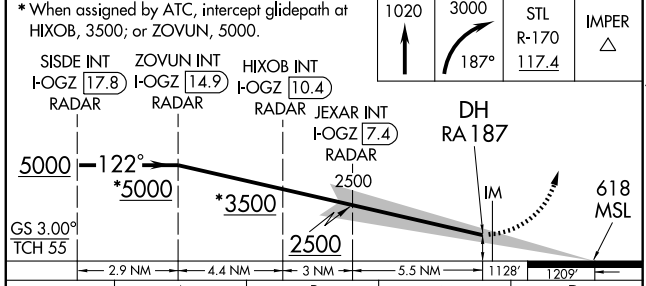
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	△
		117.4	

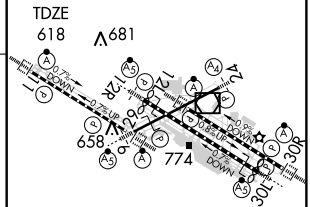


CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS RWY 11 (CAT III)

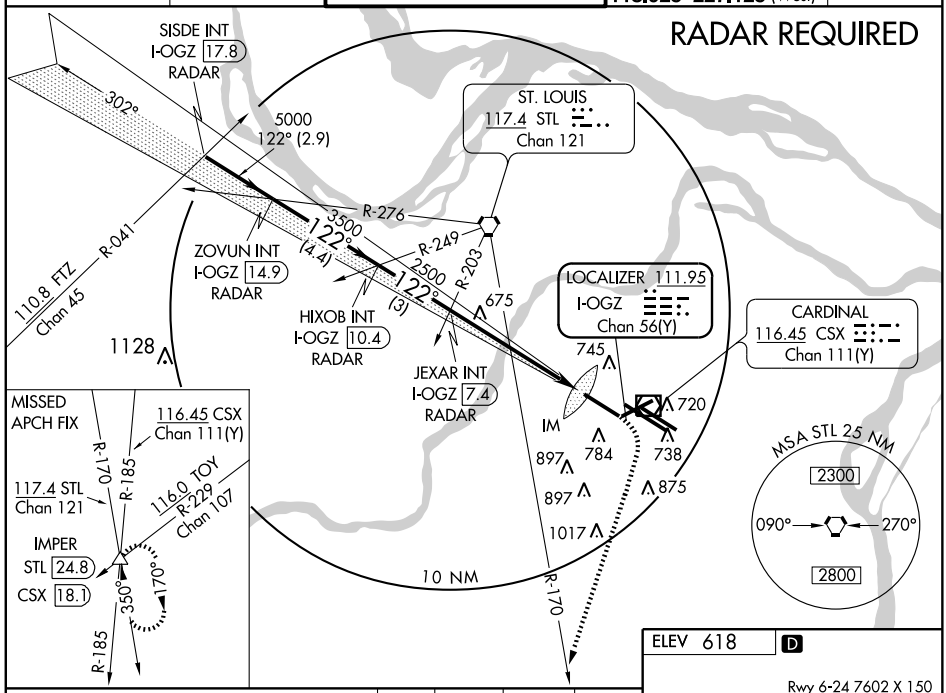
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

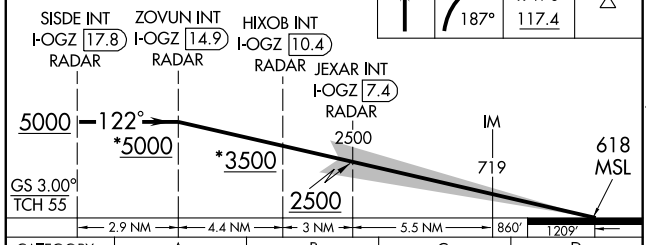
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	△
		117.4	

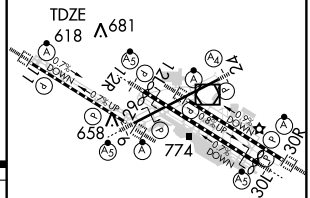


CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

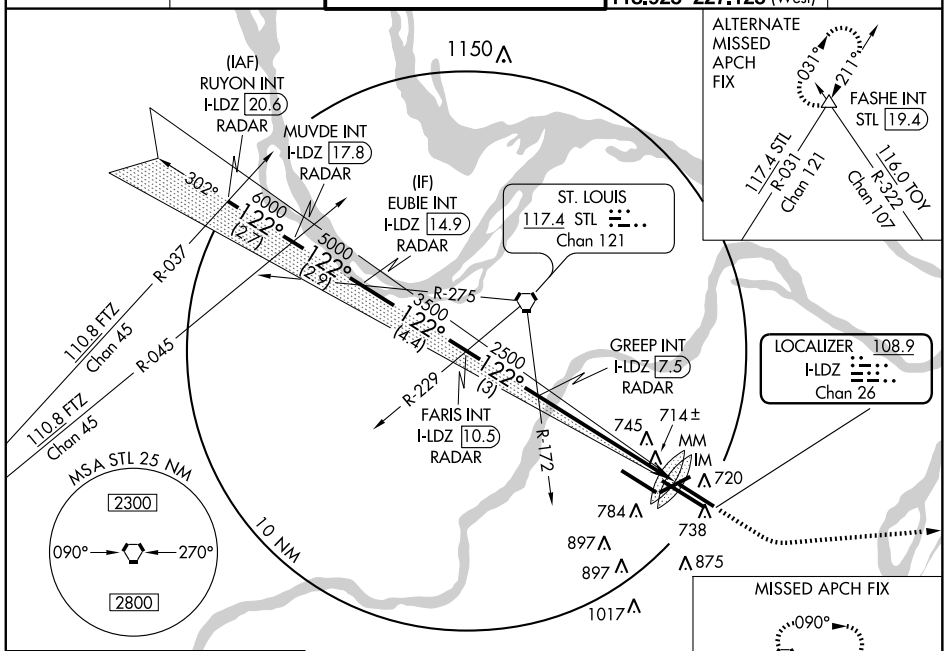
ILS RWY 12L (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

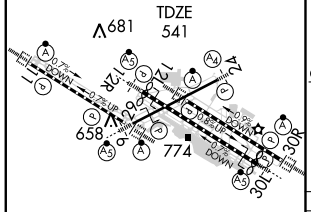
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



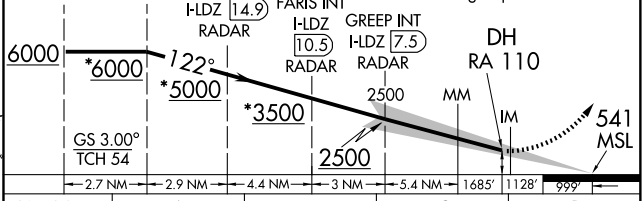
HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY
↑	↘	116.0

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9 Chan 26	122°	TDZE	541
		Apt Elev	618

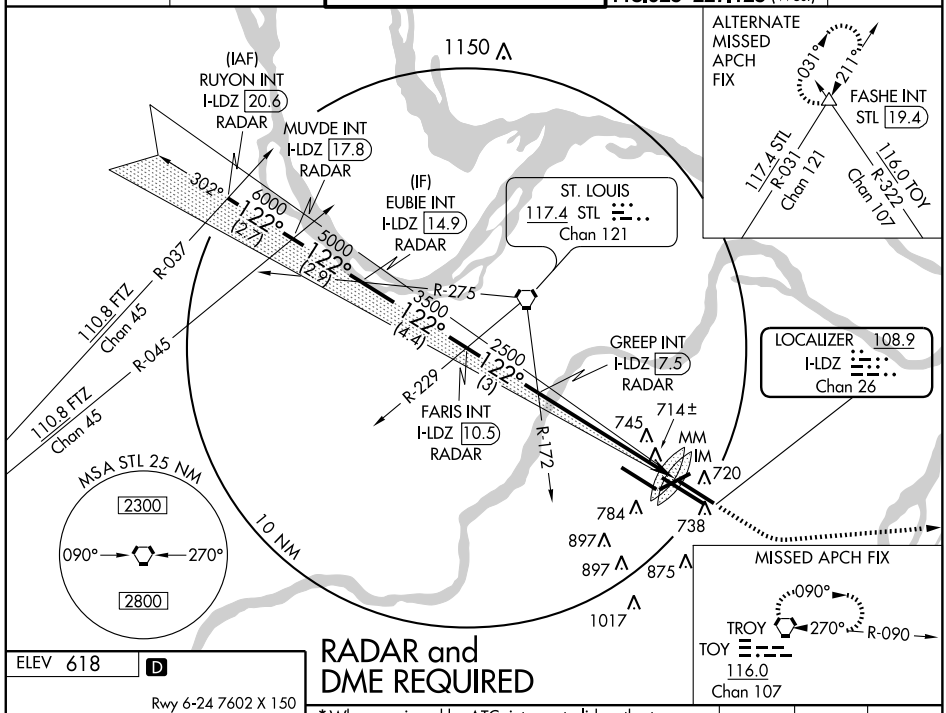
ILS RWY 12L (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

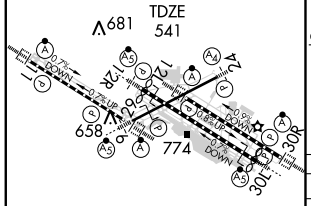
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150


681
TDZE 541
658
774
0.7%
0.8%
0.8%
0.7%
0.8%
0.8%
0.8

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3 Chan 50	302°	TDZE	605
		Apt Elev	618

ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3

117.4 STL Chan 121

116.45 CSX Chan 111 (Y)

116.0 TOY Chan 107

R-031 R-322

R-012 192° 012°

745 720 784 738 897 897 875 1017 759± IM

R-258 R-245 R-227 R-212

2100 3500 5000

302° (4.2) 302° (4.4) 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM

2300 090° 270° 2800

1649 1649 1649

10 NM

ALTERNATE MISSED APCH FIX

090° 270° R-090

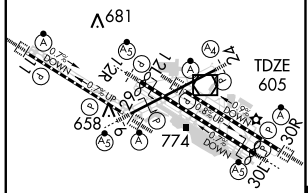
TROY 116.0 TOY Chan 107

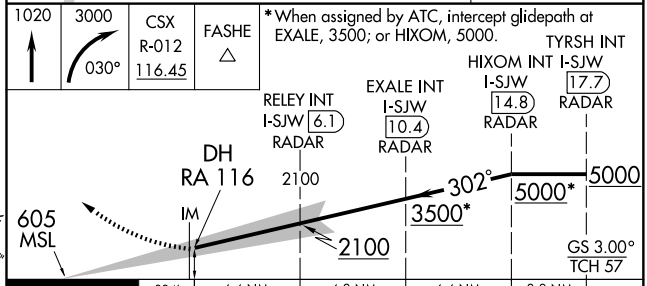
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

1020	3000	CSX R-012 116.45	FASHE
	030°		△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.





CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS RWY 30R (CAT III)

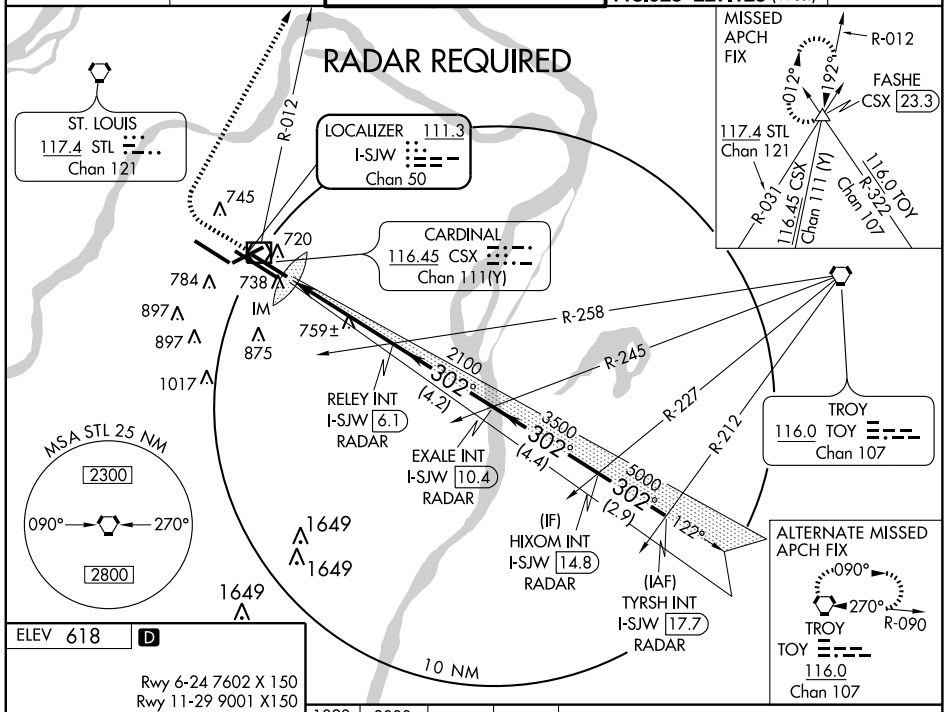
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

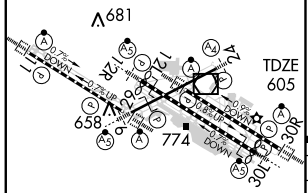
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

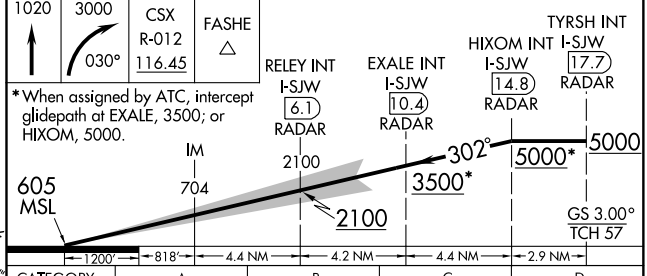
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000	CSX	FASHE
	030°	R-012	△
		116.45	

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R		CAT IIIa	RVR 07	
S-ILS 30R		CAT IIIb	RVR 06	
S-ILS 30R		CAT IIIc	NA	

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-RMK	APP CRS	Rwy Idg	10818
111.75	305°	TDZE	583
Chan 54 (Y)		Apt Elev	618

LDA/DME RWY 30L

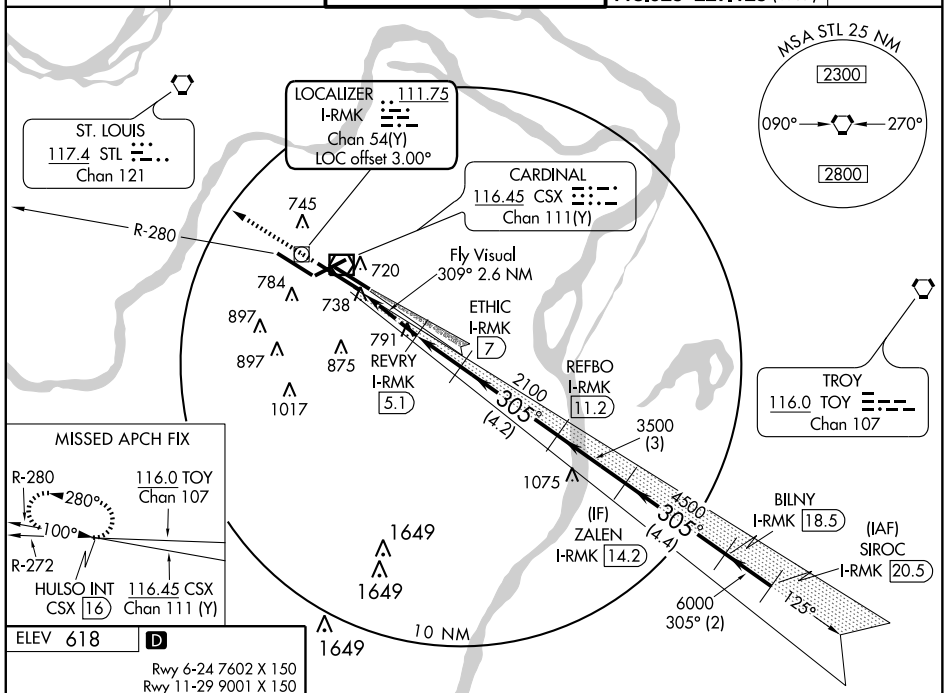
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

T NA — Inoperative table does not apply. Procedure NA when glideslope not available. Localizer unusable from MAP inbound.

MALSR (A5)

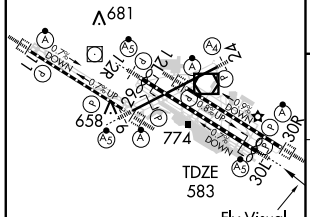
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

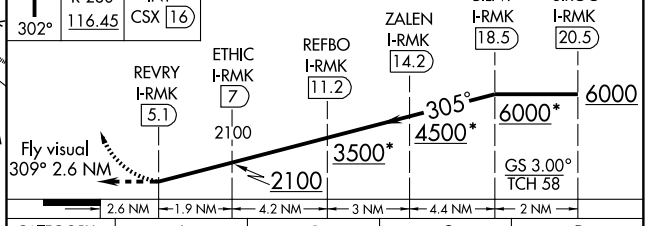


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE RADAR REQUIRED

3000	CSX	HULSO INT
302°	R-280 116.45	CSX 16

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

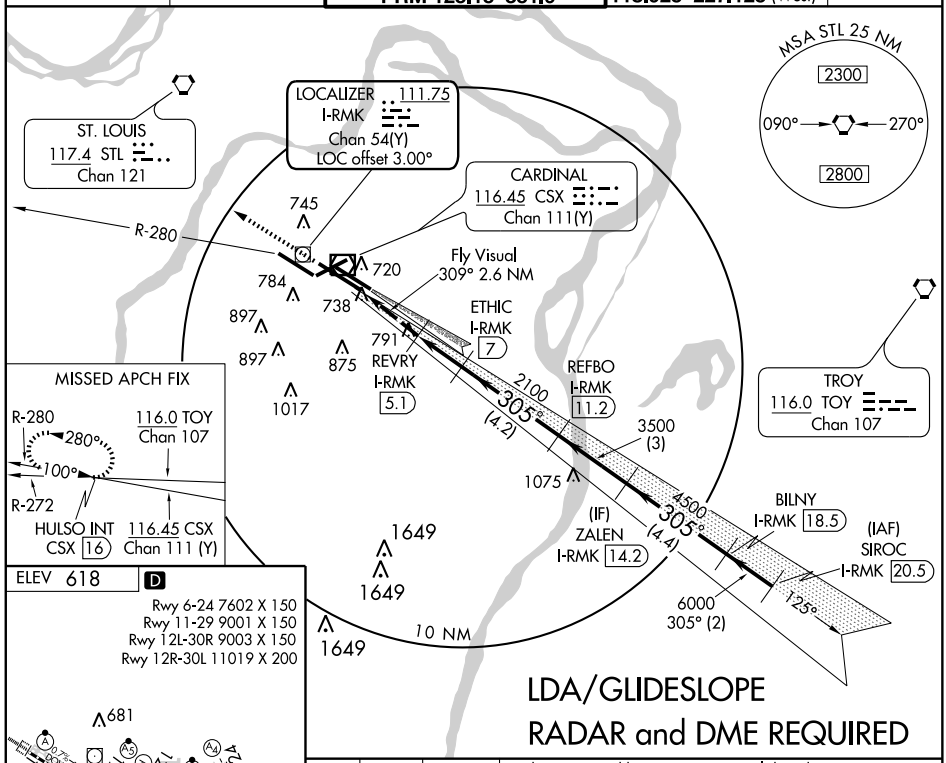
LOC/DME I-RMK	APP CRS	Rwy Idg 10818
111.75	305°	TDZE 583
Chan 54 (Y)		Apt Elev 618

T Inoperative table does not apply.
NA Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR (A5)

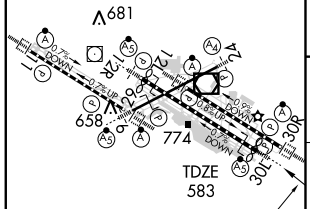
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 351.9	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

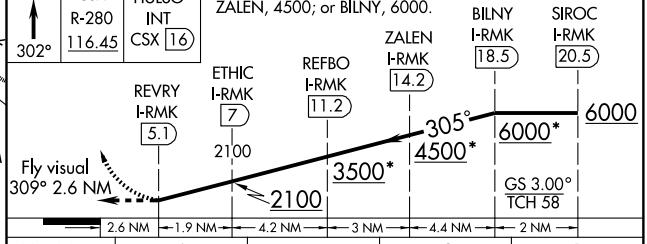


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE
RADAR and DME REQUIRED

3000	CSX	HULSO INT
302°	R-280	CSX 16
	116.45	

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

NC-3. 08 APR 2010 to 06 MAY 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

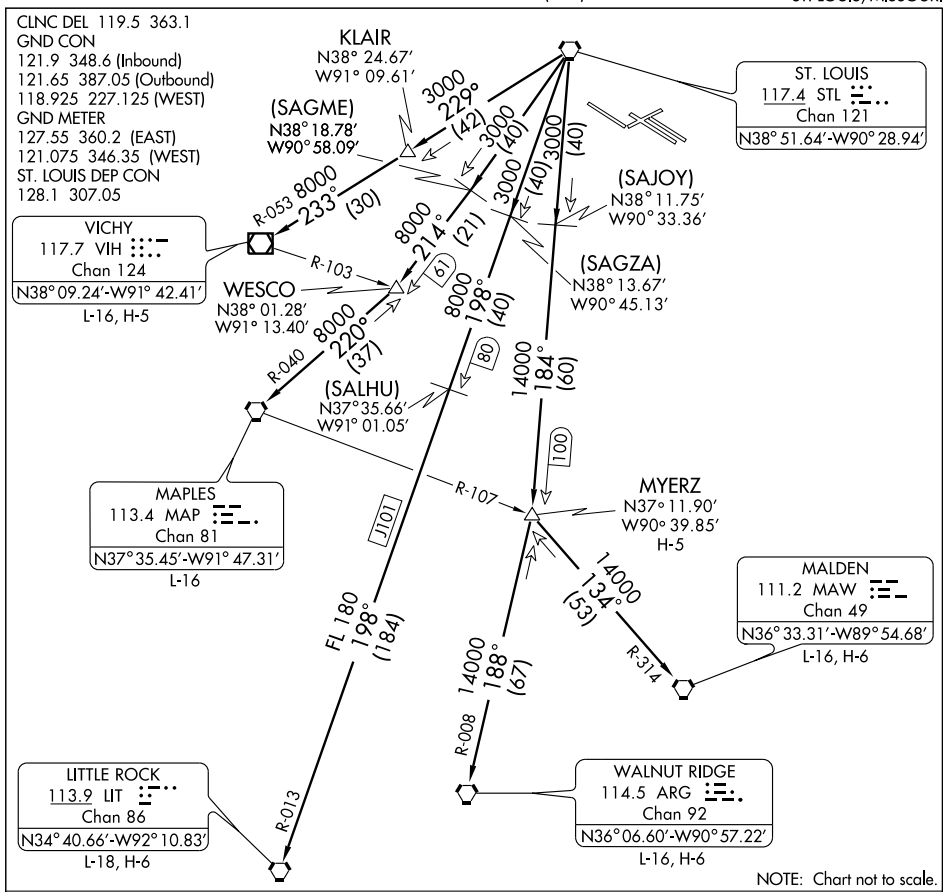
(a) The ILS traffic is in sight and is expected to remain in sight.
(b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
(c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3. 08 APR 2010 to 06 MAY 2010

LINDBERGH TWO DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
SL-360 (FAA)
ST. LOUIS, MISSOURI



NC-3, 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

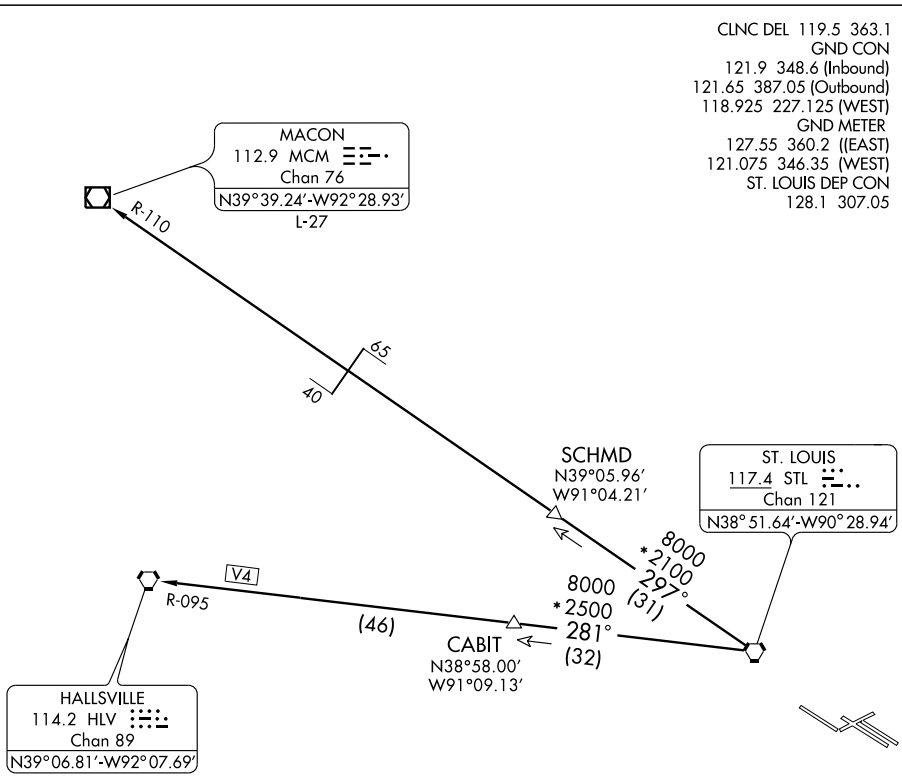
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

OZARK THREE DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

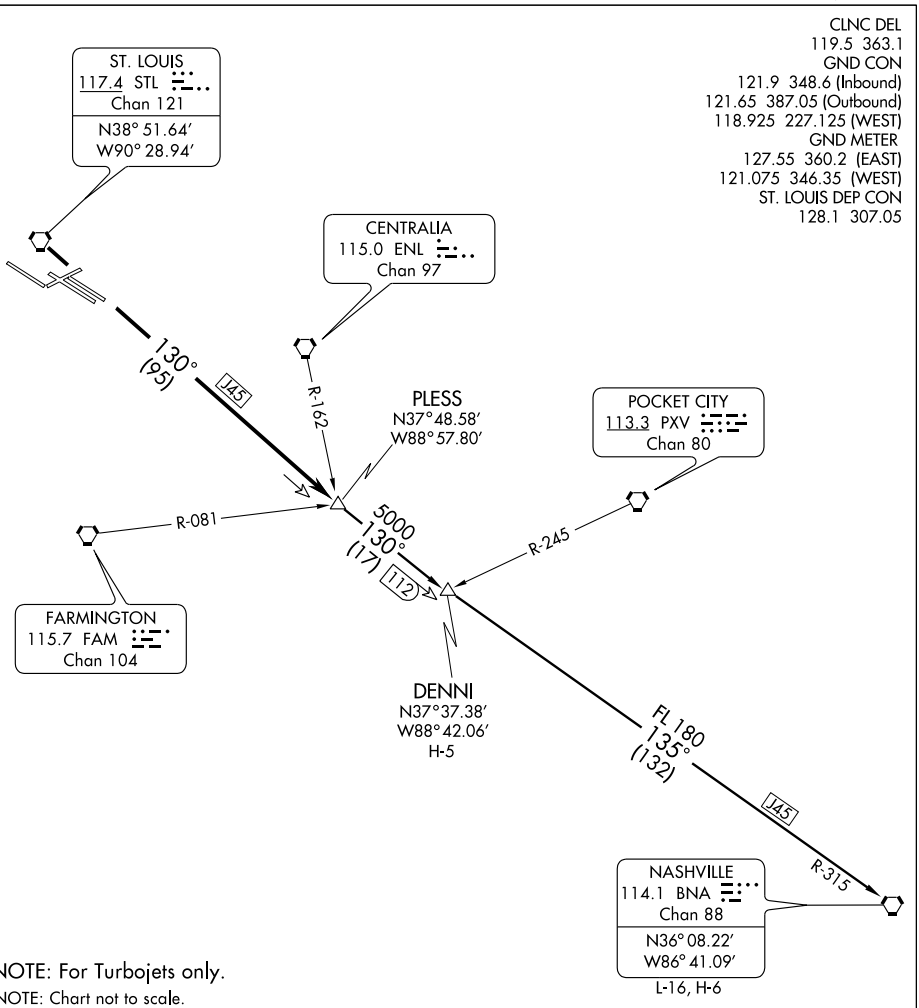
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 08 APR 2010 to 06 MAY 2010

PLESS ONE DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI

ST LOUIS APP CON
133.55 338.25
ATIS
125.025 379.925

ST. LOUIS
117.4 STL
Chan 121

TROY
116.0 TOY
Chan 107

CENTRALIA
115.0 ENL
Chan 97

CHIKN
N38°38.84′
W90°21.66′

ESSAR
N38°21.46′
W90°11.84′

QBALL
N38°07.72′ - W90°04.14′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 15000 feet.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 11000 feet and 250 Knots.

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′
W87°45.74′
L-16, H-5

FATSS
N37°51.90′
W89°55.34′

MARION
110.4 MWA
Chan 41
N37°45.26′ - W89°00.70′

BREAK
N37°19.12′ - W89°37.32′

SNOKR
N37°27.42′
W89°41.86′

Landing all Rwys: Expect clearance to cross at FL270 or below

FARMINGTON
115.7 FAM
Chan 104

CAPE GIRARDEAU
112.9 CGI
Chan 76
N37°13.65′ - W89°34.32′

SCRCH
N37°04.58′
W89°29.06′

NASHVILLE
114.1 BNA
Chan 88
N36°08.22′ - W86°41.09′
L-16, H-5

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′ - W89°58.99′
L-18, H-6

VISQA
N36°17.42′
W89°02.11′
H-6

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

QBALL SIX ARRIVAL

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

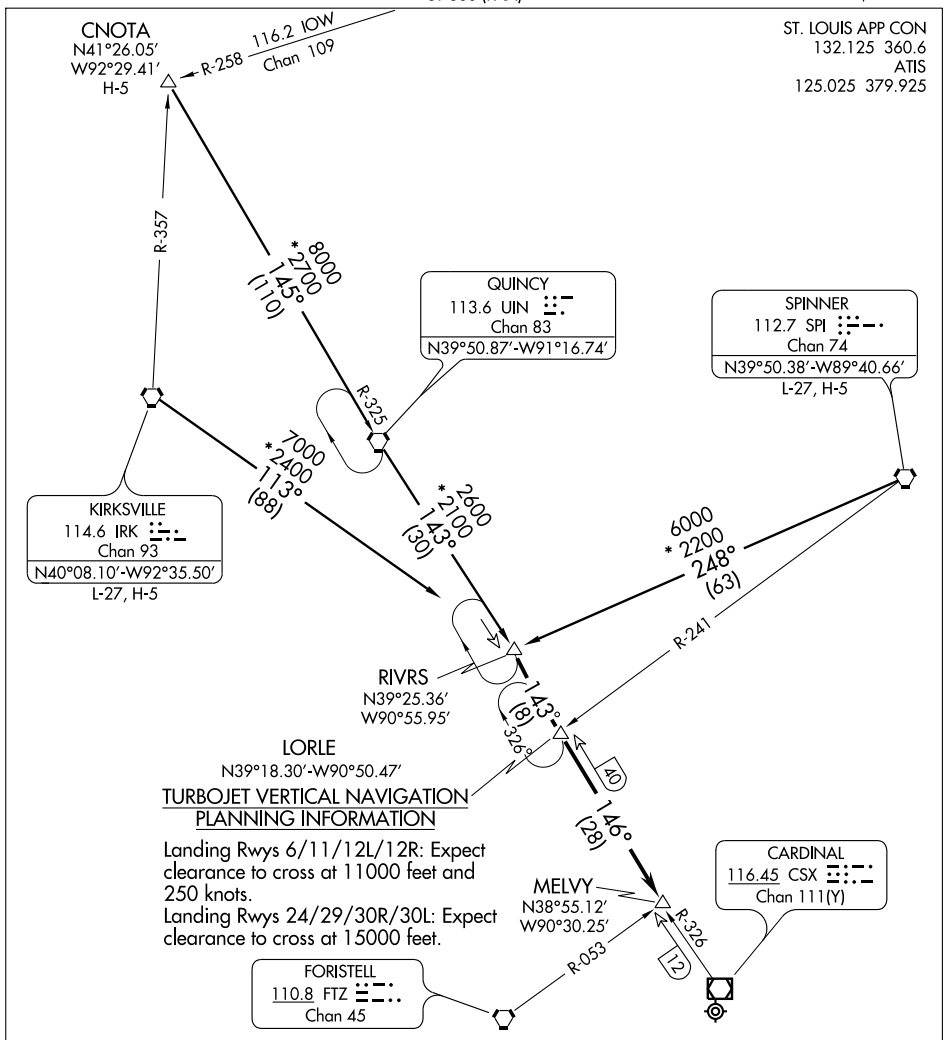
NC-3, 08 APR 2010 to 06 MAY 2010

(RIVRS.RIVRS3) 09015

RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

RNAV (GPS) RWY 6

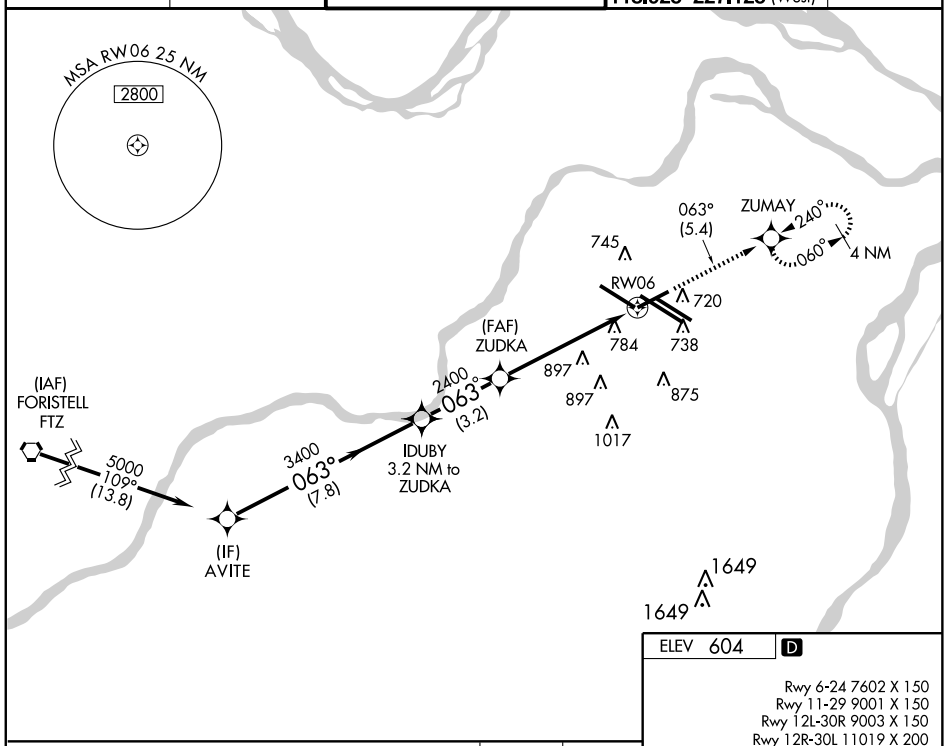
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

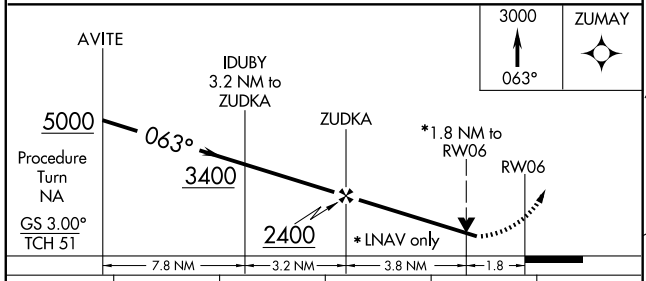
T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)

MALSR

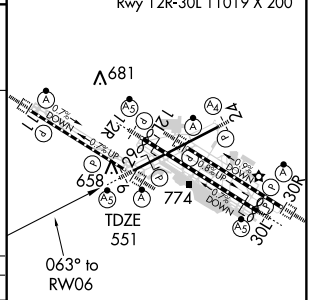
MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1040/60 489 (500-1½)				
LNAV MDA	1160/40 609 (600-¾)	1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)	



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9001
CH 82699	122°	TDZE	618
W11A		Apt Elev	618

RNAV (GPS) RWY 11

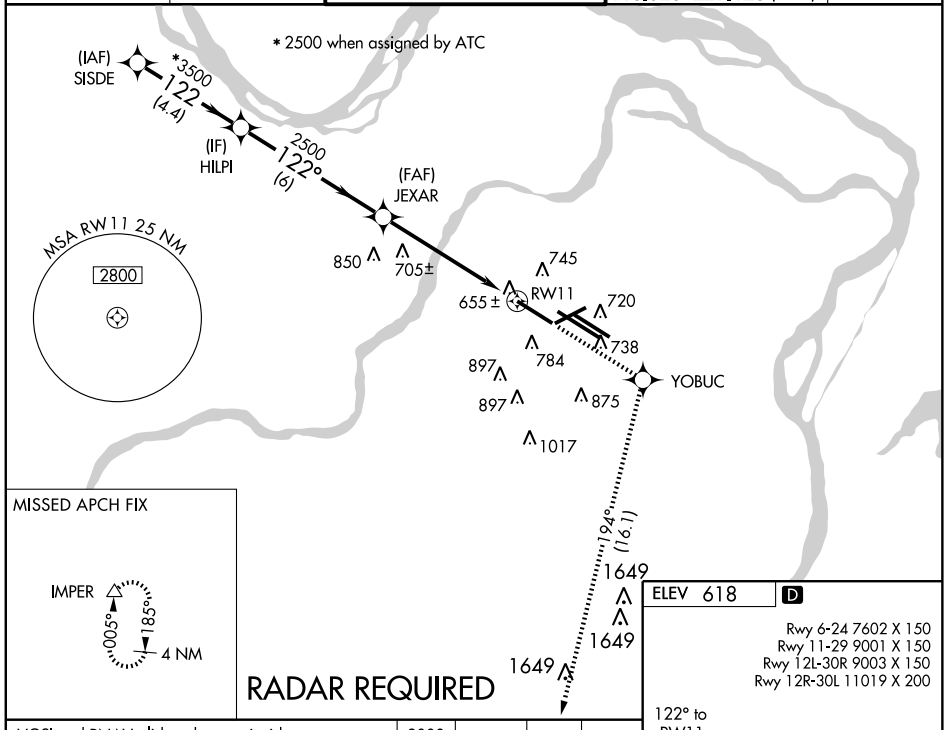
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

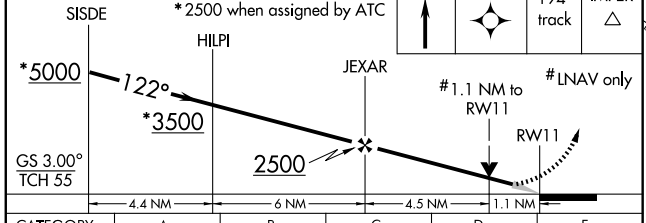
ALSF-2

MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



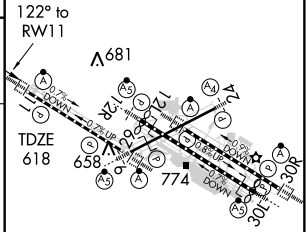
VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LPV DA	868/24 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1020/24 402 (500-½)		1020/40 402 (500-¾)	1020/50 402 (500-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9003
CH 69499	122°	TDZE	541
W12A		Apt Elev	618

RNAV (GPS) RWY 12L

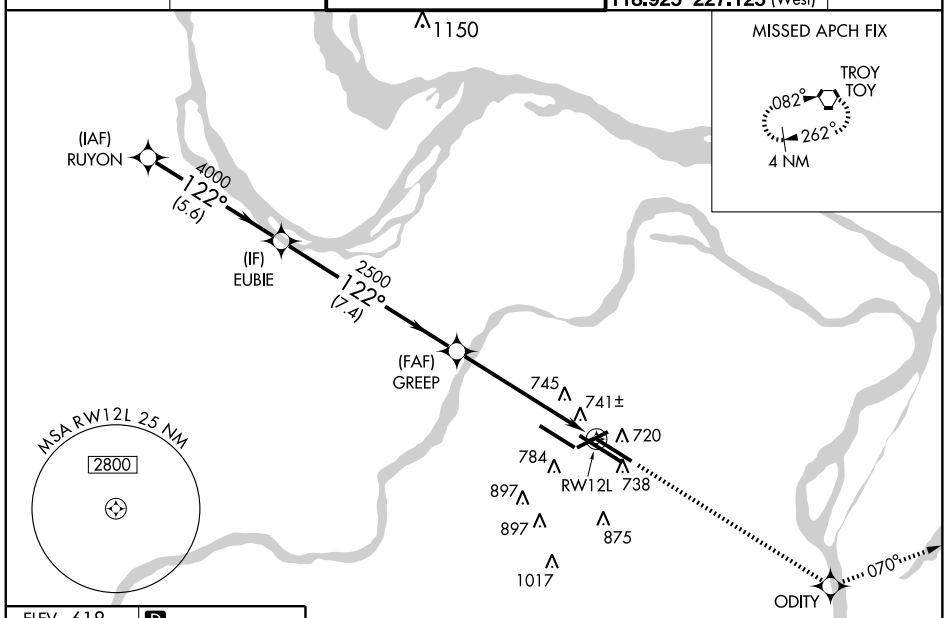
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

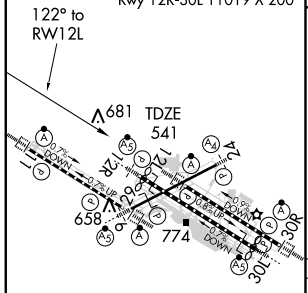
MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



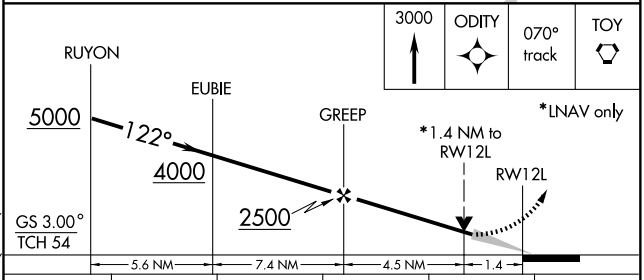
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	951/50 410 (400-1)				
LNAV/VNAV DA	1040/60 499 (500-1¼)				
LNAV MDA	1040/24 499 (500-½)		1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

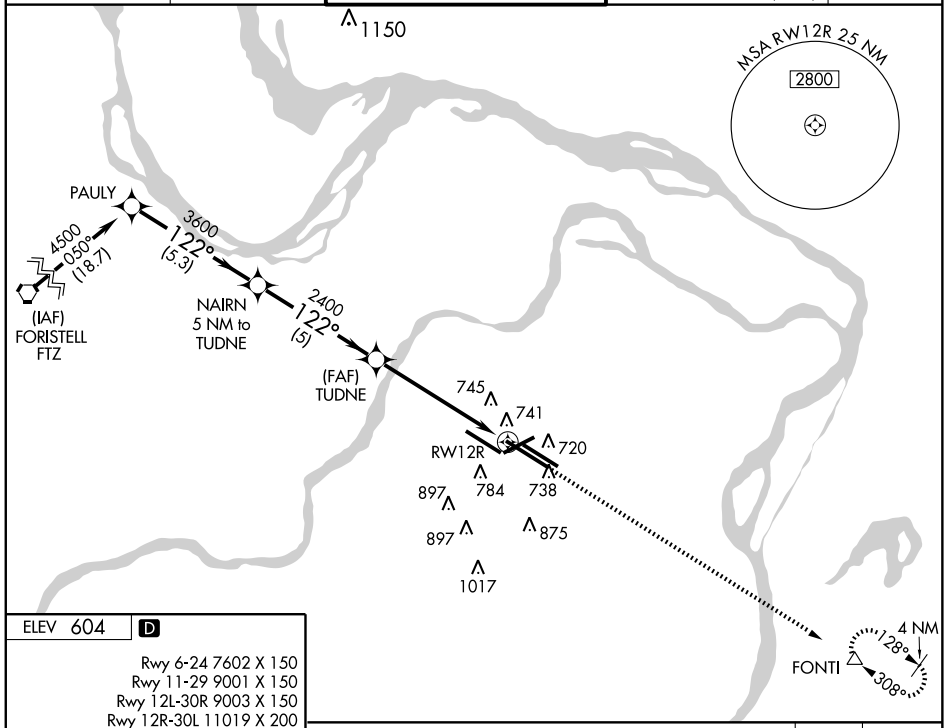
APP CRS	Rwy Idg	10552
122°	TDZE	540
	Apt Elev	604

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

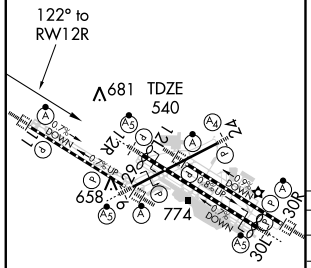
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

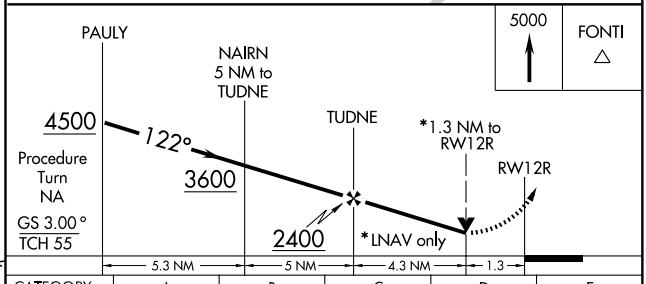


ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1102-1½ 562 (500-1½)				
LNAV MDA	1000/40 460 (400-¾)			1000/50 460 (400-1)	1000-1½ 460 (400-1½)

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	7602
243°	TDZE	534
	Apt Elev	604

RNAV (GPS) RWY 24

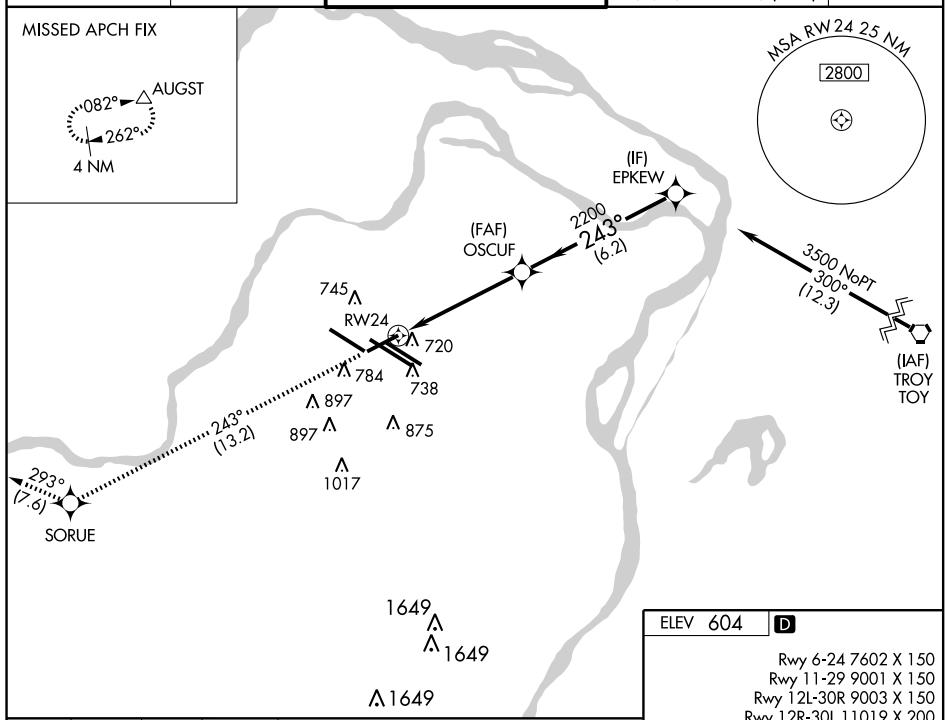
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

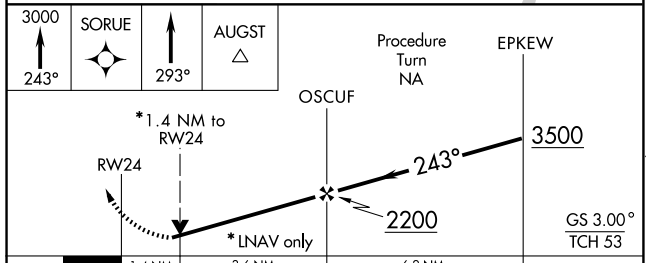
T NA — Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -16° C (3°F) GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

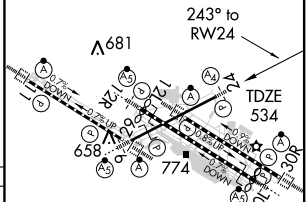




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000-1½ 466 (400-1½)				
LNAV MDA	1040/40 506 (500-¾)		1040-1½ 506 (500-1½)		1040-1¾ 506 (500-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9001
CH 42500	302°	TDZE	580
W29A		Apt Elev	618

RNAV (GPS) RWY 29

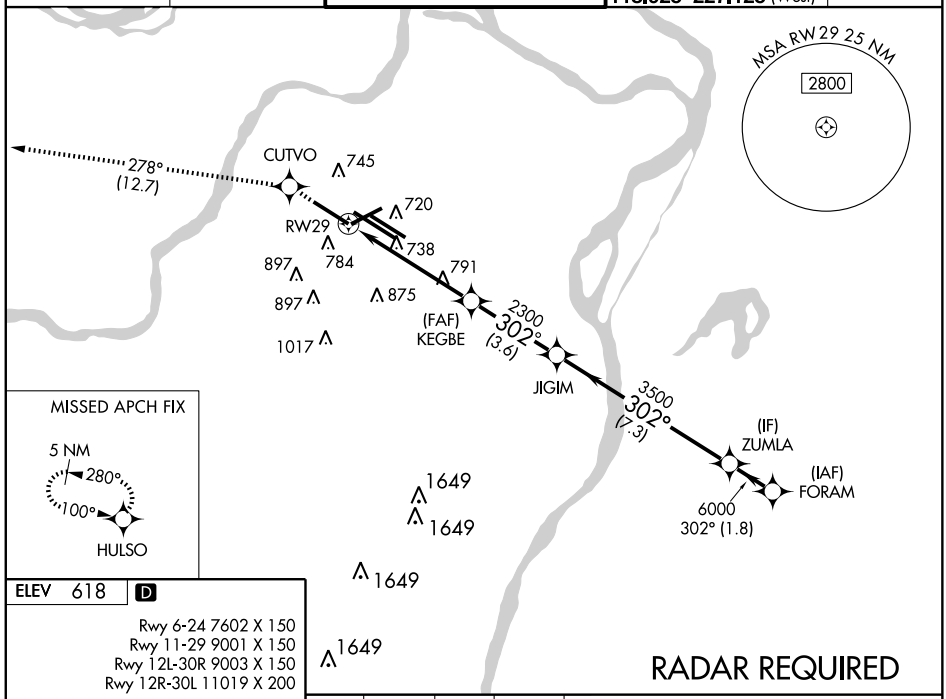
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

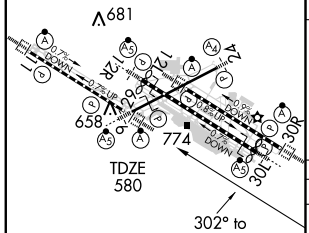
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



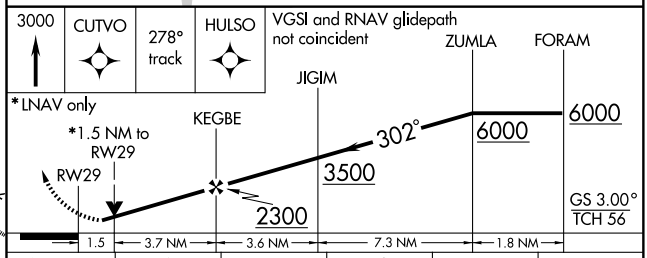
RADAR REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
LPV DA	943/40 363 (400-¾)				
LNAV/VNAV DA	1074/60 494 (500-1¼)				
LNAV MDA	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	10818
302°	TDZE	583
	Apt Elev	604

RNAV (GPS) RWY 30L

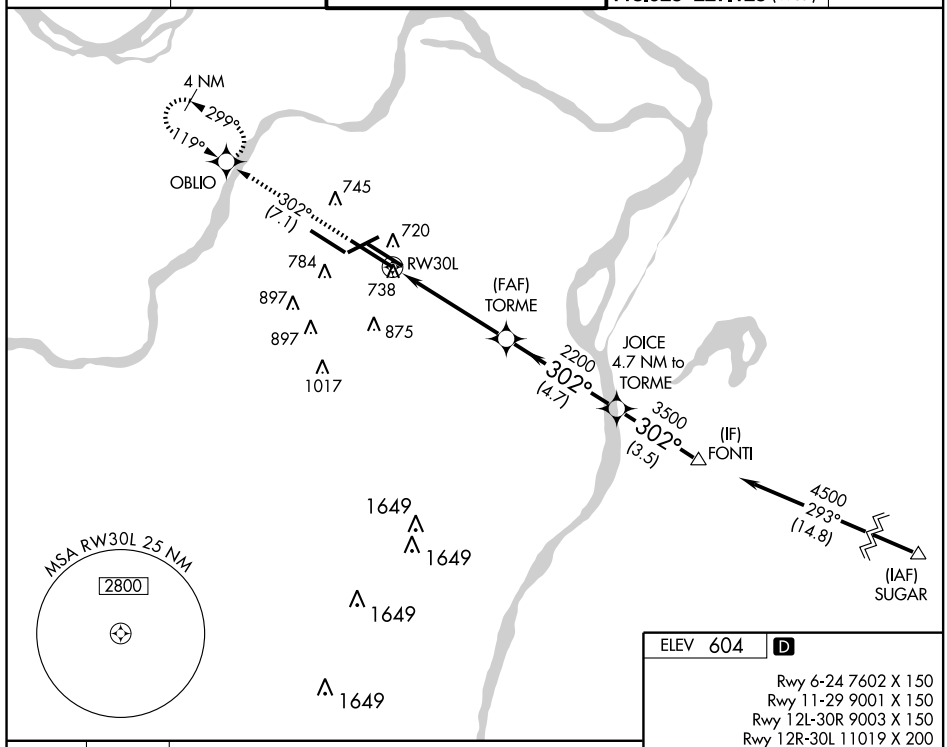
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

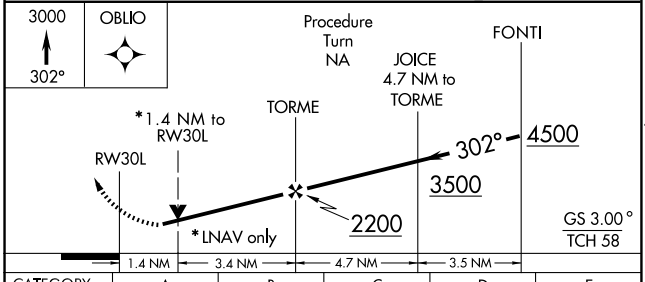
NA For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

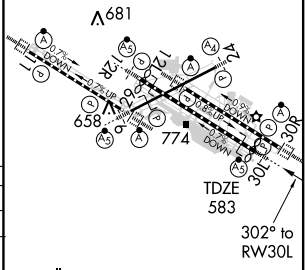




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)		1100/50 517 (500-1)	1100/60 517 (500-1¼)	

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9003
CH 73000	302°	TDZE	605
W30A		Apt Elev	618

RNAV (GPS) RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

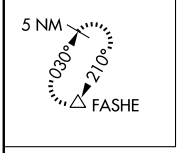
For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

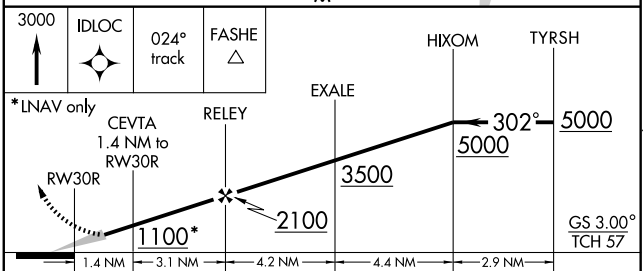
MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

MISSED APCH FIX



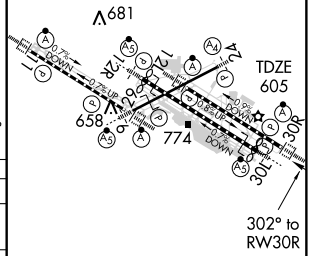
RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

TACAN RWY 12R

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy ldg 10,552 TDZE 540 Arpt Elev 618

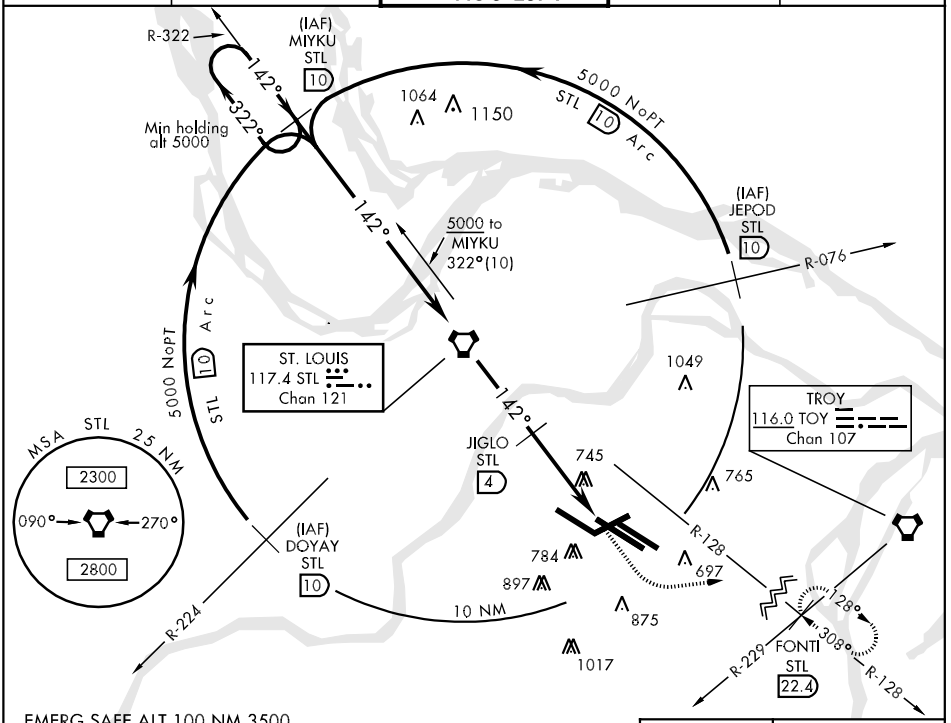
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

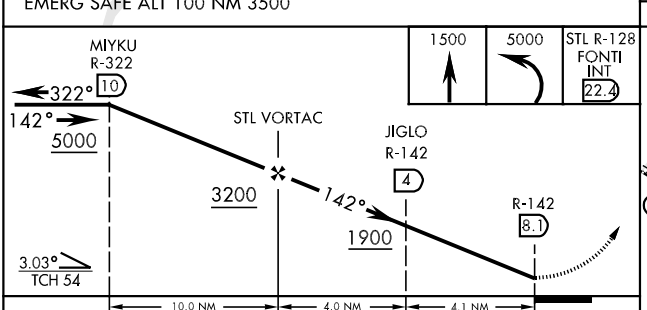
N/A *Inoperative table does not apply.
Visibility reduction by helicopters NA

MALSR

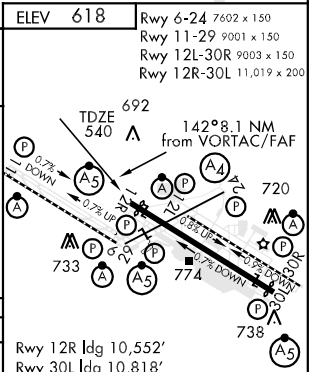
MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1





CATEGORY	A	B	C	D	E
S-12R *	1060/50 520 (500-1)		1060-1½ 520(500-1½)	1060-1¾ 520 (500-1¾)	
CIRCLING	NOT AUTHORIZED				



TACAN RWY 12R

TACAN RWY 30L

VORTAC STL 117.4 Chan 121	APCH CRS 318°	Rwy ldg 10,818 TDZE 583 Arpt Elev 618

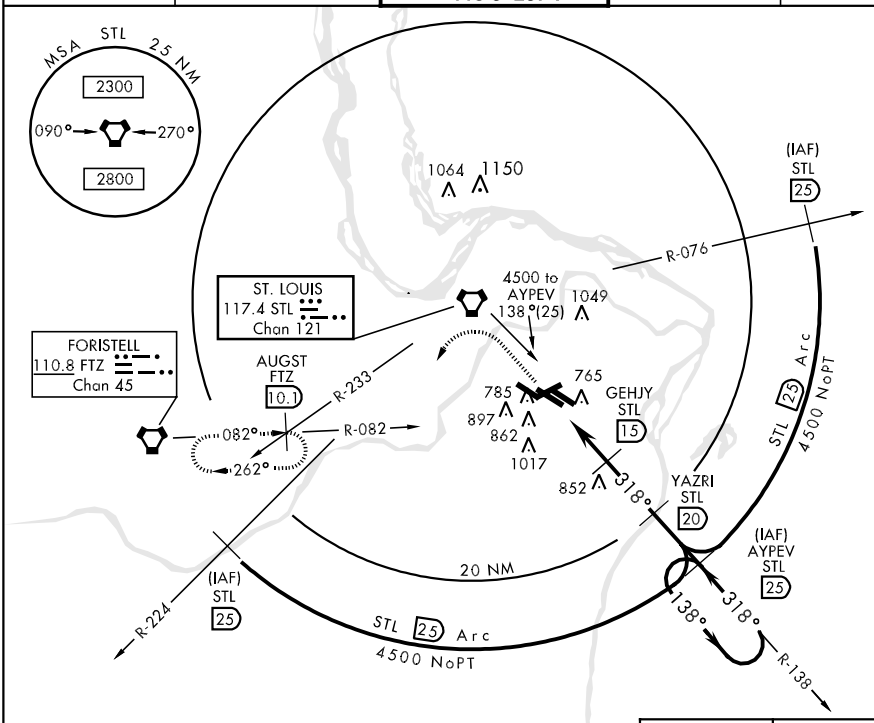
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

N/A * Inoperative table does not apply.

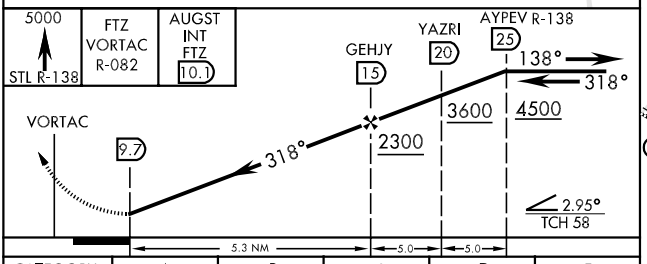
MALSR A5

MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



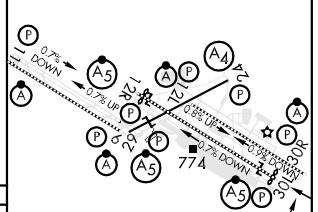
EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾	517 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200

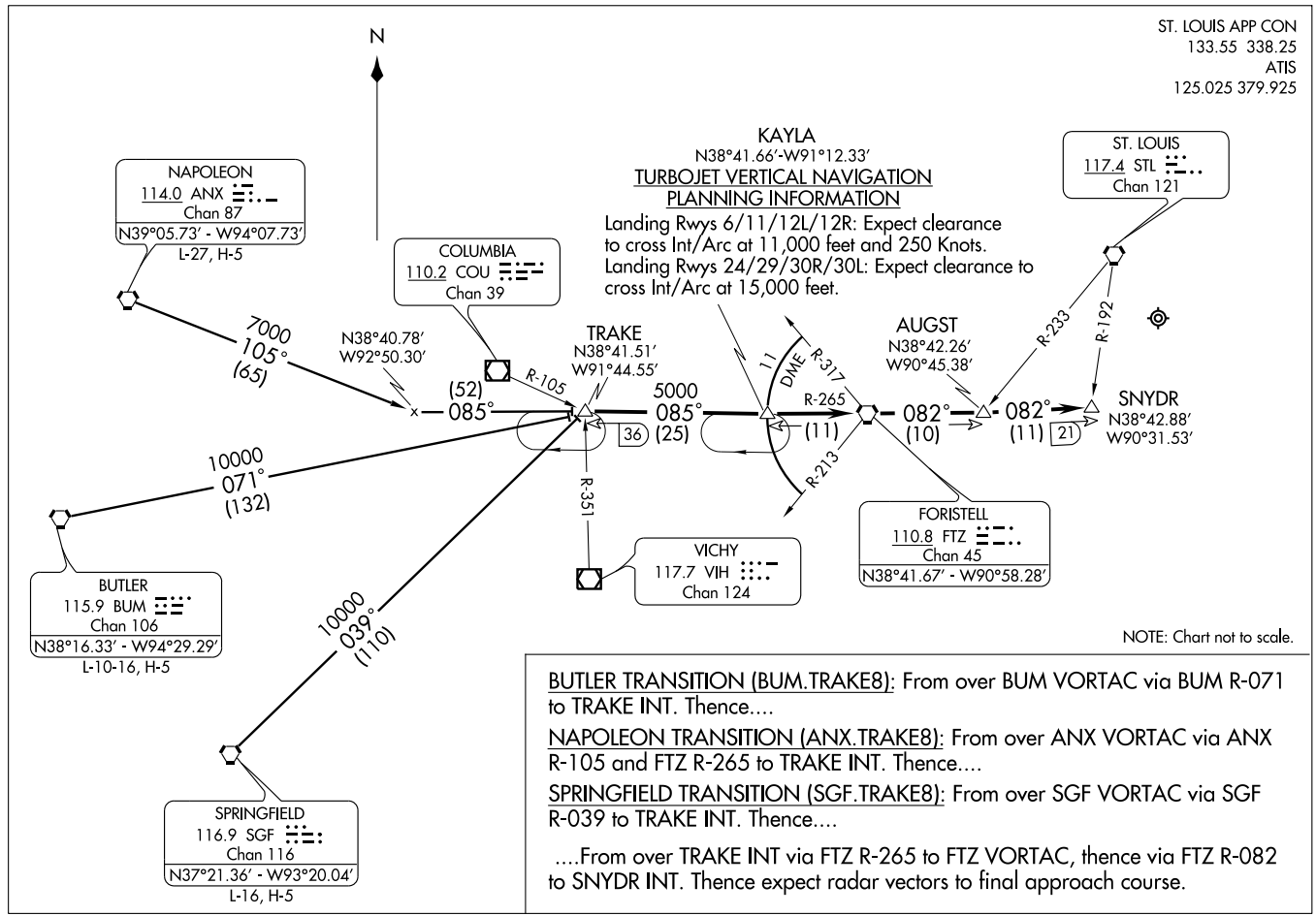


Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

318° 5.3 NM from FAF

NC-3, 08 APR 2010 to 06 MAY 2010

TRAKE EIGHT ARRIVAL



BUTLER TRANSITION (BUM.TRAKE8): From over BUM VORTAC via BUM R-071 to TRAKE INT. Thence....

NAPOLEON TRANSITION (ANX.TRAKE8): From over ANX VORTAC via ANX R-105 and FTZ R-265 to TRAKE INT. Thence....

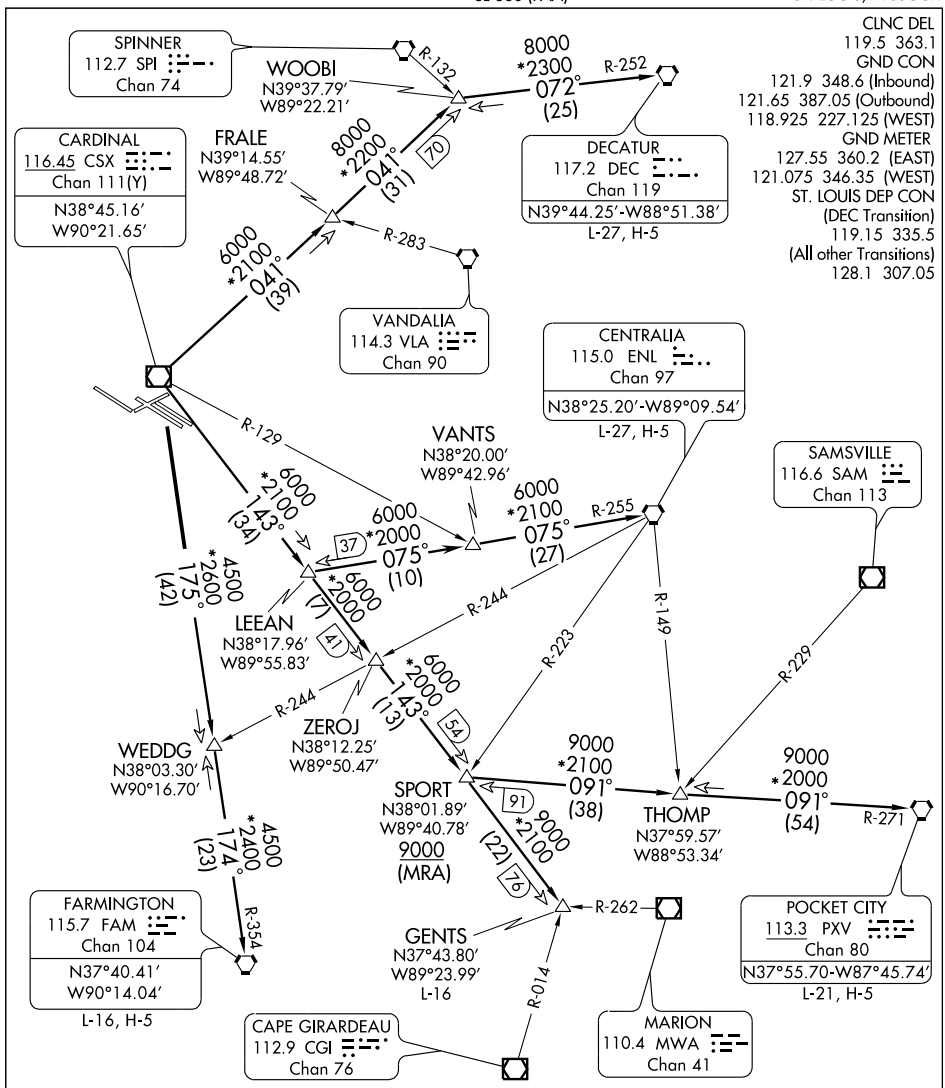
SPRINGFIELD TRANSITION (SGF.TRAKE8): From over SGF VORTAC via SGF R-039 to TRAKE INT. Thence....

....From over TRAKE INT via FTZ R-265 to FTZ VORTAC, thence via FTZ R-082 to SNYDR INT. Thence expect radar vectors to final approach course.

TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

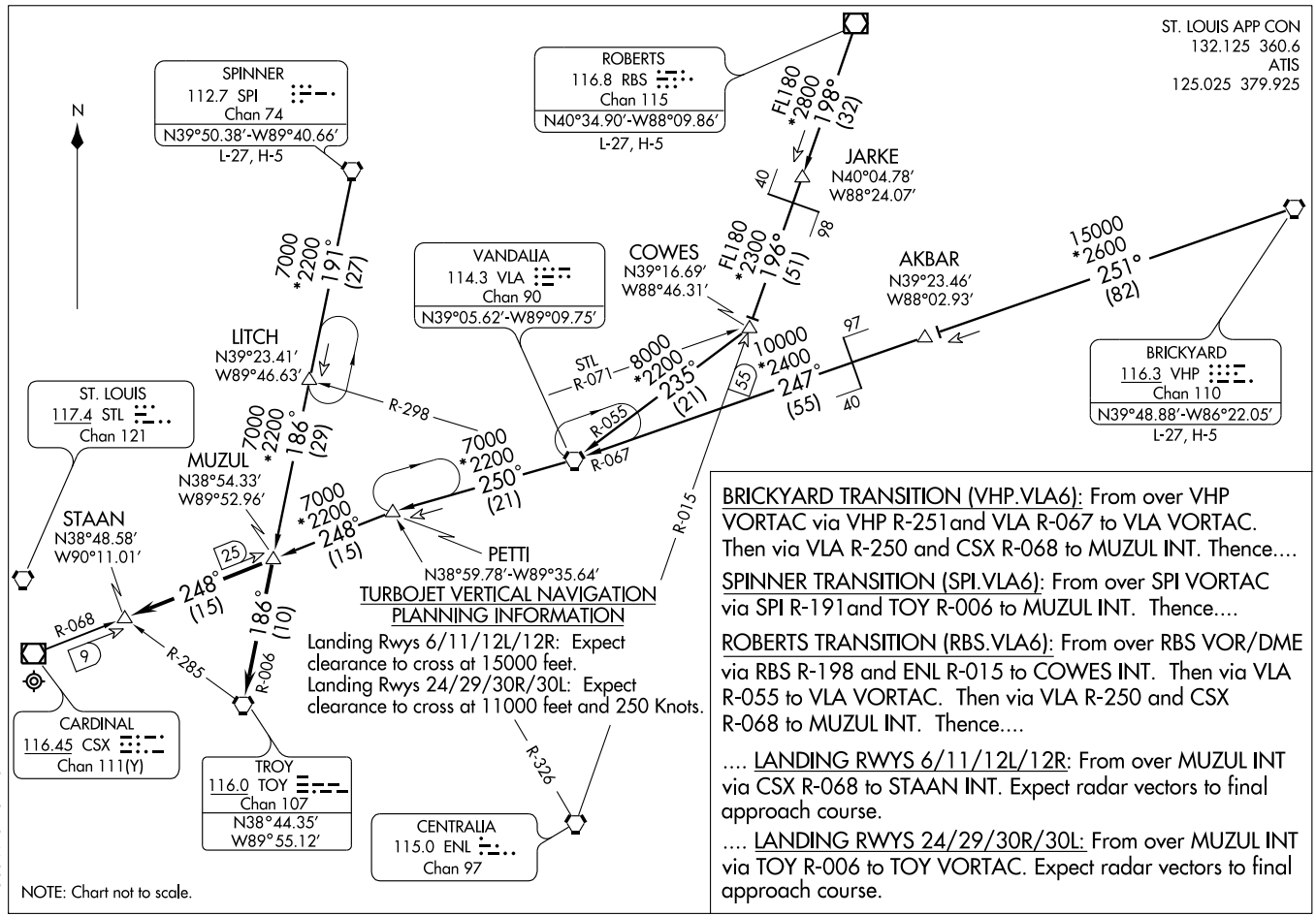
Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

VANDALIA SIX ARRIVAL



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 15000 feet.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 11000 feet and 250 Knots.

BRICKYARD TRANSITION (VHP.VLA6): From over VHP VORTAC via VHP R-251and VLA R-067 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

SPINNER TRANSITION (SPI.VLA6): From over SPI VORTAC via SPI R-191and TOY R-006 to MUZUL INT. Thence....

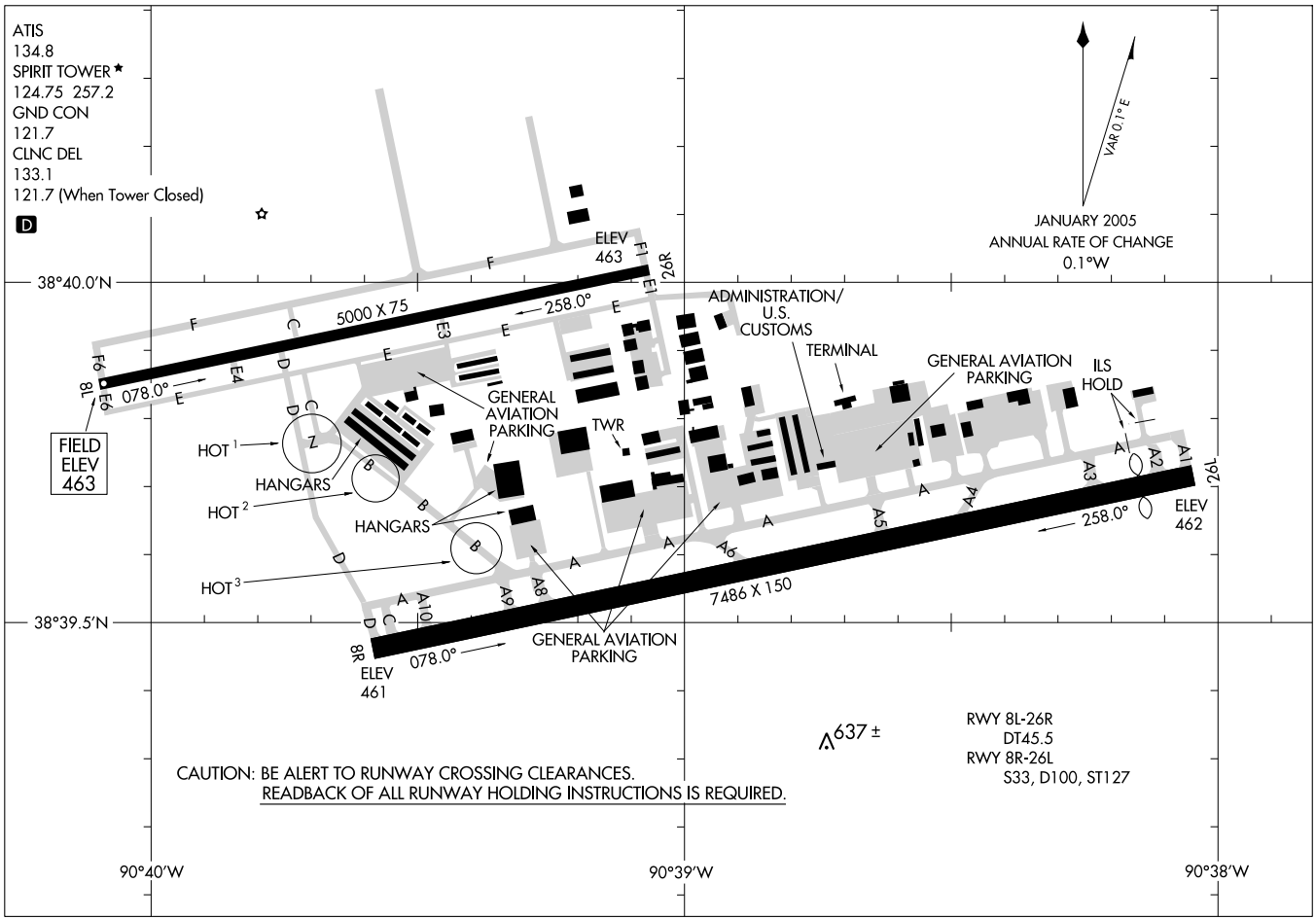
ROBERTS TRANSITION (RBS.VLA6): From over RBS VOR/DME via RBS R-198 and ENL R-015 to COWES INT. Then via VLA R-055 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

.... LANDING RWYS 6/11/12L/12R: From over MUZUL INT via CSX R-068 to STAAN INT. Expect radar vectors to final approach course.

.... LANDING RWYS 24/29/30R/30L: From over MUZUL INT via TOY R-006 to TOY VORTAC. Expect radar vectors to final approach course.

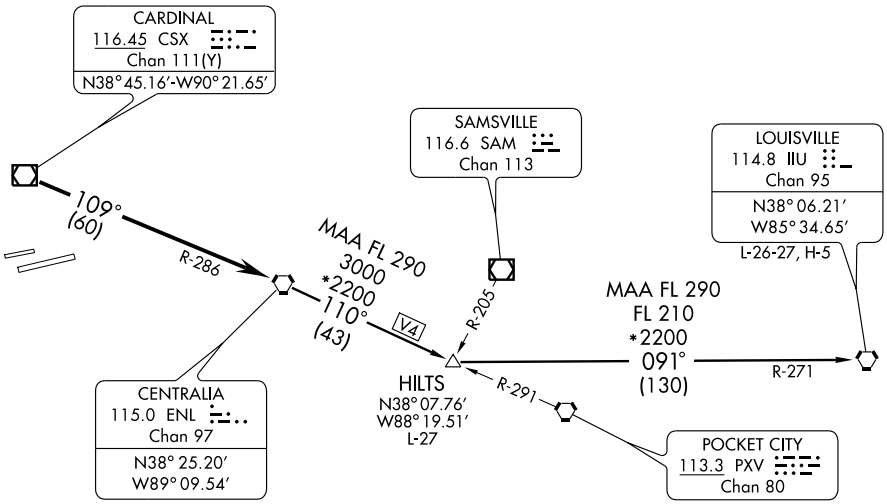
AIRPORT DIAGRAM

ST. LOUIS/ SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI



BLUES TWO DEPARTURE

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

CARDS SEVEN DEPARTURE

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

R-198

8000
*2200
018°
(69)

TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.
Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900'.
Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NEENS
N40°14.89'
W90°31.90'
L-27

QUINCY
113.6 UIN
Chan 83

R-050

90

12000
*2100
355°
(52)

SKUTR
N40°04.10'
W90°03.66'

80

R-309

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

8000
*2000
010°
(43)

2700
*2100
027°
(35)

R-207

R-122

LEBOY
N39°26.00'
W90°34.38'
L-27

42

3000
*2200
(4)

MYKEY
N39°23.05'
W90°25.92'

SKYPE
N39°21.64'
W90°13.43'

DEECE
N39°22.12'
W90°33.17'

3000
*2000
355°
(38)

3000
*2100
346°
(38)

3000
*2000
010°
(37)

2700
*2100
026°
(38)

TEWHY
N39°19.37'
W90°00.33'

R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

SI-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

ATIS 134.8
SPIRIT TOWER ★ 124.75 257.2
GND CON 121.7
CLNC DEL 133.1

N

ST.LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

TROY
116.0 TOY
Chan 107
N38°44.35'-W89°55.12'

BIBLE GROVE
109.0 BIB
Chan 27
N38°55.22'
W88°28.91'
L-27, H-5

MATTOON
109.4 MTO
Chan 31

TERRE HAUTE
115.3 TTH
Chan 100

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

CENTRALIA
115.0 ENL
Chan 97

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95'
W85°49.46'

CREEP
N39°55.25'
W84°18.52'
H-10

JIGSY
N38°50.53'
W89°07.18'
L-27, H-5

WORKE
N39°07.05'
W87°46.42'

KELLY
N39°24.82'
W86°40.29'

TWILA
N38°47.23'
W89°33.15'

094° (44)
087° (38)
076° (17)
MAA FL 290
3000 076° (21)
3000 078° (30)
3800 067° (35)
(55)
3800 071° (41)
3800 029° (28)
FL 180 075° (72)
FL 180 063° (91)
V12
STL R-090
R-258
R-129
R-097
R-085
R-209
R-251
R-214
R-250
38
R-316
R-360

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC I-SUS	APP CRS	Rwy Idg	7245
111.1	076°	TDZE	462
		Apt Elev	463

ILS or LOC RWY 8R

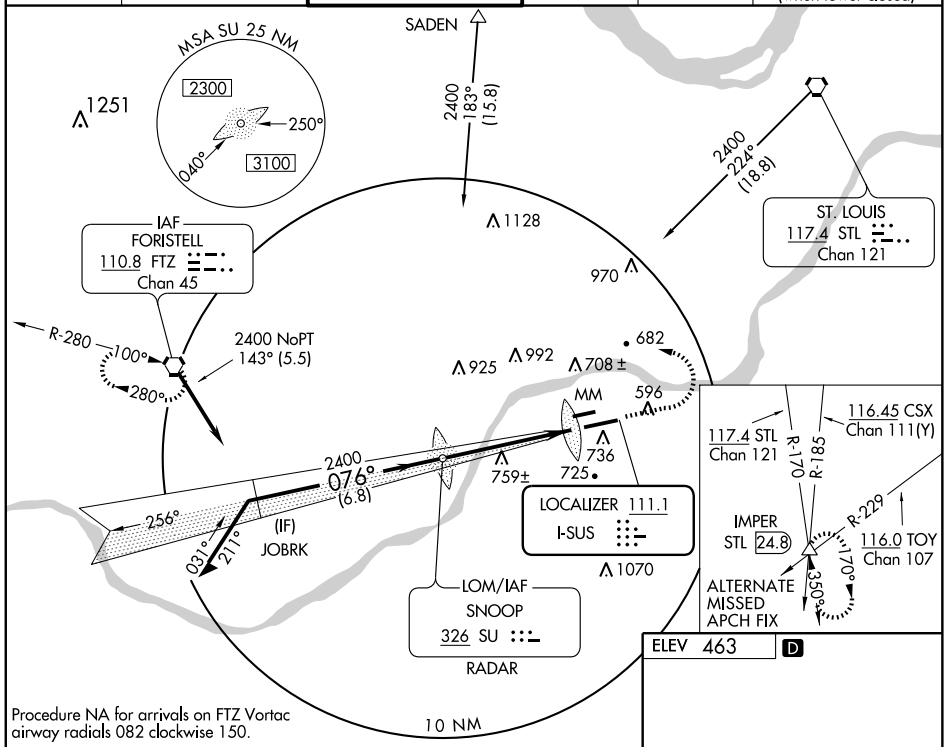
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

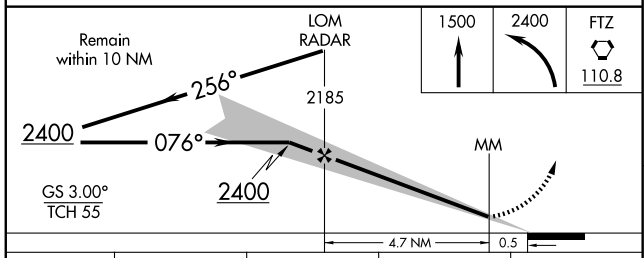
* RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

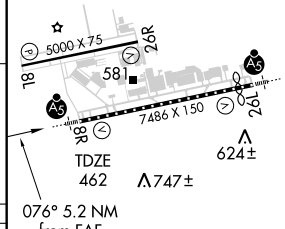
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER*	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)







CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3. 08 APR 2010 to 06 MAY 2010

LOC I-FZU	APP CRS	Rwy Idg	7004
111.1	256°	TDZE	462
		Apt Elev	463

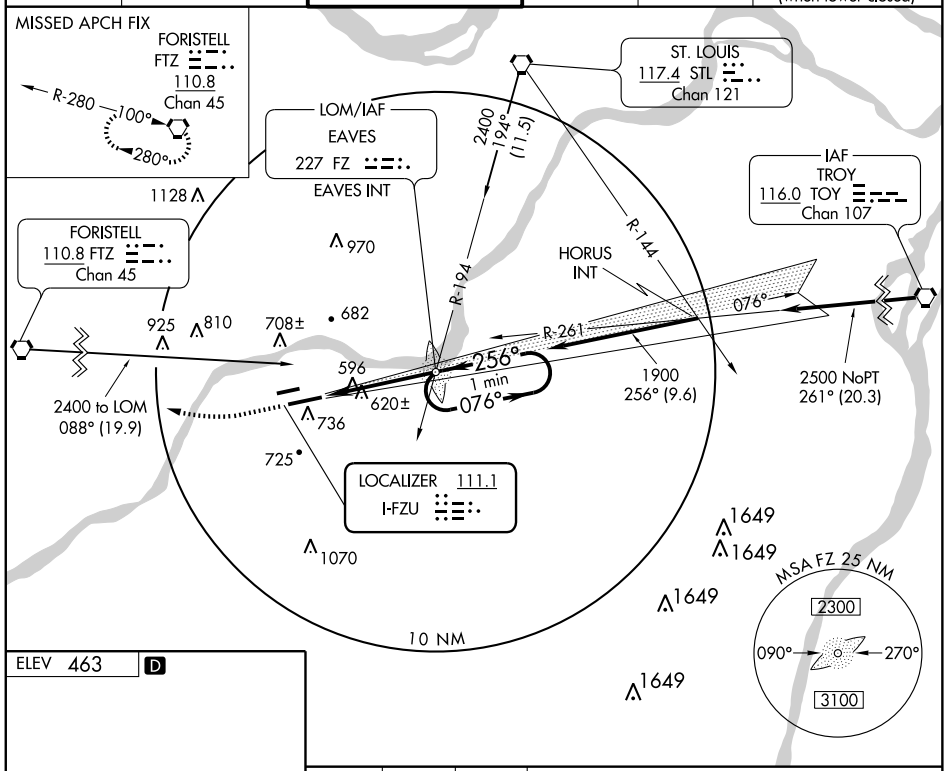
ILS or LOC RWY 26L

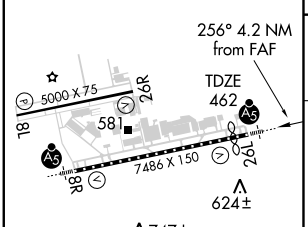
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

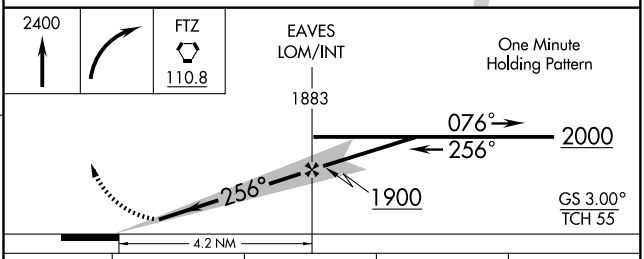
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)





HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

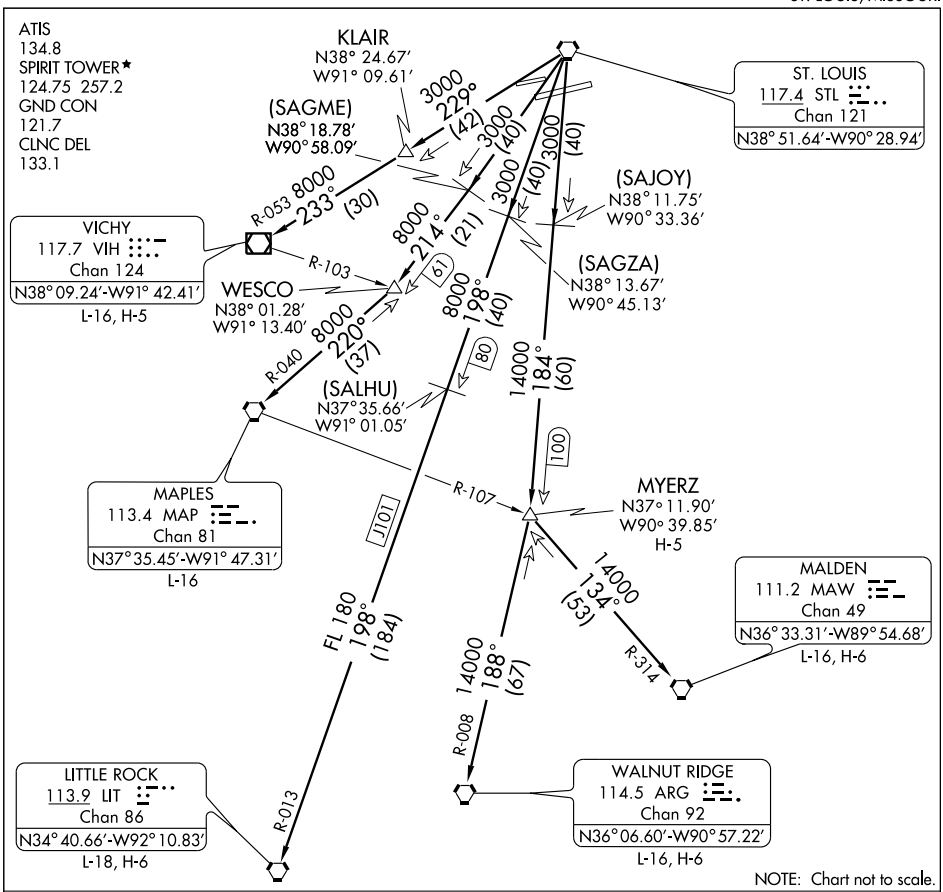
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 26L	662-½ 200 (200-½)			
S-LOC 26L	1140-½ 678 (700-½)		1140-1½ 678 (700-1½)	1140-1¾ 678 (700-1¾)
CIRCLING	1140-1 677 (700-1)		1140-2 677 (700-2)	1140-2¼ 677 (700-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

LOM SU	APP CRS	Rwy Idg	7245
326	076°	TDZE	462
		Apt Elev	463

NDB RWY 8R

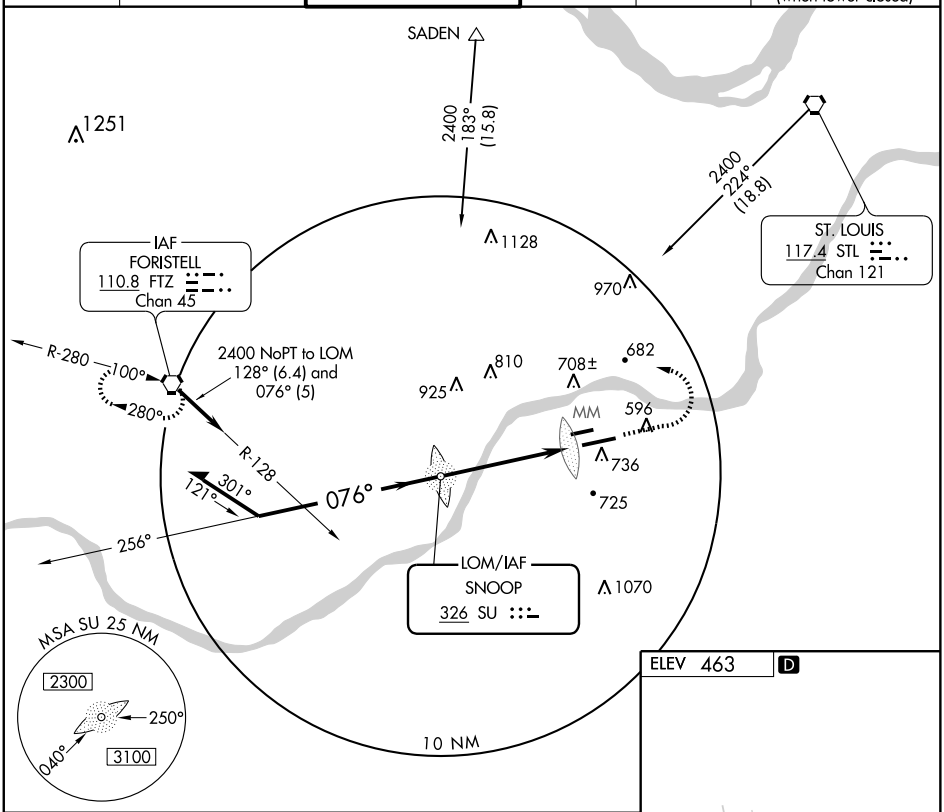
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

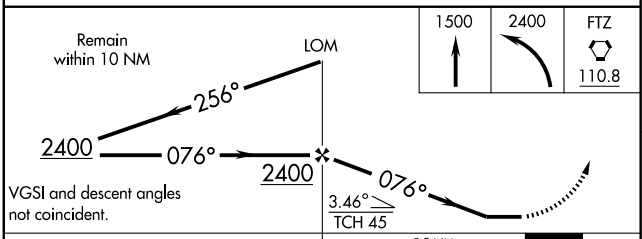
T
NA

MALSR

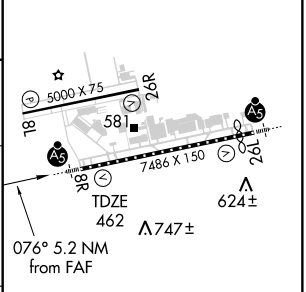
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)





1500	2400	FTZ
		110.8



CATEGORY	A	B	C	D
S-8R	1200/40	738 (800-¾)	1200-1½ 738 (800-1½)	1200-2 738 (800-2)
CIRCLING	1200-1	737 (800-1)	1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3. 08 APR 2010 to 06 MAY 2010

LOM FZ	APP CRS	Rwy Idg	7004
227	255°	TDZE	462
		Apt Elev	463

NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

NA

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

MISSED APCH FIX

FORISTELL FTZ 110.8 Chan 45

R-280 100° 280°

Procedure NA for arrivals at TOY VORTAC on airway radials 229 clockwise 244.

ST. LOUIS 117.4 STL Chan 121

2400 195° (11.4)

IAF TROY 116.0 TOY Chan 107

FORISTELL 110.8 FTZ Chan 45

LOM/IAF EAVES 227 FZ

R-144

(IF) HORUS INT

R-261

2500 NoPT 261° (20.3)

1900 257° (9.6)

2400 to LOM 088° (19.9)

RW26L

255° 1 min 075°

075°

1128 970 992 925 708± 682 596 736 849± 725 1070 1649 1649 1649 1649

10 NM

MSA FZ 25 NM

2300

090° 270°

3100

ELEV 463 D

255° 4.3 NM from FAF

TDZE 462

5000 X 75

7486 X 150

18L 26R 18R 26L

581 624± 747±

MIRL Rwy 8L-26R L

HIRL Rwy 8R-26L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

2400 FTZ 110.8

LOM

One Minute Holding Pattern

075° 2100 255°

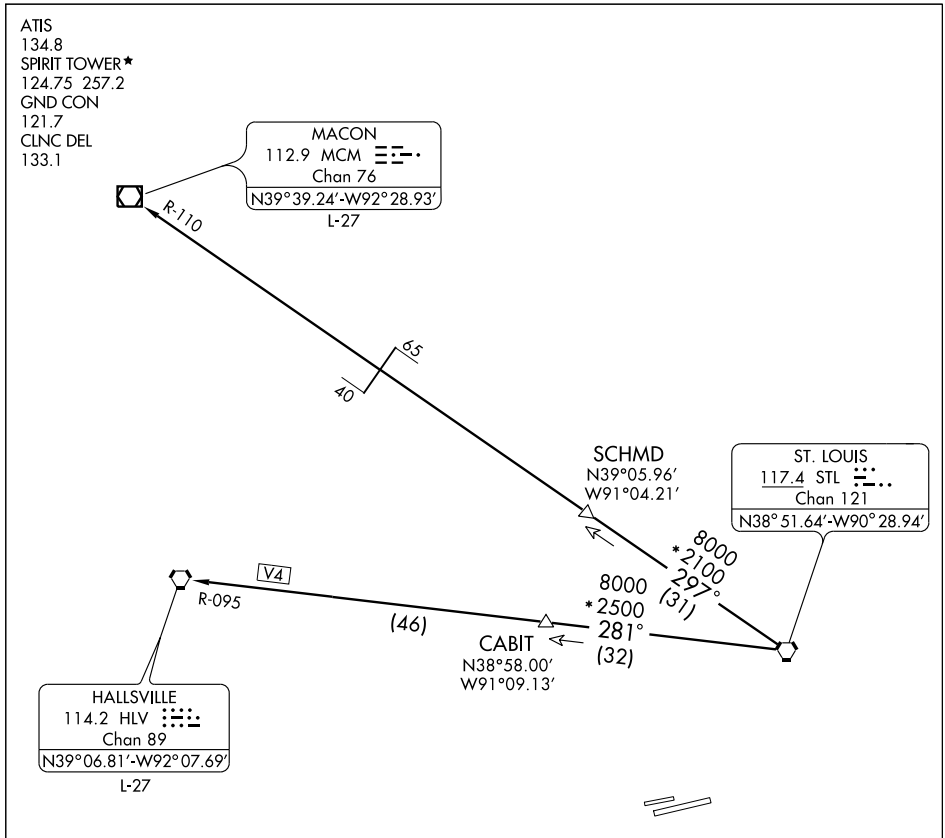
RW26L 255° 3.07° TCH 55 1900

4.3 NM

CATEGORY	A	B	C	D
S-26L	1160-¾ 698 (700-¾)		1160-1½ 698 (700-1½)	1160-2 698 (700-2)
CIRCLING	1160-1 697 (700-1)		1160-2 697 (700-2)	1160-2¼ 697 (700-2¼)

NC-3, 08 APR 2010 to 06 MAY 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

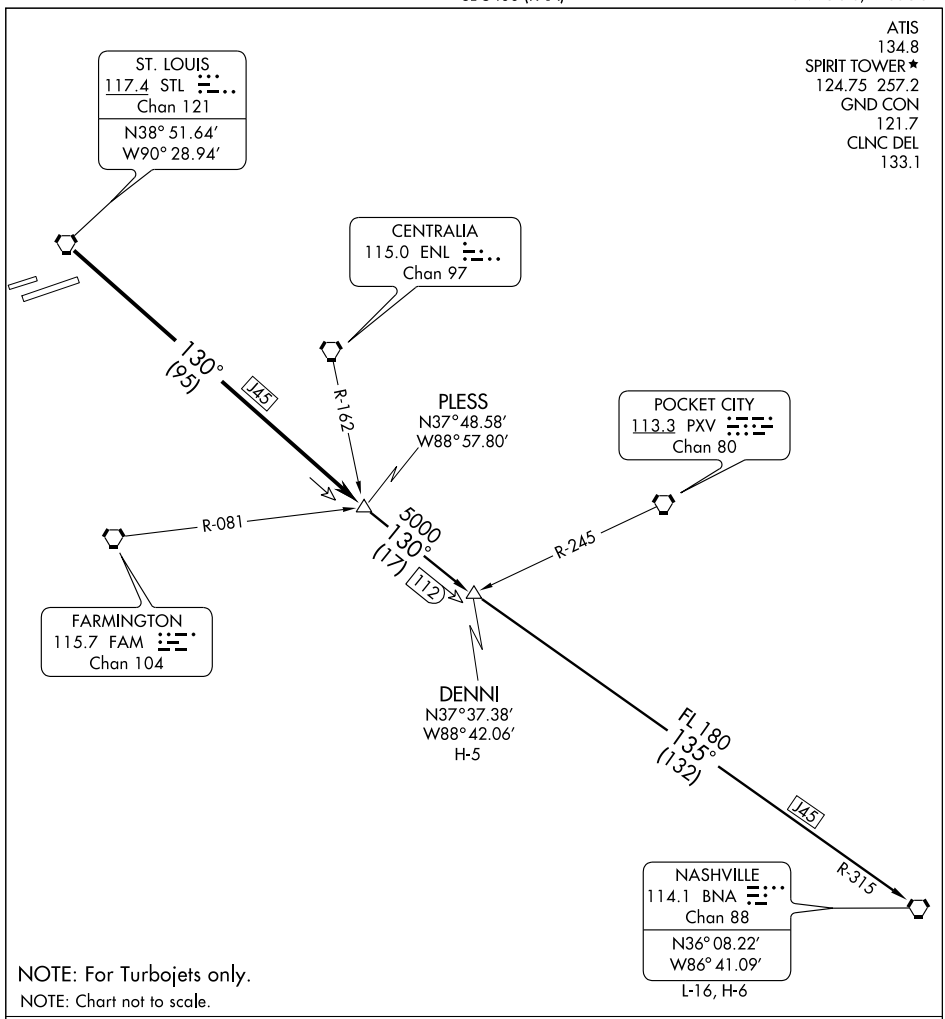
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 08 APR 2010 to 06 MAY 2010

PLESS ONE DEPARTURE



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 99414 W08A	APP CRS 076°	Rwy Idg 5000 TDZE 463 Apt Elev 463

RNAV (GPS) RWY 8L

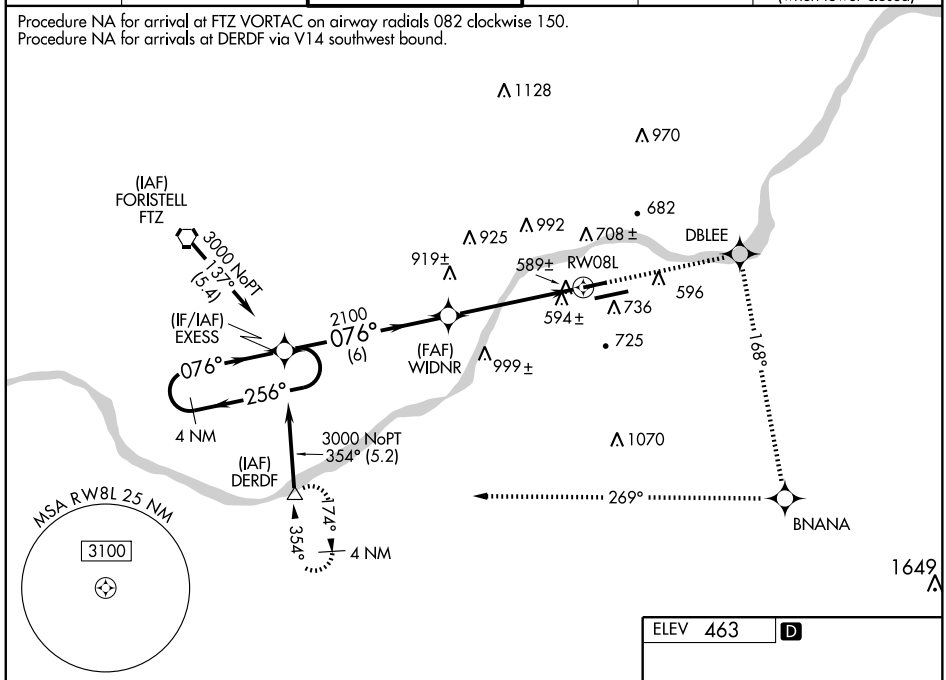
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

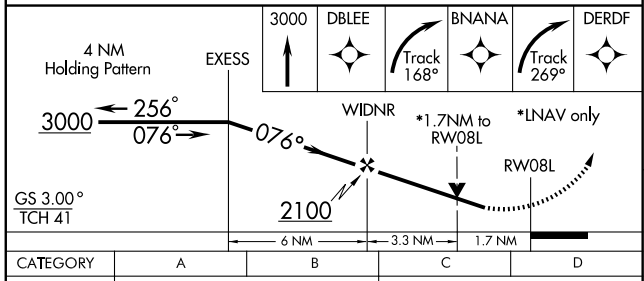
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

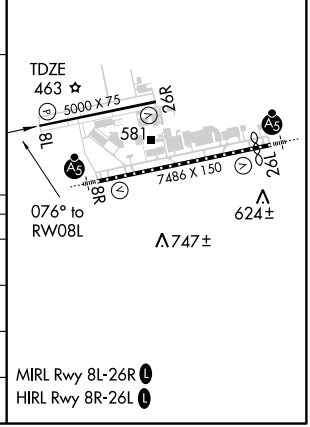
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.





CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)	NA	
LNAV/VNAV DA	1075-2¼	612 (700-2¼)	NA	
LNAV MDA	1040-1	577 (600-1)	NA	
CIRCLING	1100-1	637 (700-1)	NA	



NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 61114 W08B	APP CRS 076°	Rwy Idg 7245 TDZE 462 Apt Elev 463

RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

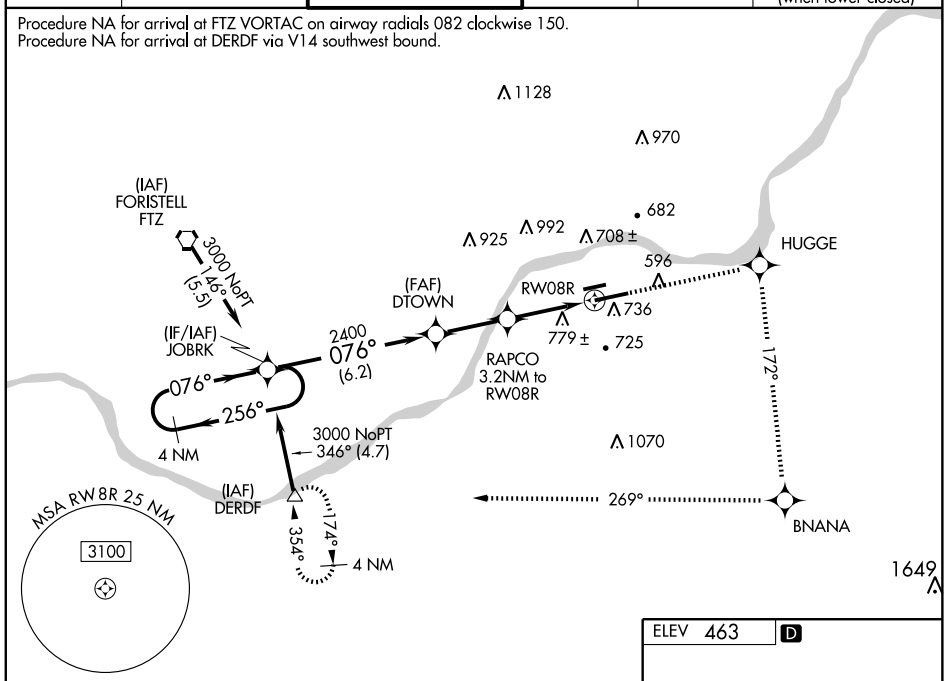
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

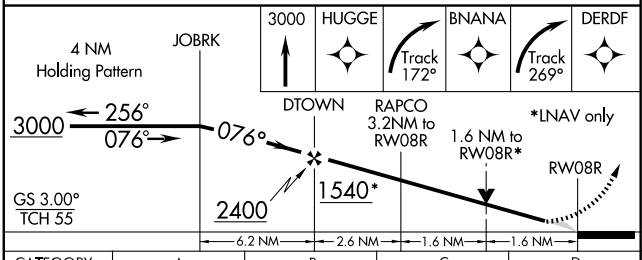
MALSR

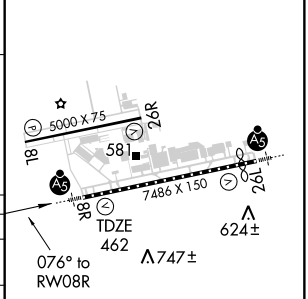
MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.







CATEGORY	A	B	C	D
LPV DA	662/24 200 (200-½)			
LNAV/VNAV DA	1129-1¾ 667 (700-1¾)			
LNAV MDA	1040/24 578 (600-½)		1040/50 578 (600-1)	1040/60 578 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7004
CH 81914	256°	TDZE	462
W26B		Apt Elev	463

RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

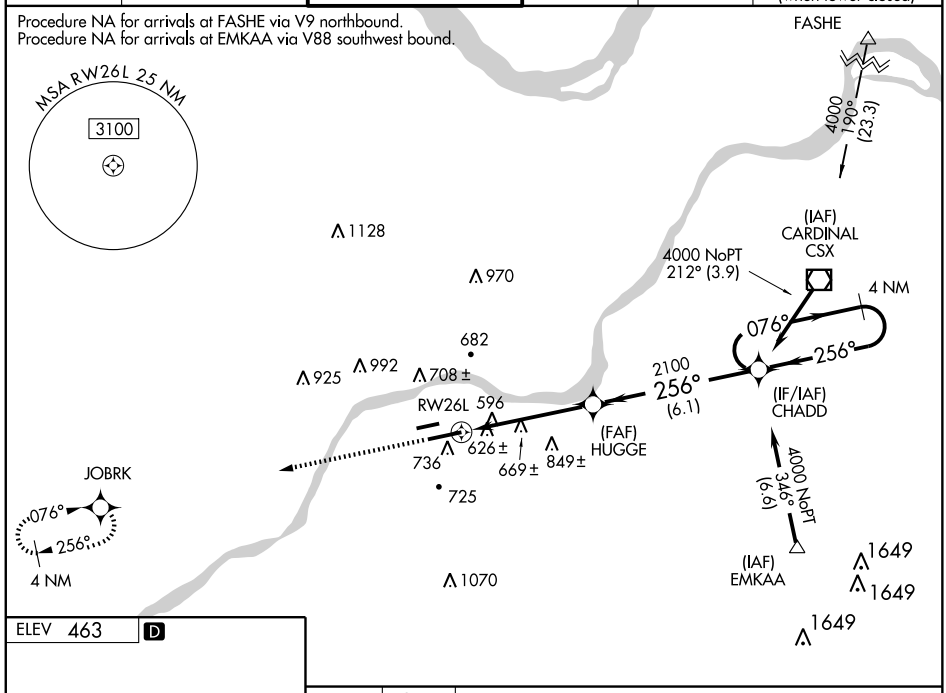
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

MALSR

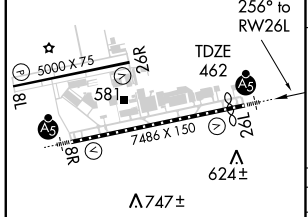
MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

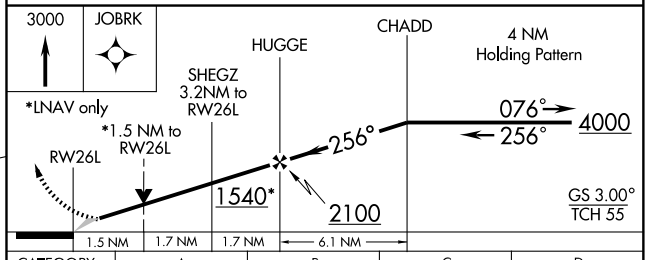
Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.



ELEV 463 D



MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L



CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½ 518 (600-½)		980-1 518 (600-1)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 97414 W26A	APP CRS 256°	Rwy Idg 5000 TDZE 463 Apt Elev 463

RNAV (GPS) RWY 26R

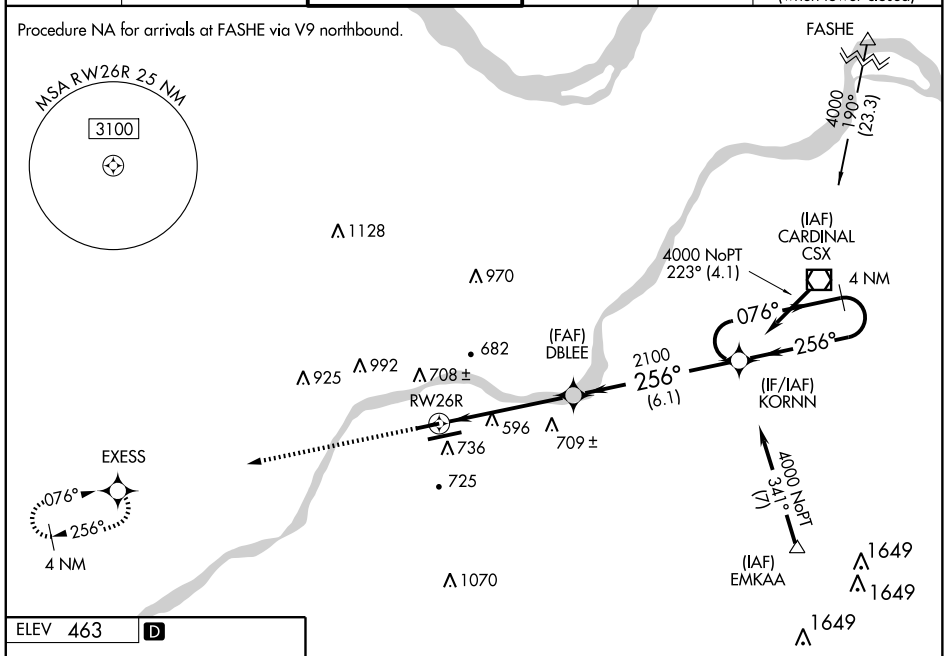
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

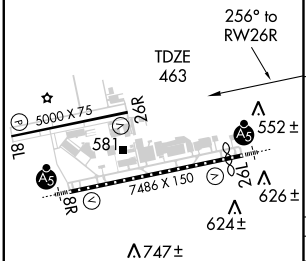
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

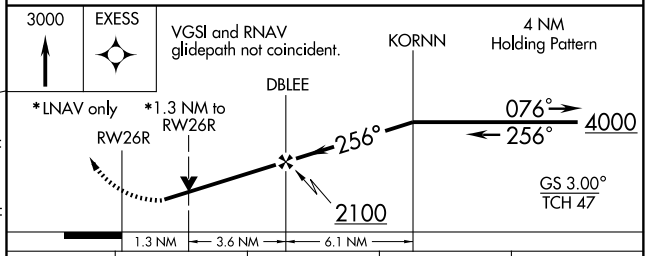
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.







CATEGORY	A	B	C	D
LPV DA	803-1¼ 340 (400-1¼)		NA	
LNAV/VNAV DA	953-1¾ 490 (500-1¾)		NA	
LNAV MDA	1000-1 537 (600-1)		NA	
CIRCLING	1100-1 637 (700-1)		NA	

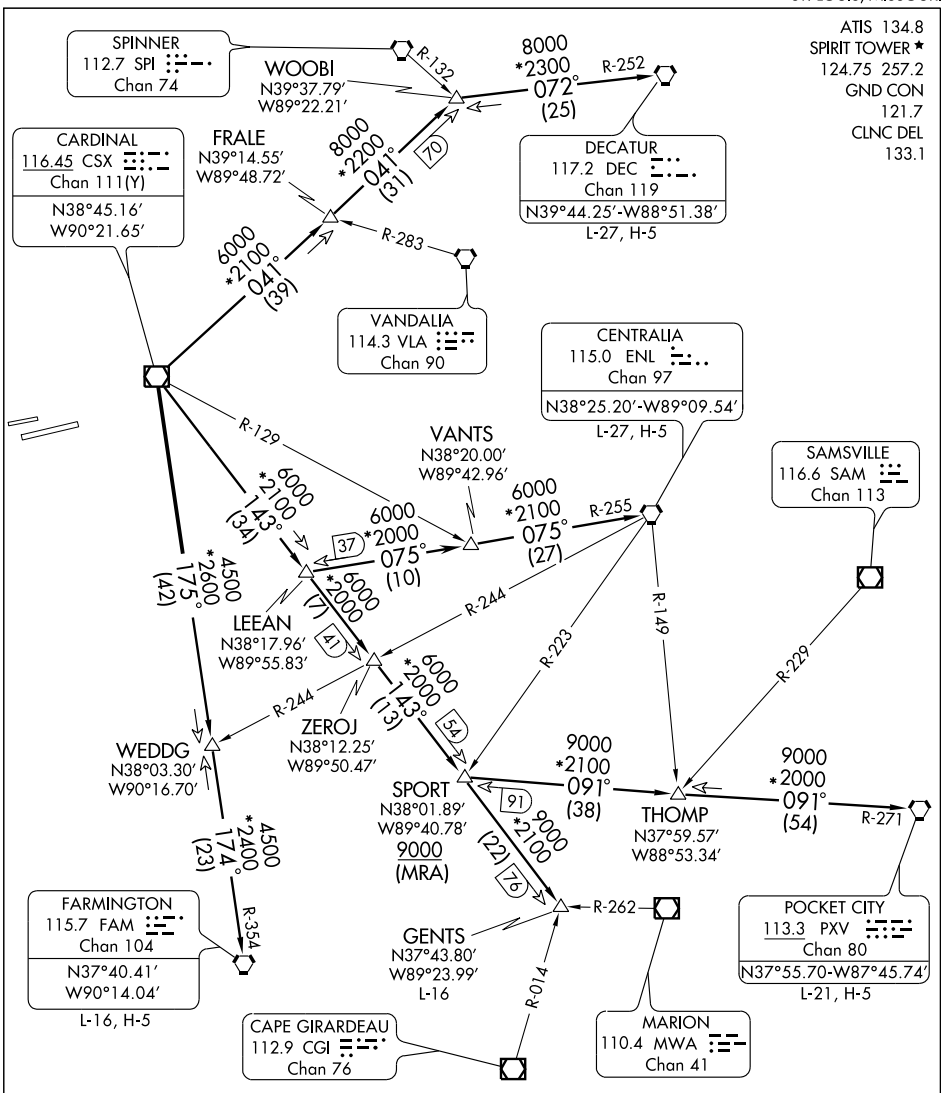
MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3. 08 APR 2010 to 06 MAY 2010

TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS		
013°	Rwy Idg	3060
	TDZE	1042
	Apt Elev	1042

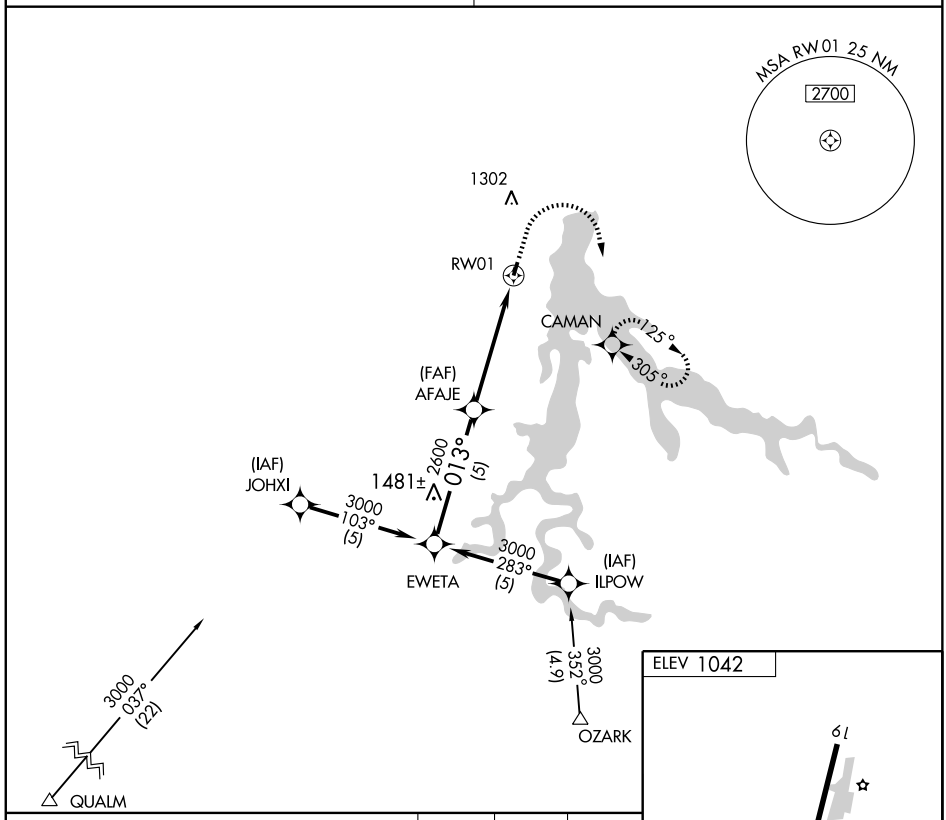
GPS RWY 1
STOCKTON MUNI (MO3)

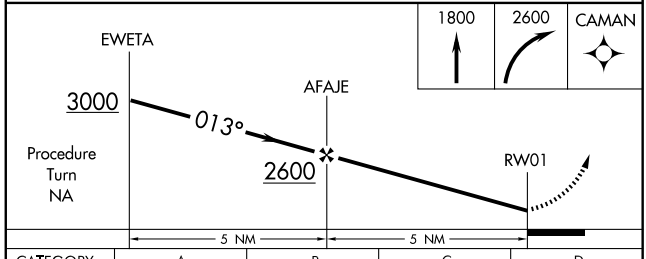
NA

Use Springfield-Branson National altimeter setting.

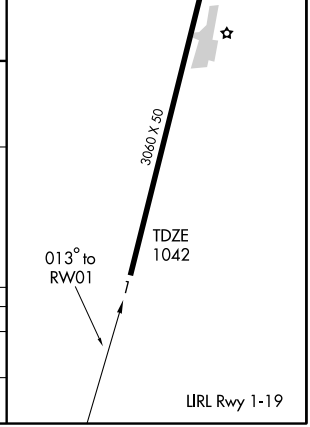
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9





CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	

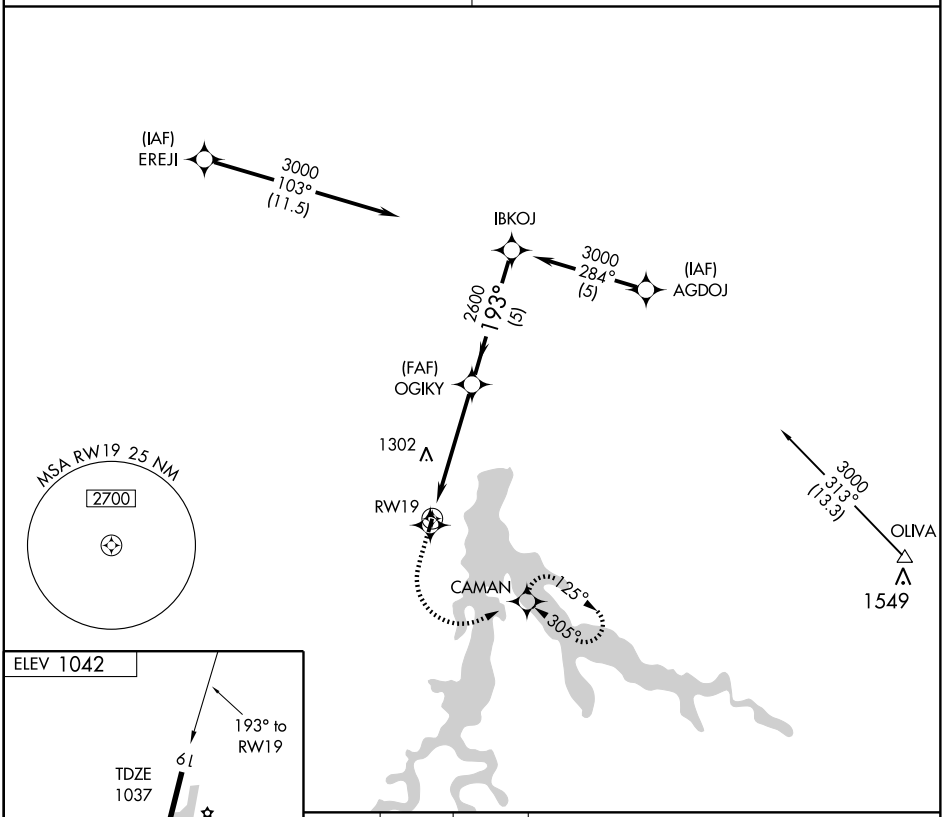


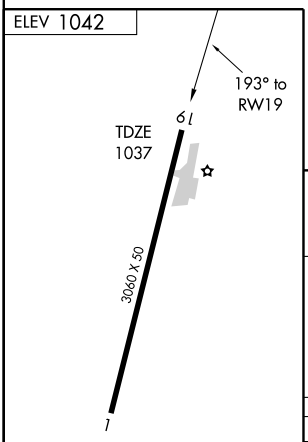
NC-3. 08 APR 2010 to 06 MAY 2010

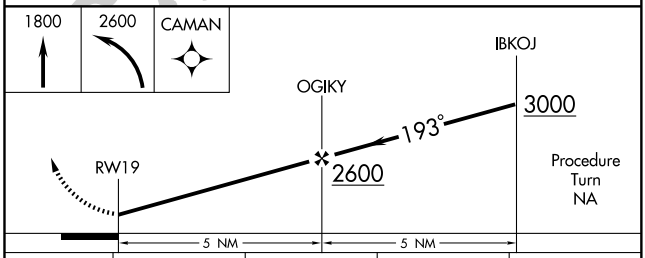
APP CRS		
193°	Rwy Idg	3060
	TDZE	1037
	Apt Elev	1042

GPS RWY 19
STOCKTON MUNI (MO3)

⚠ NA Use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.
SPRINGFIELD APP CON **124.95**	CTAF **122.9**







CATEGORY	A	B	C	D
S-19	1720-1 683 (700-1)		NA	
CIRCLING	1720-1 678 (700-1)		NA	

LIRL Rwy 1-19

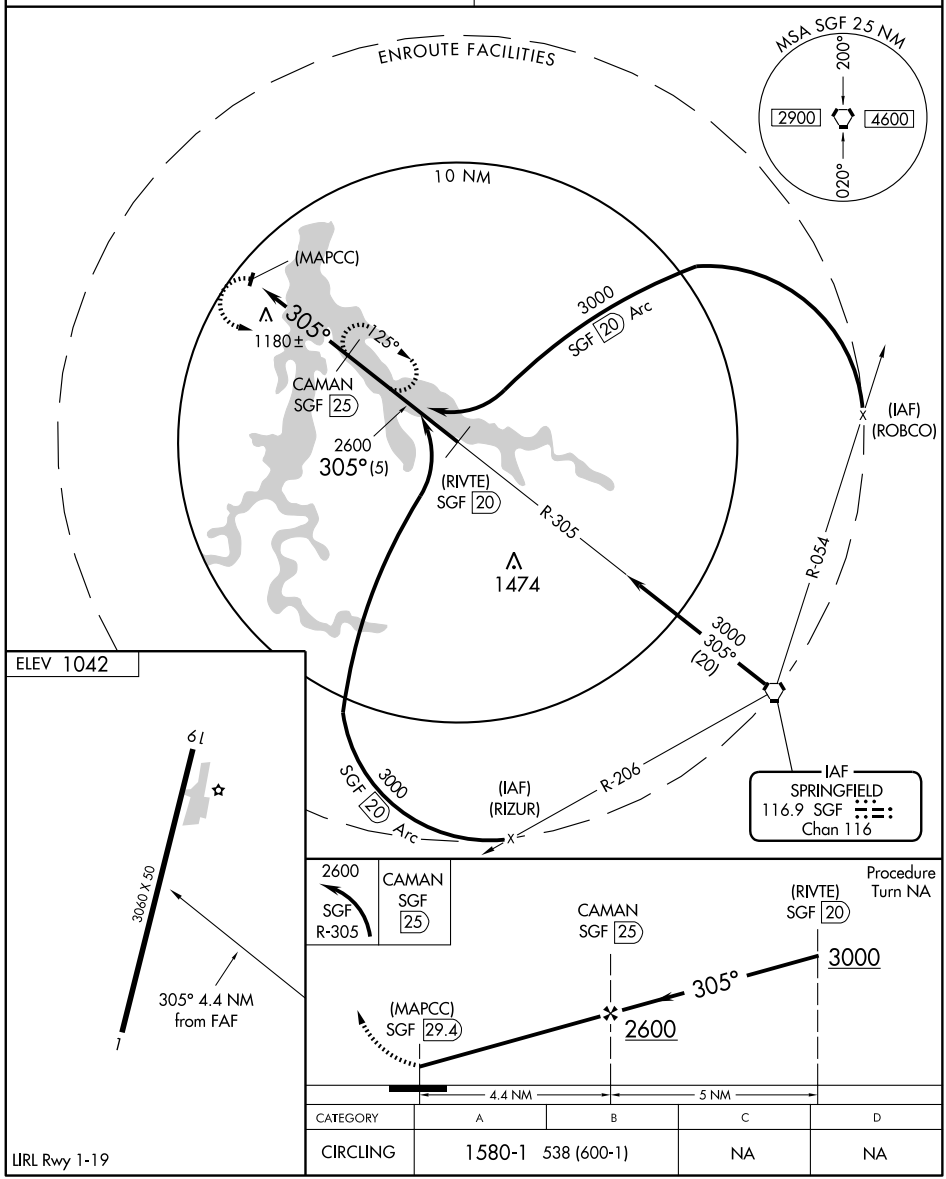
NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy Idg N/A TDZE N/A Apt Elev 1042

VOR/DME or GPS-A

STOCKTON MUNI (MO3)

NA Use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.
SPRINGFIELD APP CON 124.95	CTAF 122.9



CATEGORY	A	B	C	D
CIRCLING	1580-1	538 (600-1)	NA	NA

LIRL Rwy 1-19

NC-3. 08 APR 2010 to 06 MAY 2010

NDB UUV	APP CRS	Rwy Idg	4499
356	246°	TDZE	927
		Apt Elev	933

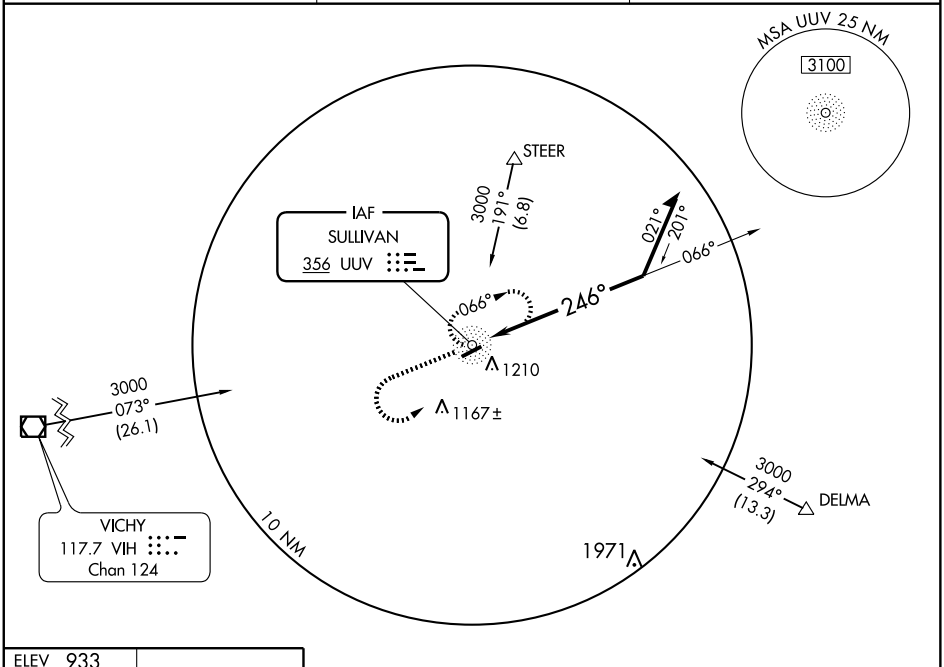
NDB RWY 24
SULLIVAN RGNL (UUV)

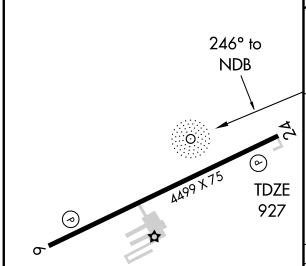
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

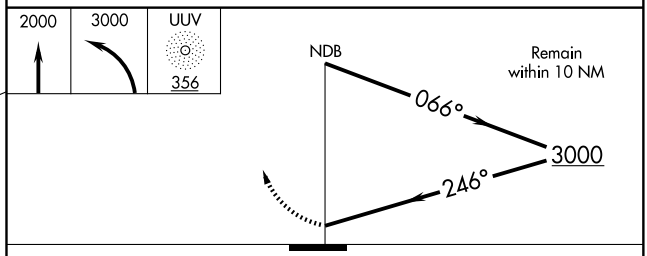
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF)







CATEGORY	A	B	C	D
S-24	1560-1 633 (700-1)		1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1 627 (700-1)		1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

MIRL Rwy 6-24

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 82414 W06A	APP CRS 058°	Rwy Idg 4499 TDZE 933 Apt Elev 933

RNAV (GPS) RWY 6

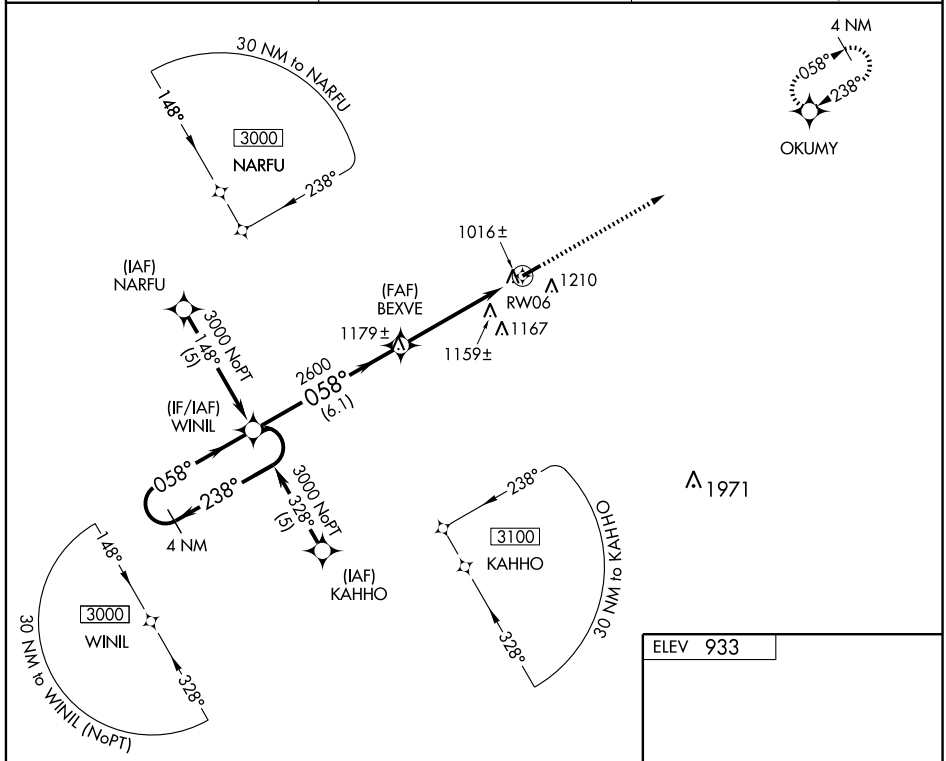
SULLIVAN RGNL (UUV)

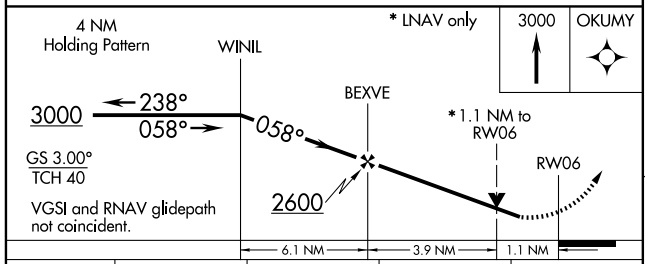
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

NA

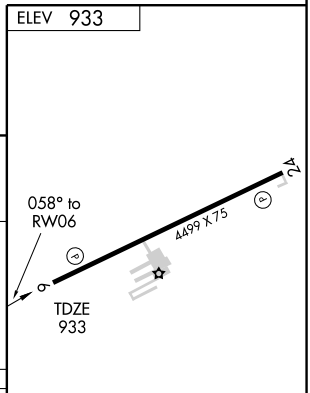
MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)	NA	
LNAV/VNAV DA	1488-2	555 (600-2)	NA	
LNAV MDA	1420-1	487 (500-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	



MIRL Rwy 6-24 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy ldg 4499
CH 72714 W24A	238°	TDZE 928
		Apt Elev 933

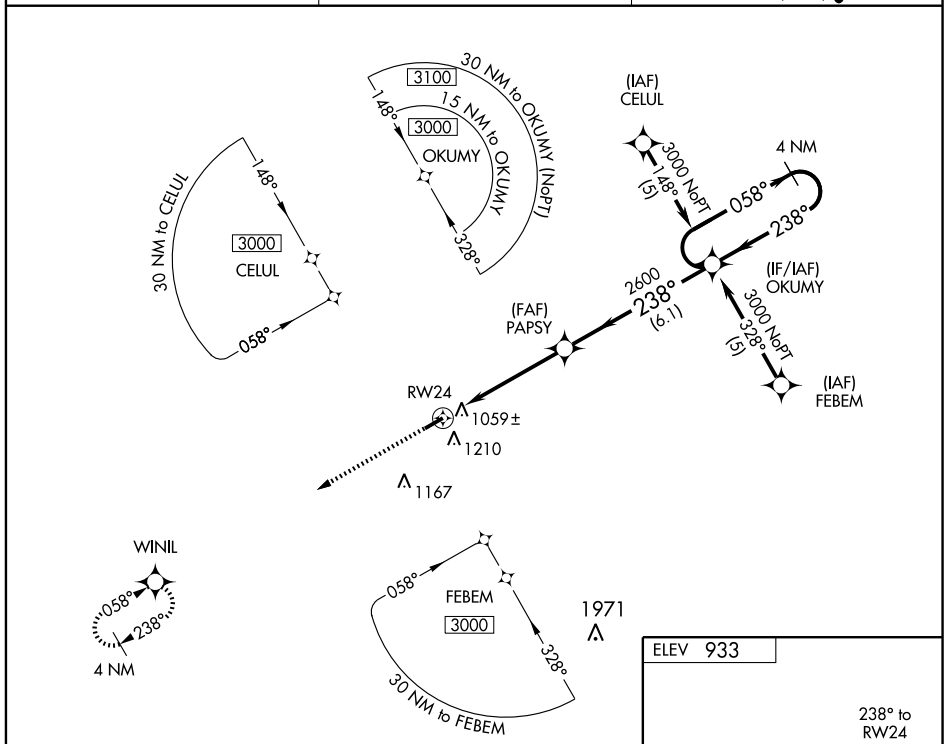
RNAV (GPS) RWY 24
SULLIVAN RGNL (UUV)

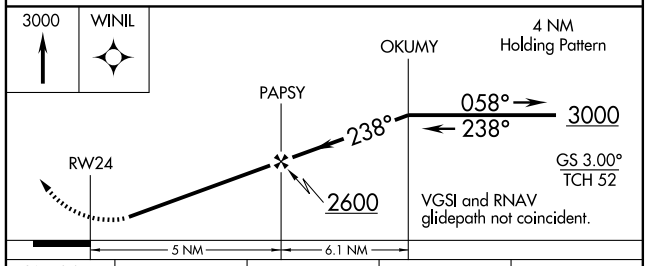
Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

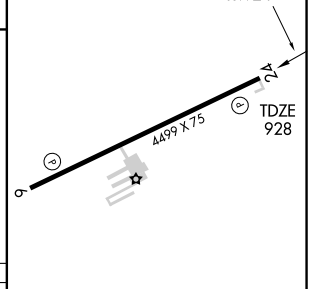
NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	
LNAV/VNAV DA	1392-1¾	464 (500-1¾)	NA	
LNAV MDA	1460-1	532 (600-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 57906 W18A	APP CRS 178°	Rwy Idg 3234	TDZE 913	Apt Elev 913

RNAV (GPS) RWY 18

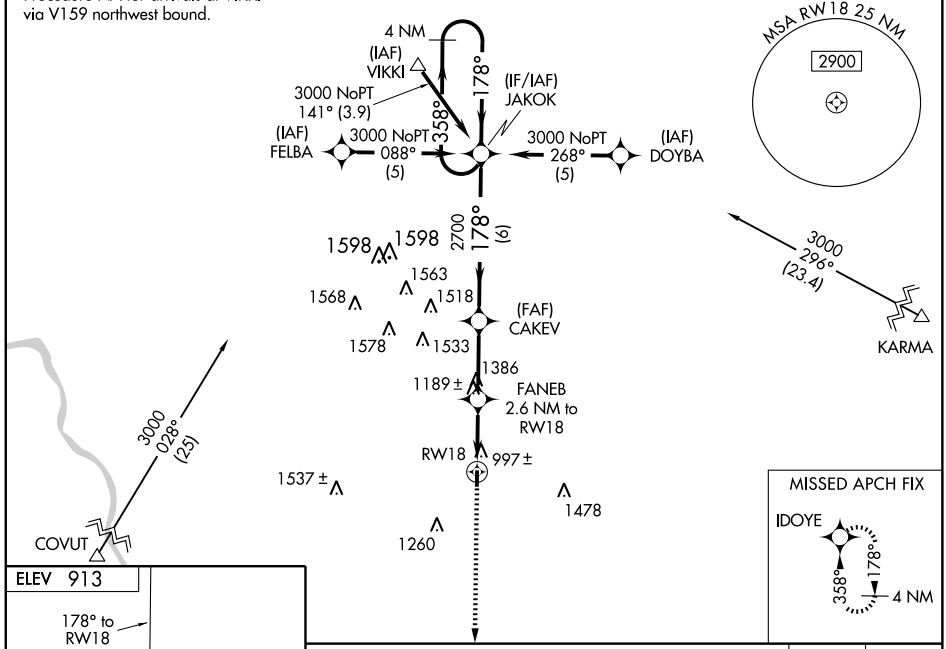
TARKIO/ GOULD PETERSON MUNI (K57)

Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

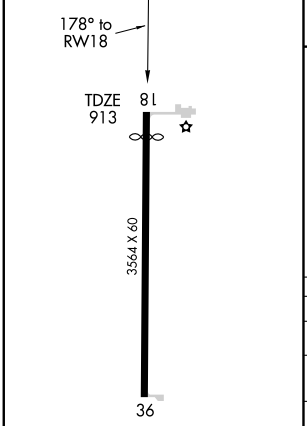
MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

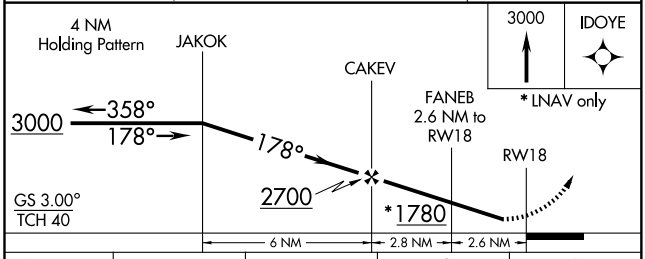
SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L

Procedure NA for arrivals at VIKKI via V159 northwest bound.



MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	1272-1¼ 359 (400-1¼)			NA
LNAV/ VNAV DA	1375-1¾ 462 (500-1¾)			NA
LNAV MDA	1500-1 587 (600-1)		1500-1½ 587 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 50206 W36A	APP CRS 358°	Rwy Idg 3564	TDZE 912	Apt Elev 913

RNAV (GPS) RWY 36

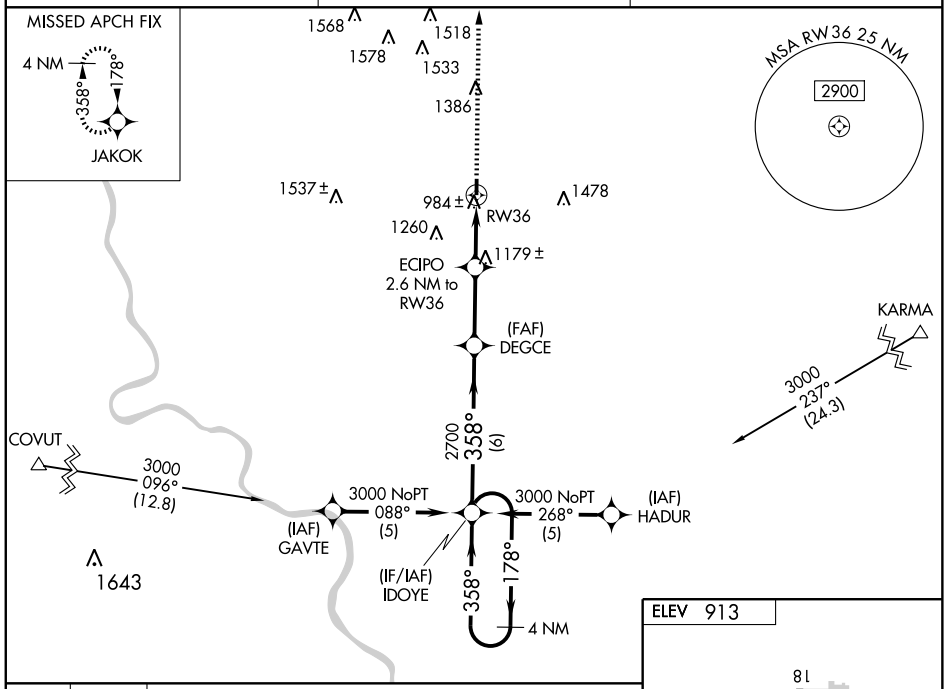
TARKIO/ GOULD PETERSON MUNI (K57)

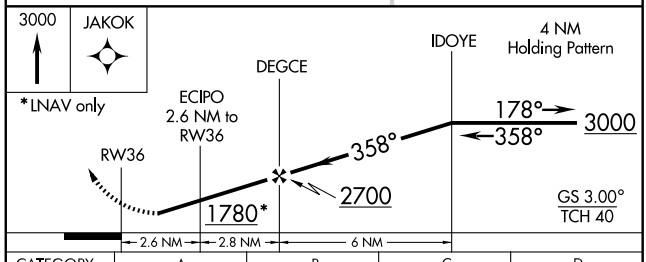
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

NA

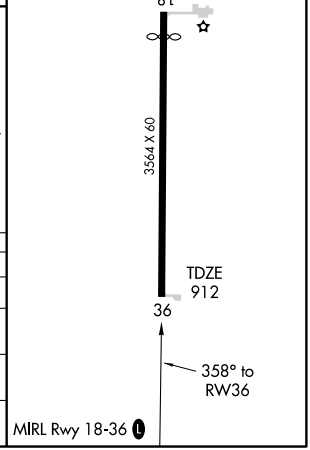
MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L





CATEGORY	A	B	C	D
LPV DA	1280-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	1352-1½ 440 (500-1½)			NA
LNAV MDA	1480-1 568 (600-1)		1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

GPS RWY 18
TRENTON MUNI (TRX)

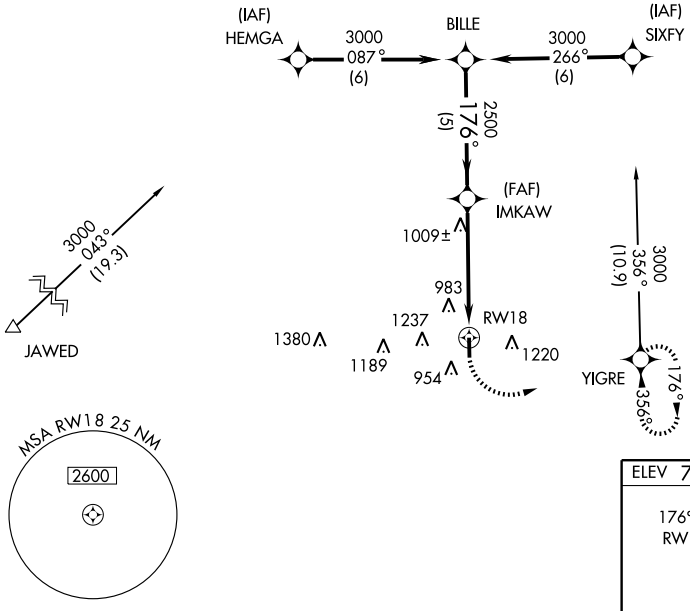
NA

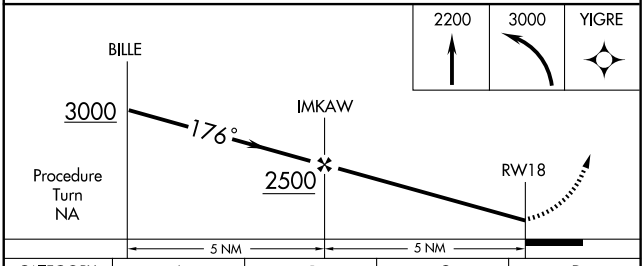
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

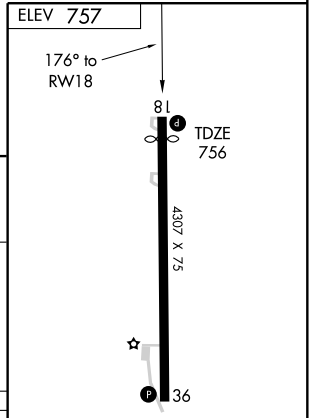
COMMUNICATIONS	
COLUMBIA RADIO	UNICOM
122.2	**122.8** (CTAF) L

1473





CATEGORY	A	B	C	D
S-18	1320-1	564 (600-1)	NA	
CIRCLING	1360-1	603 (700-1)	NA	



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4307
356°	TDZE	756
	Apt Elev	757

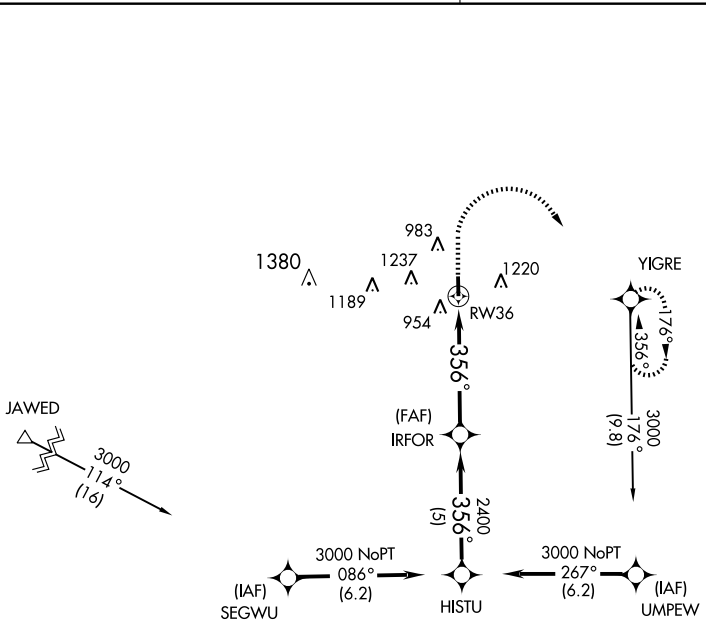
GPS RWY 36
TRENTON MUNI (TRX)

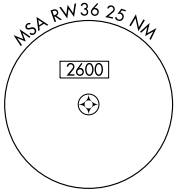
T
NA

Use Chillicothe Muni altimeter setting.

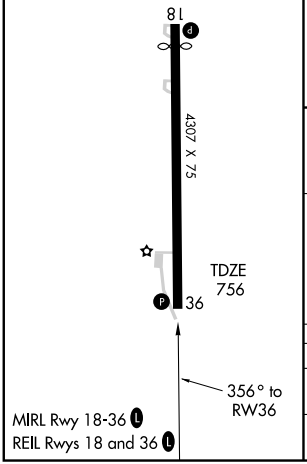
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

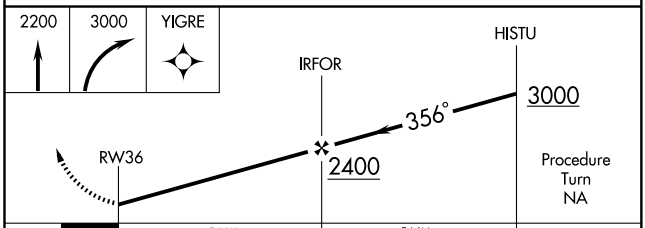
COMMUNICATIONS	
COLUMBIA RADIO	UNICOM
122.2	**122.8** (CTAF) L





ELEV 757





CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB TRX	APP CRS	Rwy Idg	3907
400	183°	TDZE	756
		Apt Elev	757

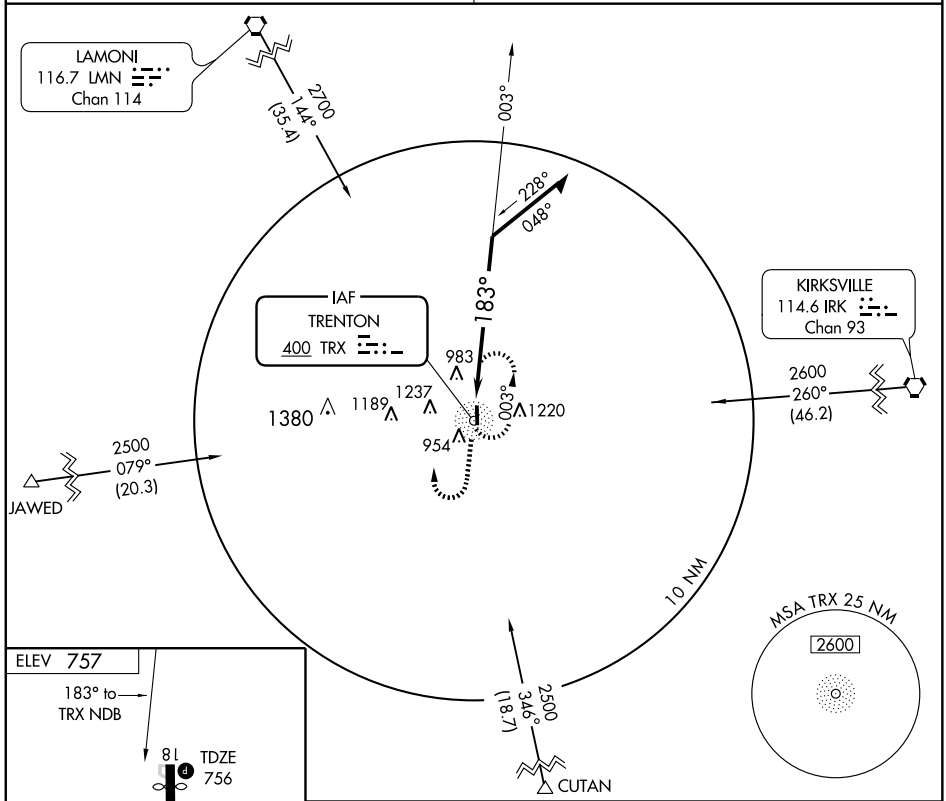
NDB RWY 18
TRENTON MUNI (TRX)

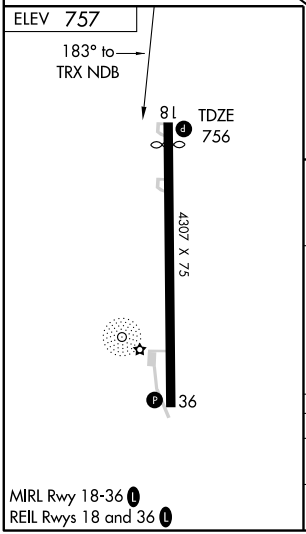
NA

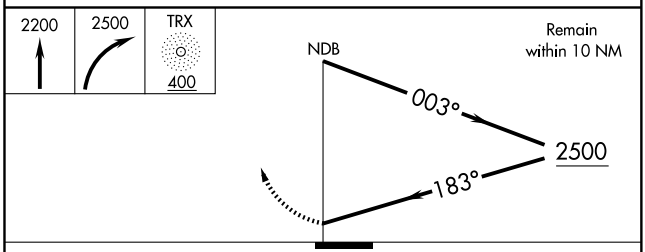
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1480-1	724 (800-1)	NA	
CIRCLING	1480-1	723 (800-1)	NA	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NDB TRX	APP CRS	Rwy Idg	4307
400	346°	TDZE	756
		Apt Elev	757

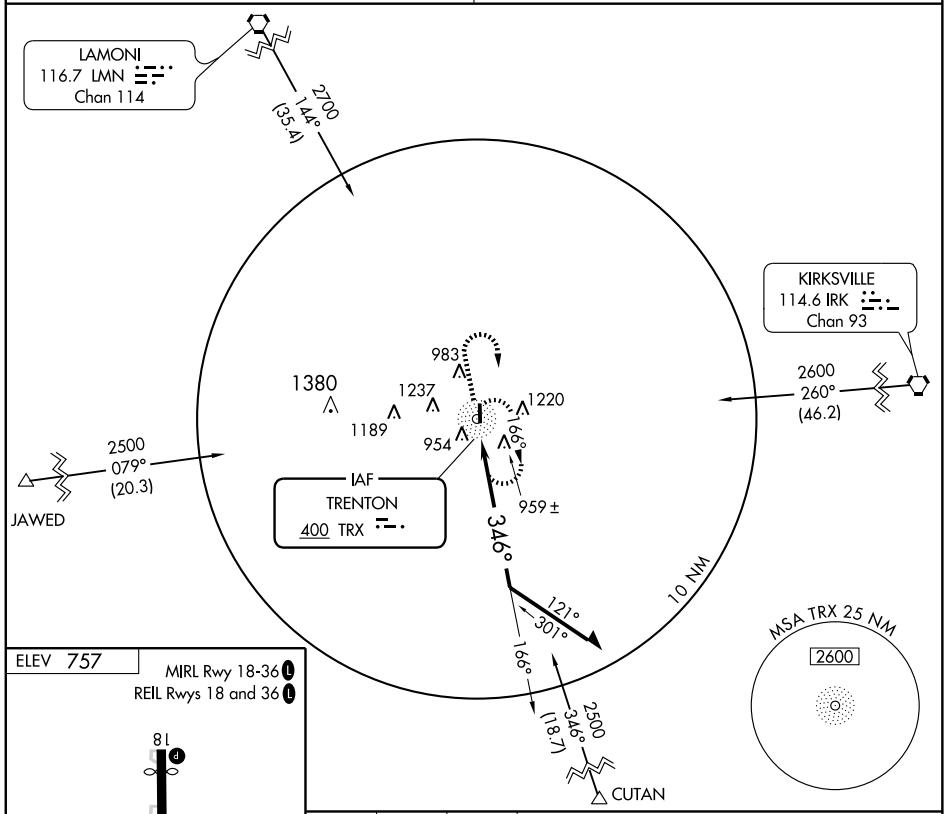
NDB RWY 36
TRENTON MUNI (TRX)

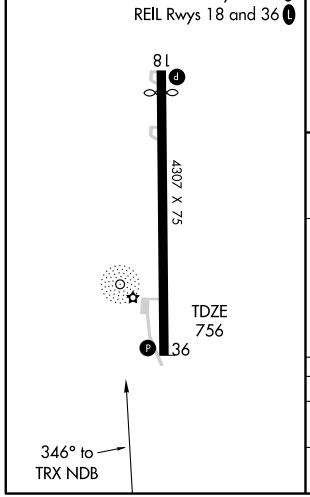
T
ANA

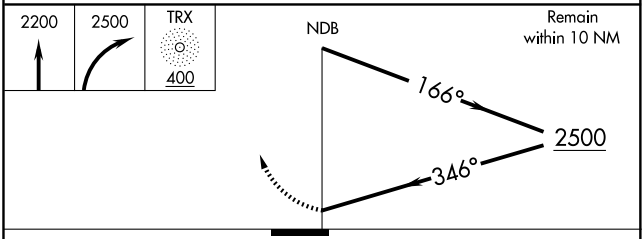
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1380-1	624 (700-1)	NA	
CIRCLING	1380-1	623 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 45803 W18A	APP CRS 181°	Rwy Idg 4206 TDZE 797 Apt Elev 798

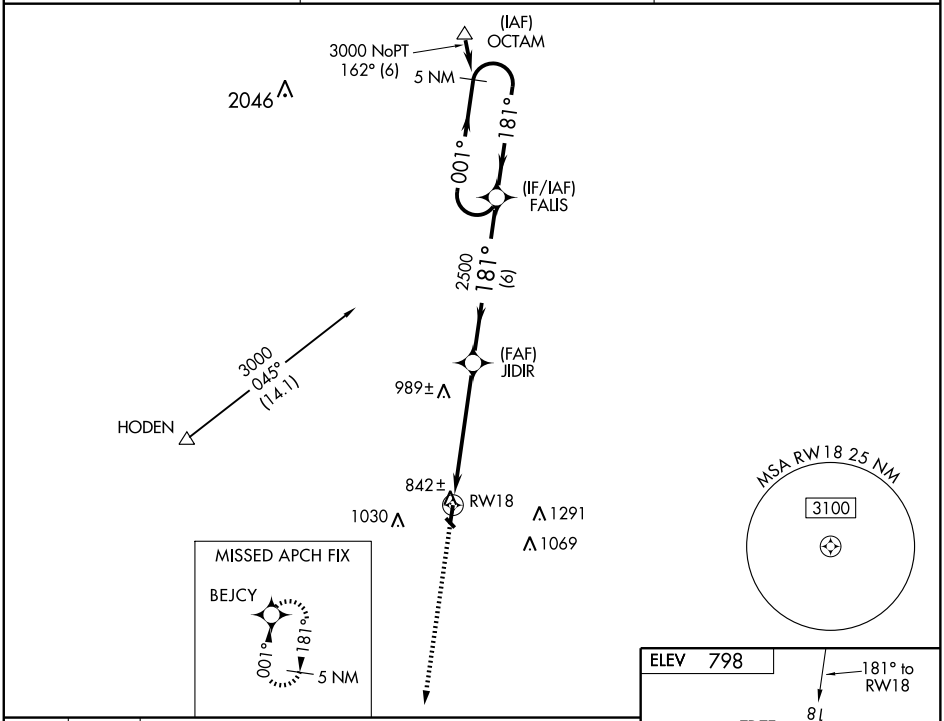
RNAV (GPS) RWY 18

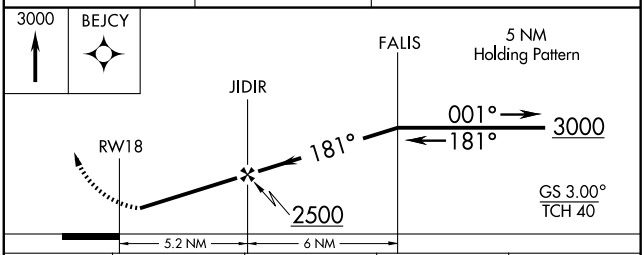
WARRENSBURG/ SKYHAVEN (RCM)

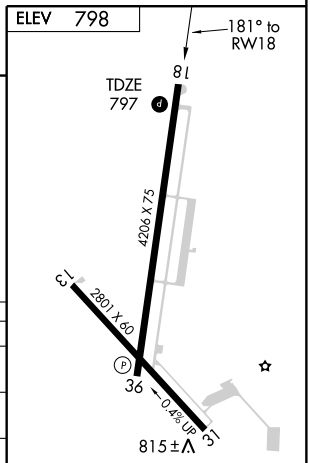
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/ VNAV DA	1141-1¼ 344 (400-1¼)			NA
LNAV MDA	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4206
CH 65903	001°	TDZE	797
W36A		Apt Elev	798

RNAV (GPS) RWY 36

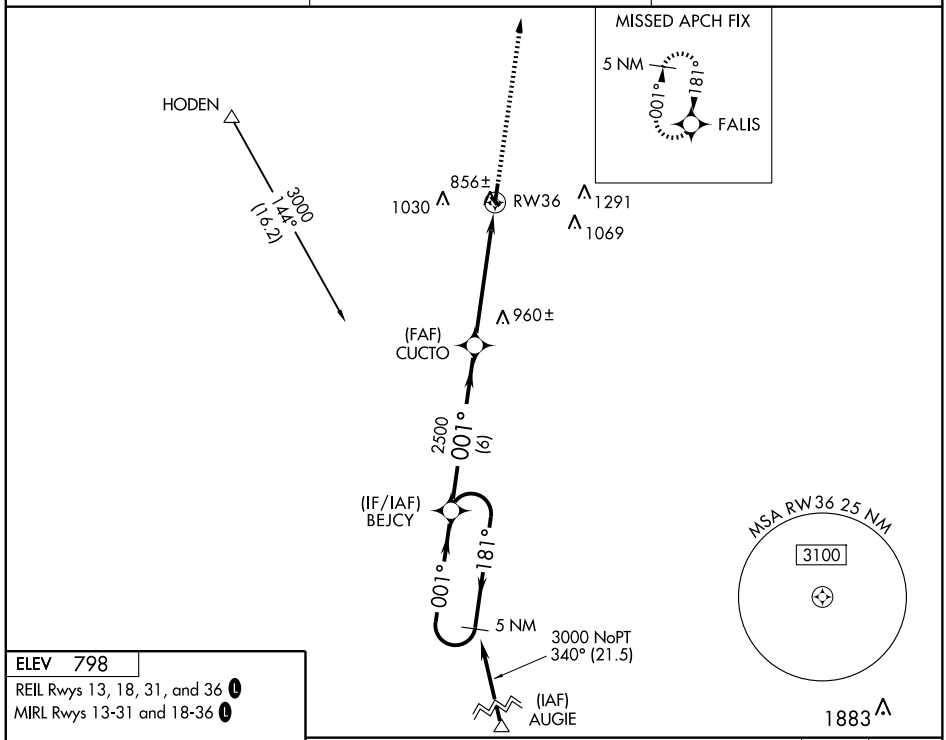
WARRENSBURG/SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

NA

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

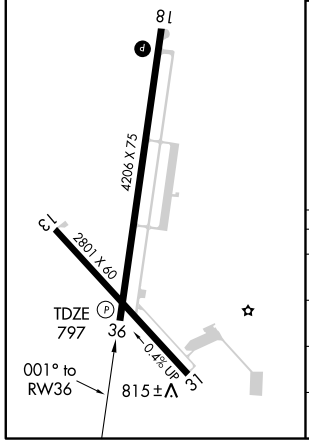
AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L

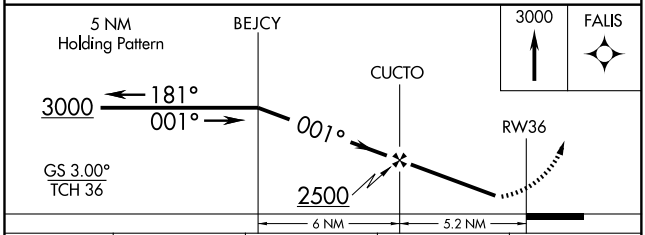


ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1 463 (500-1)		1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC ANX	APP CRS	Rwy Idg	N/A
114.0	134°	TDZE	N/A
Chan 87		Apt Elev	798

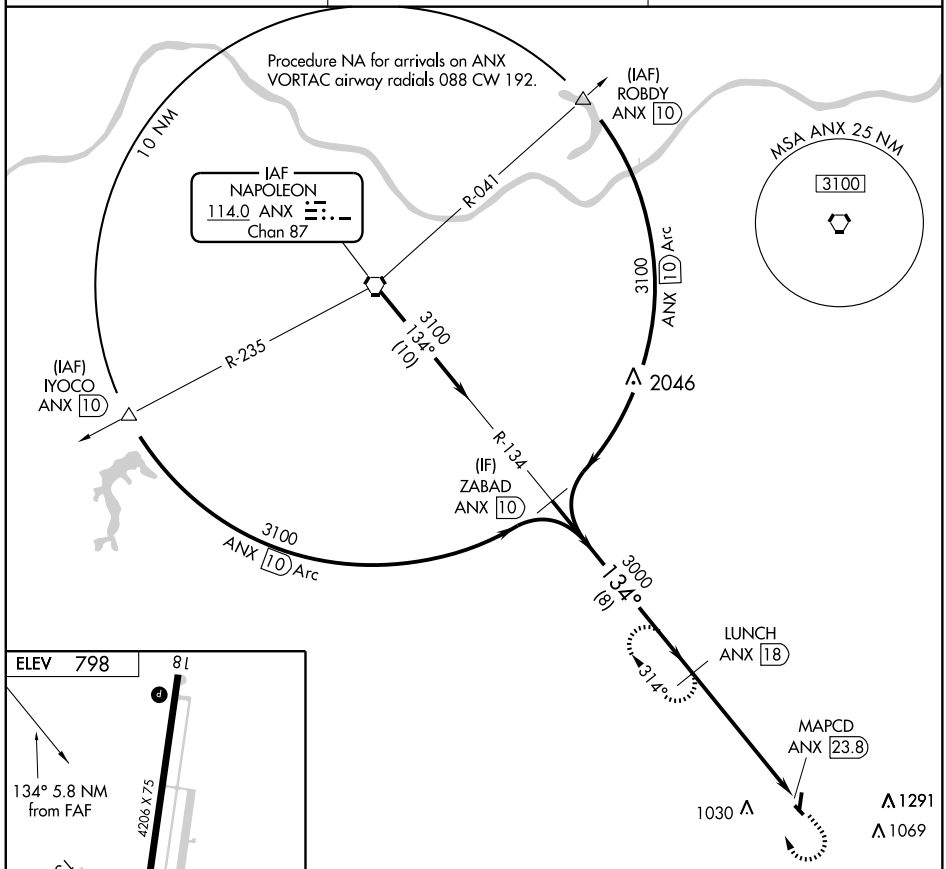
VOR/DME-A

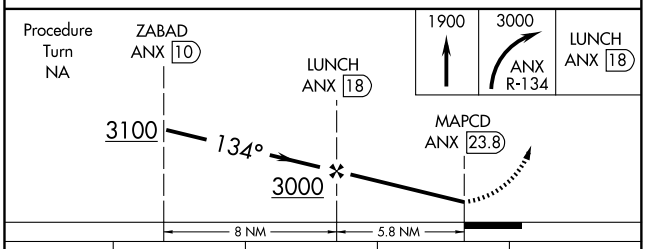
WARRENSBURG/SKYHAVEN (RCM)

Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3	WHITEMAN APP CON *	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1320-1 522 (600-1)	1320-1¼ 522 (600-1¼)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L
REIL Rwys 13, 18, 31, and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WASHINGTON, MISSOURI

AL-6478 (FAA)

09295

RNAV (GPS) RWY 15

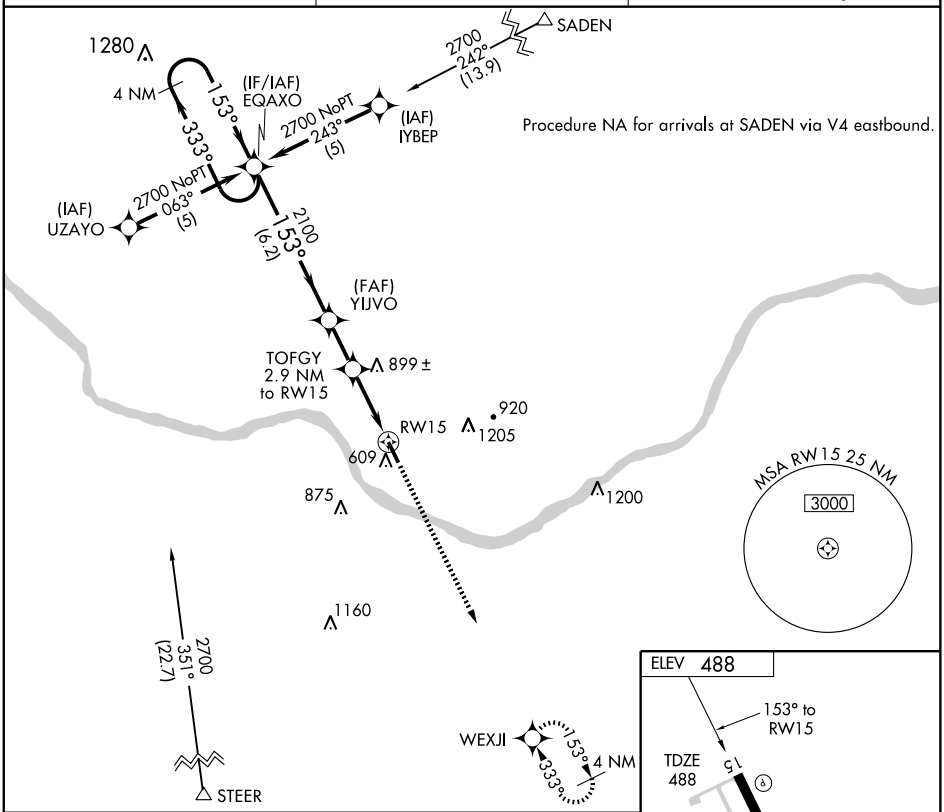
WASHINGTON RGNL (FYG)

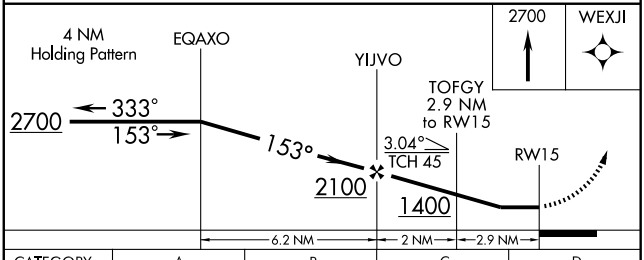
APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

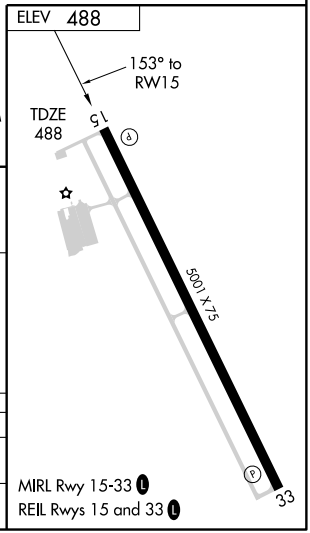
MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy ldg	5001
CH 45715	333°	TDZE	486
W33A		Apt Elev	488

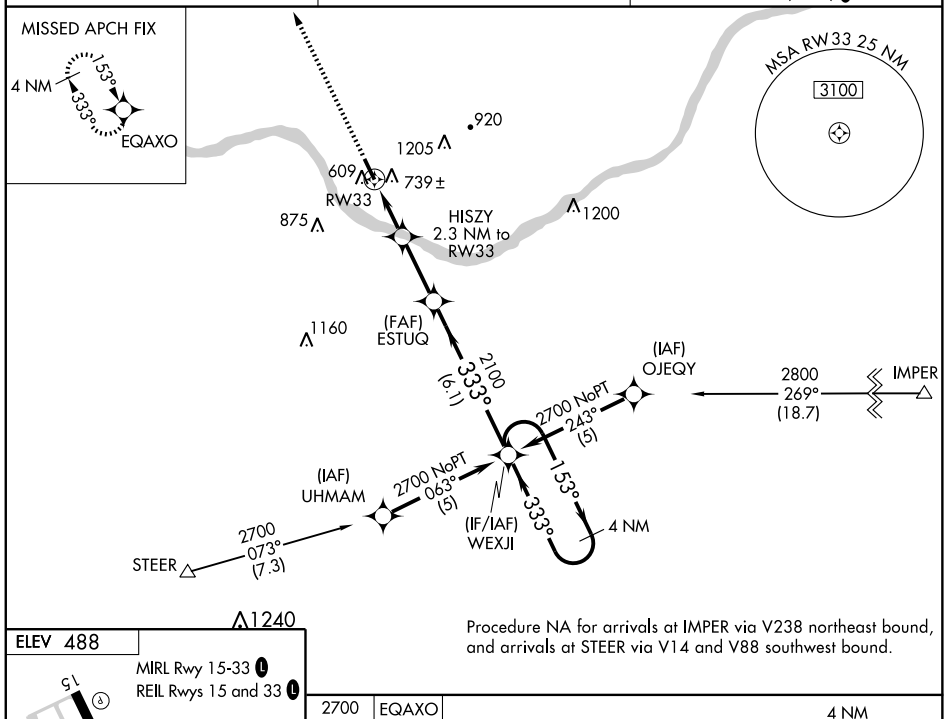
RNAV (GPS) RWY 33

WASHINGTON RGNL (FYG)

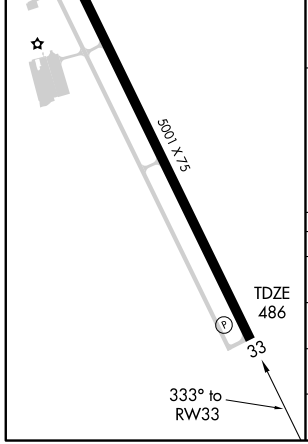
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

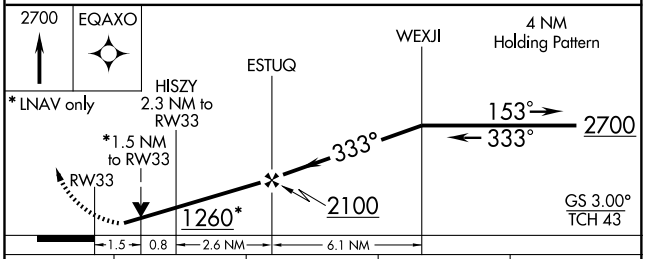
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.





CATEGORY	A	B	C	D
LPV DA	824-1¼ 338 (400-1¼)			NA
LNAV/VNAV DA	1051-2 565 (600-2)			NA
LNAV MDA	1000-1 514 (600-1)		1000-1½ 514 (600-1½)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

VOR-A

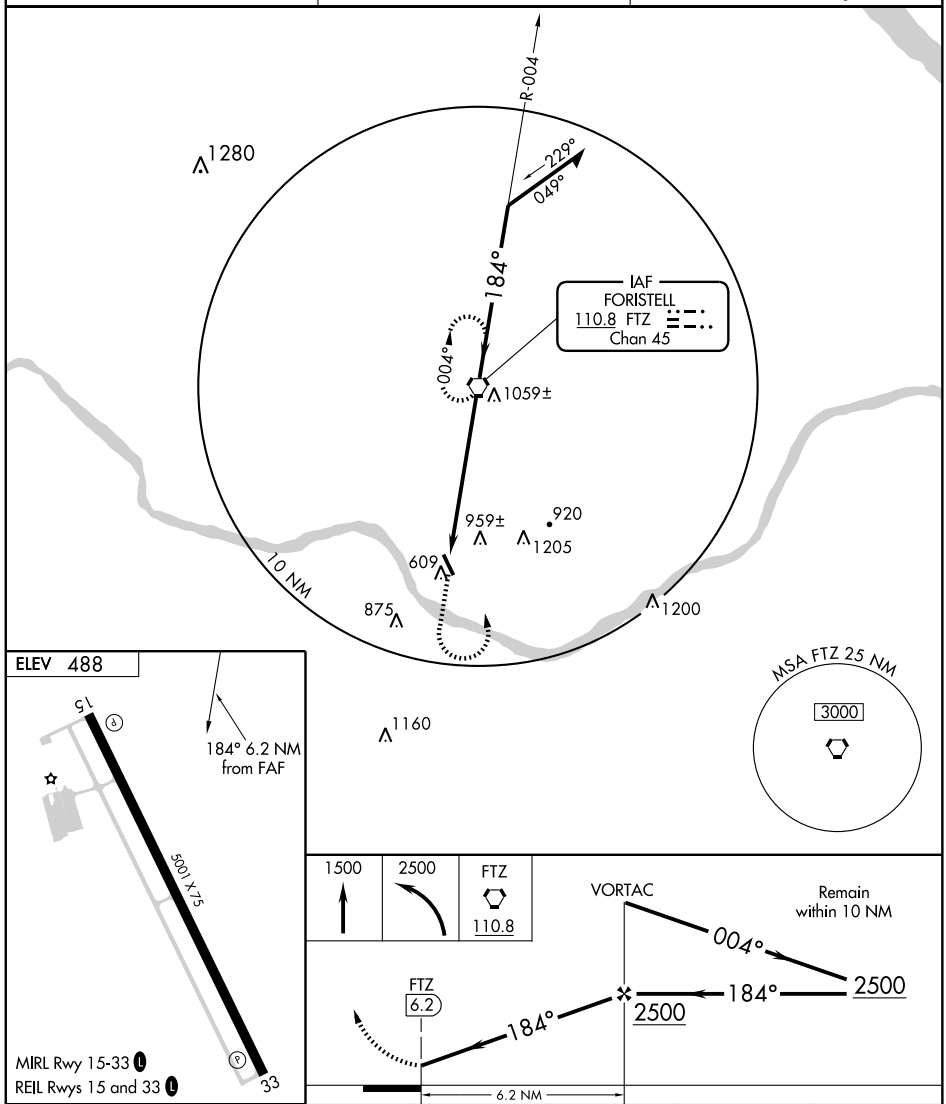
WASHINGTON RGNL (FYG)

VORTAC FTZ	APP CRS	Rwy Idg	N/A
110.8	184°	TDZE	N/A
Chan 45		Apt Elev	488

When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

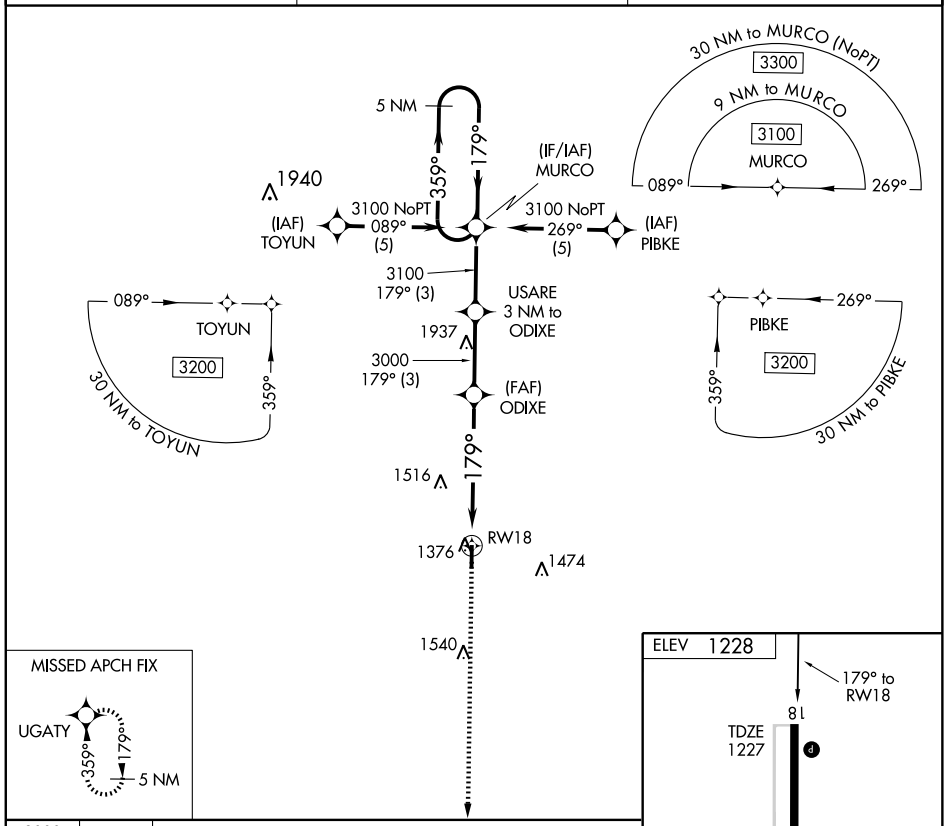
APP CRS	Rwy Idg	5102
179°	TDZE	1227
	Apt Elev	1228

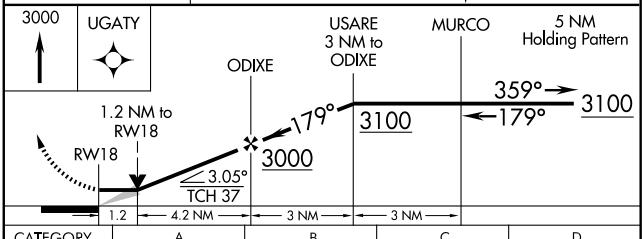
RNAV (GPS) RWY 18
WEST PLAINS MUNI (UNO)

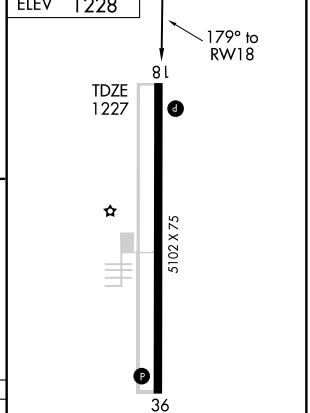
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1	413 (500-1)	1640-1¼ 413 (500-1¼)	NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5102
CH 40202	359°	TDZE	1228
W36A		Apt Elev	1228

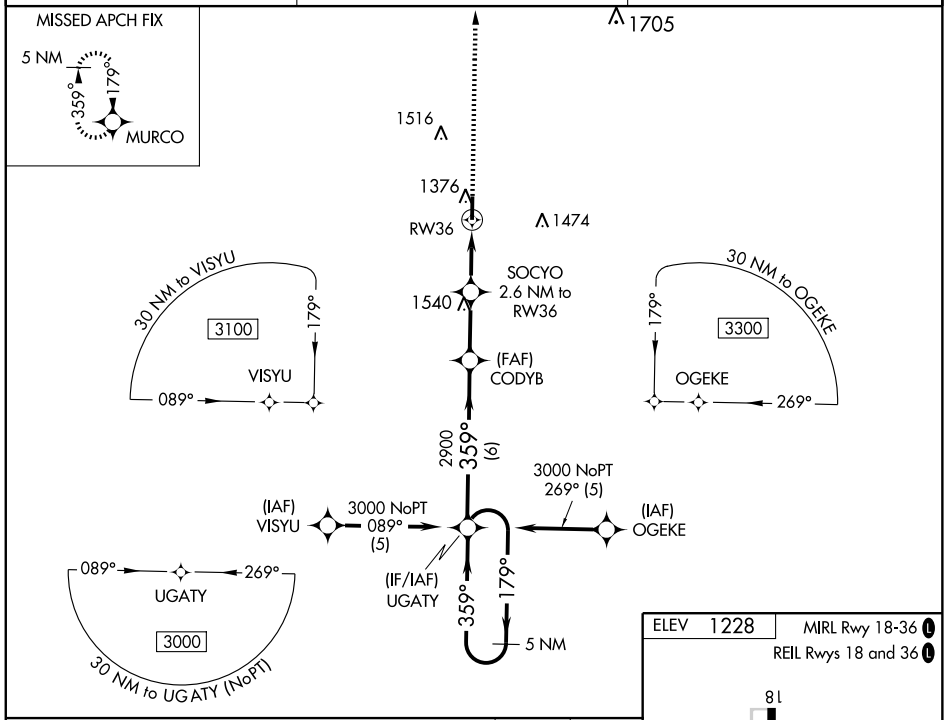
RNAV (GPS) RWY 36

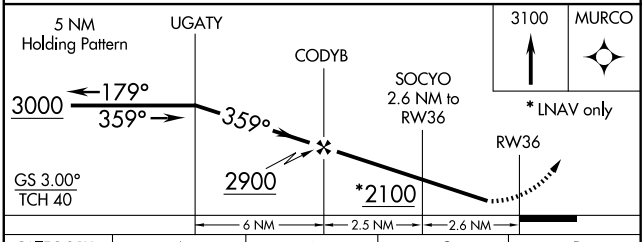
WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L



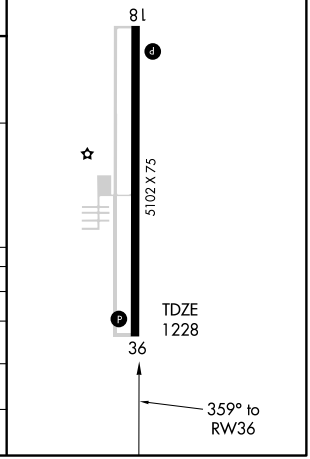


CATEGORY	A	B	C	D
LPV DA	1478-1 250 (300-1)			NA
LNAV/VNAV DA	1529-1 301 (400-1)			NA
LNAV MDA	1580-1 352 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

ELEV 1228

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L



NC-3. 08 APR 2010 to 06 MAY 2010

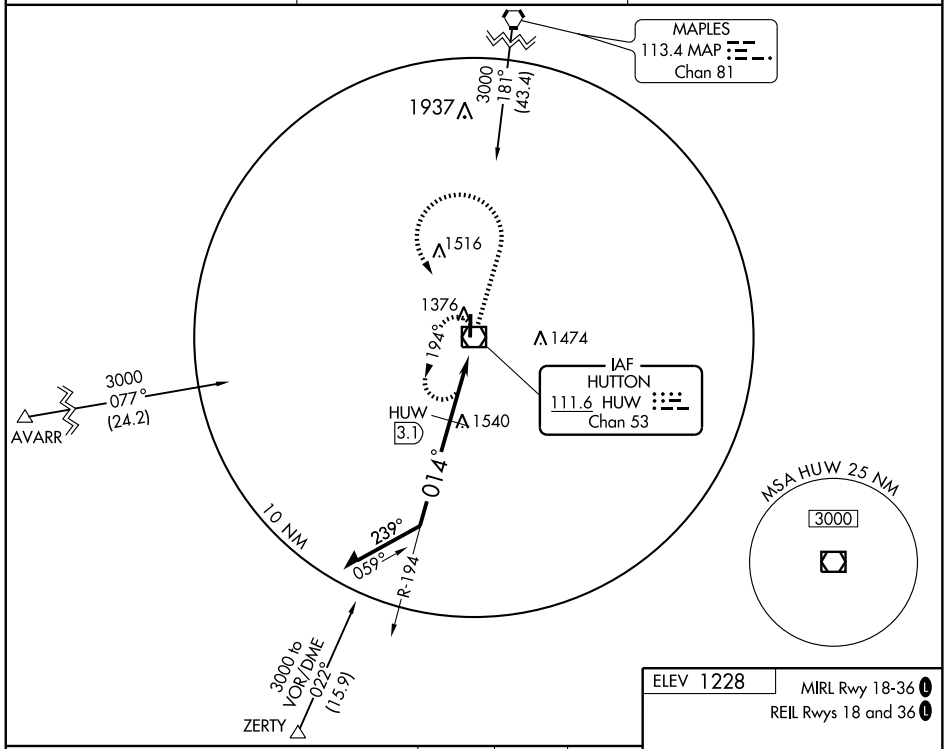
VOR/DME HUW 111.6 Chan 53	APP CRS 014°	Rwy Idg 5102 TDZE 1228 Apt Elev 1228

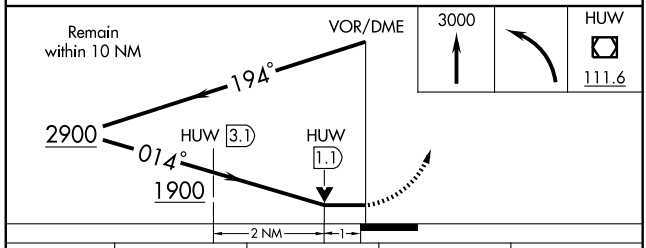
VOR RWY 36
WEST PLAINS MUNI (UNO)

VDP applies to DME minimums only.

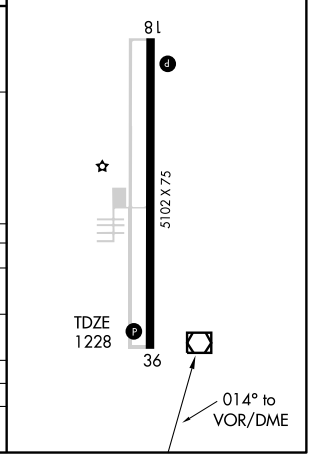
MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
CIRCLING	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
DME MINIMUMS				
S-36	1600-1 372 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA



NC-3. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN, SD
ABERDEEN RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35
VOR Rwy 31
VOR/DME Rwy 13
NA when local weather not available.

ALBERT LEA, MN
ALBERT LEA MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

ALEXANDRIA, MN
CHANDLER FIELD ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

AUSTIN, MN
AUSTIN MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

BAUDETTE, MN
BAUDETTE INTL ..... **RNAV (GPS) Rwy 30**[1]
VOR/DME Rwy 12[2]
VOR Rwy 30[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

BEMIDJI, MN
BEMIDJI RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

BENSON, MN
BENSON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BISMARCK, ND
BISMARCK MUNI ..... **ILS Rwy 13**[12]
ILS Rwy 31[12]
RADAR-1[3]
[1]ILS, Category D, 800-2½; Category E, 900-3. LOC, NA.
[2]NA when control tower not in operation.
[3]NA when control tower closed.

BRAINERD, MN
BRAINERD LAKES RGNL ... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 34
NA when local weather not available.

BROOKINGS, SD
BROOKINGS RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CANBY, MN
MYERS FIELD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CLOQUET, MN
CLOQUET CARLTON COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

COOK, MN
COOK MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category A,B, 900-2; Category C, 900-2¼.

NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9**
COPTER ILS Rwy 27
ILS Rwy 9
LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[1]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-GORDON NEWSTROM .... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]

[1]ILS,Categories A,B,C,D, 800-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]

[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13

NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31

NA when local weather not available.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33

NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FLD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12

NA when local weather not available.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE ARPT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27

NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**

NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36

NA when local weather not available.
[1]NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN ..... **ILS Rwy 4[1]**
ILS or LOC Rwy 12L[2]
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A,B, 900-2; Category C,900-2½; Category D,900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A,B, 1000-2; Categories C,D, 1000-3.

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE
SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A,B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

REDWOOD FALLS, MN

REDWOOD FALLS
MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

ROSEAU, MN

ROSEAU MUNI/
RUDY BILLBERG FIELD ... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

ST. CLOUD, MN

ST. CLOUD RGNL .. **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS,Categories, A, B, C, D, 700-2.

NAME ALTERNATE MINIMUMS

ST. PAUL, MN

ST. PAUL DOWNTOWN HOLMAN FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]

[1]NA when local weather not available.
[2]ILS,LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B,C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD

JOE FOSS FIELD ..... **ILS Rwy 3[12]**
ILS Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]

[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN

SOUTH ST. PAUL MUNI-RICHARD E FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD

HAROLD DAVIDSON FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN

WARROAD INTL MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WASECA, MN

WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD

WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND

SLOULIN FIELD INTL..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

WILLMAR, MN

WILLMAR MUNI-JOHN L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13[1]**
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

BISMARCK, ND

Amdt. 3A, DEC 13, 2002 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2240**-2	579	(600-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF) ELEV **3276**

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV **1942**

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME — TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG 94146 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2000 before turning right. **Rwy 31,** climb to 2000 before turning left. **Rwy 13,** climb to 2400 before turning right. **Rwy 22,** climb to 2400 before turning left.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN

BAUDETTE INTL (BDE)
ORIG 01193 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1700 before turning northbound.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 250' per NM to 1800.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 280' per NM to 2500. **Rwy 31,** 900-2 or std. with a min. climb of 360' per NM to 2900. **Rwys 3, 21,** NA.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5 07074 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from departure end of runway, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from departure end of runway, 131' left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

CASSELTON, ND

CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)
ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.

NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.

NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.

NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.

NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.

DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN
ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN
EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN
FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND
HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN
FOSSTON MUNI (FSE)
AMDT 1 87351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** IFR takeoff not authorized.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD
GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN
GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
ORIG 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 420' per NM to 1300.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRANT MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.

NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GREGORY, SD

GREGORY MUNI, FLYNN FIELD (9D1)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER, ND

GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)
ORIG 07074 (FAA)

NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

HETTINGER, ND

HETTINGER MUNI (HEI)
AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb rate of 220' per NM to 3000. **Rwys 17, 35** NA.

HIBBING, MN

RANGE RGNL (HIB)
AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.

NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND

HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)

DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN

FIELD OF DREAMS (04W)
ORIG 08045 (FAA)

NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD

HURON RGNL (HON)
AMDT 5 09239 (FAA)

NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN

FALLS INTL (INL)
AMDT 3 08101 (FAA)

NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN

JACKSON MUNI (MJQ)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA-TURF.

DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.

NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND

JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)

NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)
ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)
AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)
ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

MANKATO, MN

MANKATO RGNL (MKT)
ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

MILLER, SD

MILLER MUNI (MKA)
ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound. **Rwy 36,** climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. **Rwy 27,** multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

CRYSTAL (MIC)
AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

MINNEAPOLIS, MN (CON'T)

FLYING CLOUD (FCM)
AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right.

Rwy 35, climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure end of runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL.

Rwy 30R, building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7' AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.

Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.

NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC. **Rwy 29,** climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (6D8)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 400-1 or std. with a min. climb of 340' per NM to 2600. **Rwy 12,** 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON, MN
WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND
SLOULIN FIELD INTL (ISN)
AMDT 3 00251 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1or std. with a min. climb of 270' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 20,** climb runway heading to 2300 before turning westbound.

WILLMAR, MN
WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)
NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD
WINNER RGNL (ICR)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN
WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

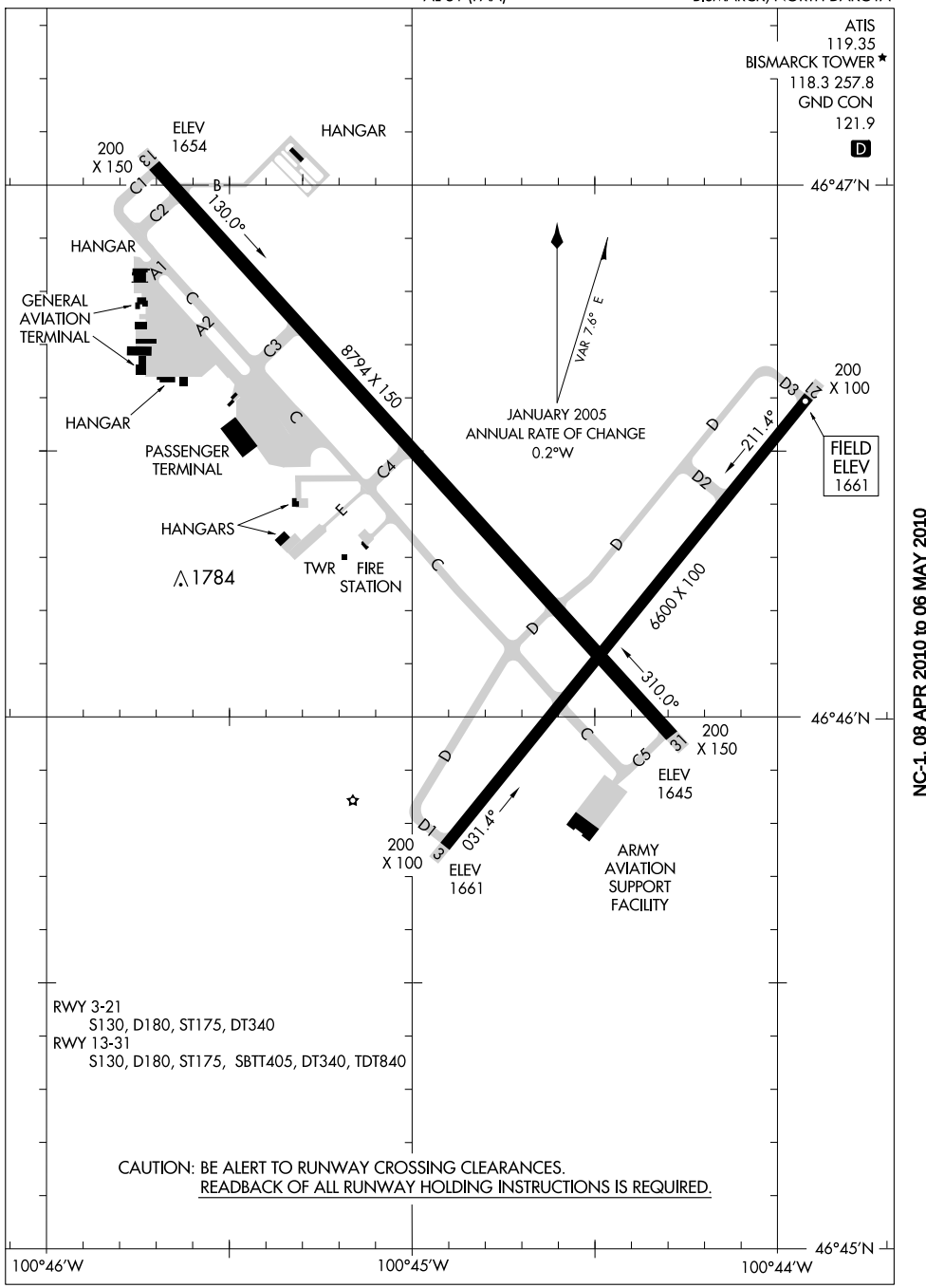
WORTHINGTON, MN
WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.
DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON, SD
CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

AIRPORT DIAGRAM

AL-51 (FAA)

BISMARCK MUNI (BIS)
BISMARCK, NORTH DAKOTA



RWY 3-21
S130, D180, ST175, DT340
RWY 13-31
S130, D180, ST175, SBTT405, DT340, TDT840

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-BIS	APP CRS	Rwy Idg	8794
110.3	307°	TDZE	1645
		Apt Elev	1661

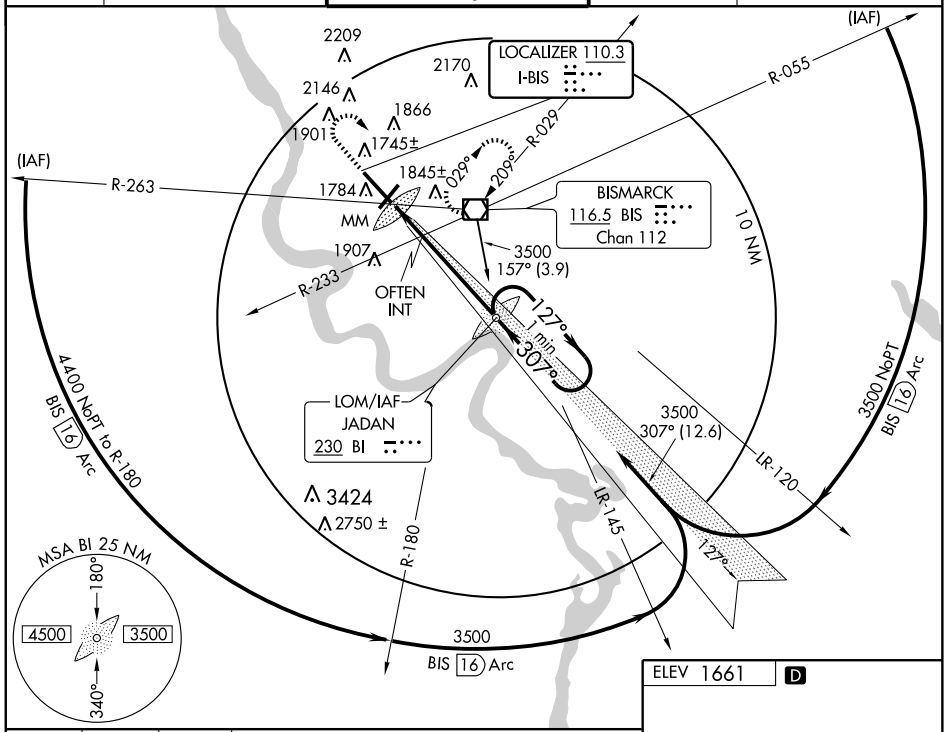
ILS or LOC RWY 31

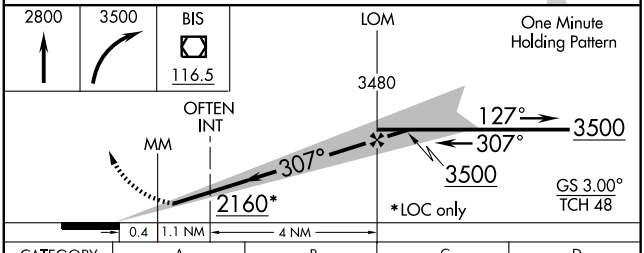
BISMARCK MUNI (BIS)

T A ASR — OFTEN INT Cat D increase visibility to 5000 for inoperative MALSR. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

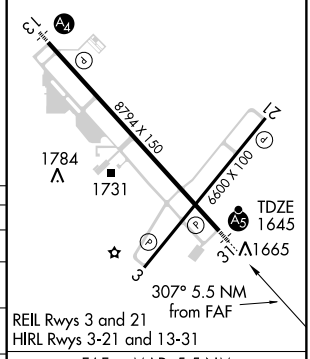
MALSR — MISSED APPROACH: Climb to 2800 then climbing right turn to 3500 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 31	** 1844/24 200 (200-½)			
S-LOC 31	2160/24 515 (500-½)		2160/50 515 (500-1)	2160/60 515 (500-1¼)
CIRCLING	2180-1 519 (600-1)	2200-1 539 (600-1)	2220-1½ 559 (600-1½)	2240-2 579 (600-2)
OFTEN INT MINIMUMS				
S-LOC 31	1980/24 335 (400-½)			1980/40 335 (400-¾)



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-1. 08 APR 2010 to 06 MAY 2010

BISMARCK, NORTH DAKOTA

LOC I-BZX	APP CRS	Rwy ldg	8794
111.5	127°	TDZE	1655
		Apt Elev	1661

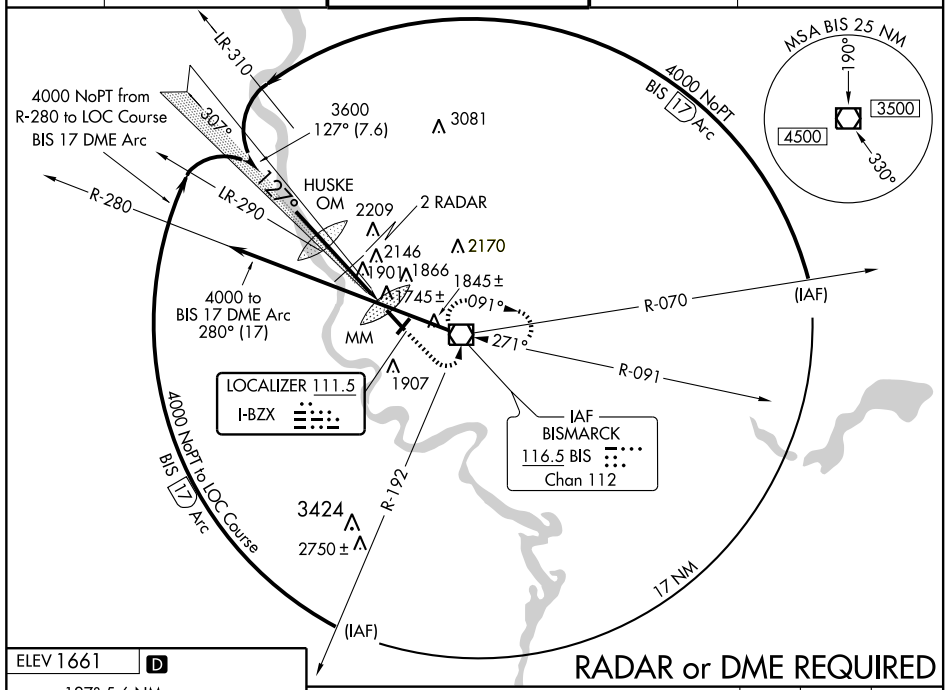
ILS RWY 13
BISMARCK MUNI (BIS)

T A ASR — Inoperative table does not apply to MALS Rwy 13.

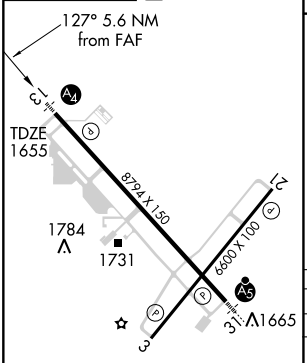
MALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95

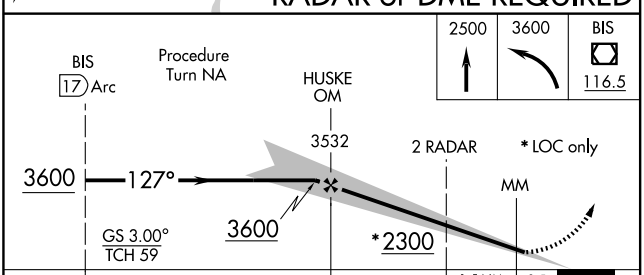


RADAR or DME REQUIRED



REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 13	1854-¾ 200 (200-¾)			
S-LOC 13	2300-1 645 (700-1)		2300-1¾ 645 (700-1¾)	2300-2 645 (700-2)
CIRCLING	2300-1 639 (700-1)		2300-1¾ 639 (700-1¾)	2300-2 639 (700-2)
RADAR FIX MINIMUMS				
S-LOC 13	2100-1 445 (500-1)		2100-1¼ 445 (500-1¼)	2100-1½ 445 (500-1½)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 63099	028°	TDZE	1661
W03A		Apt Elev	1661

RNAV (GPS) RWY 3

BISMARCK MUNI (BIS)

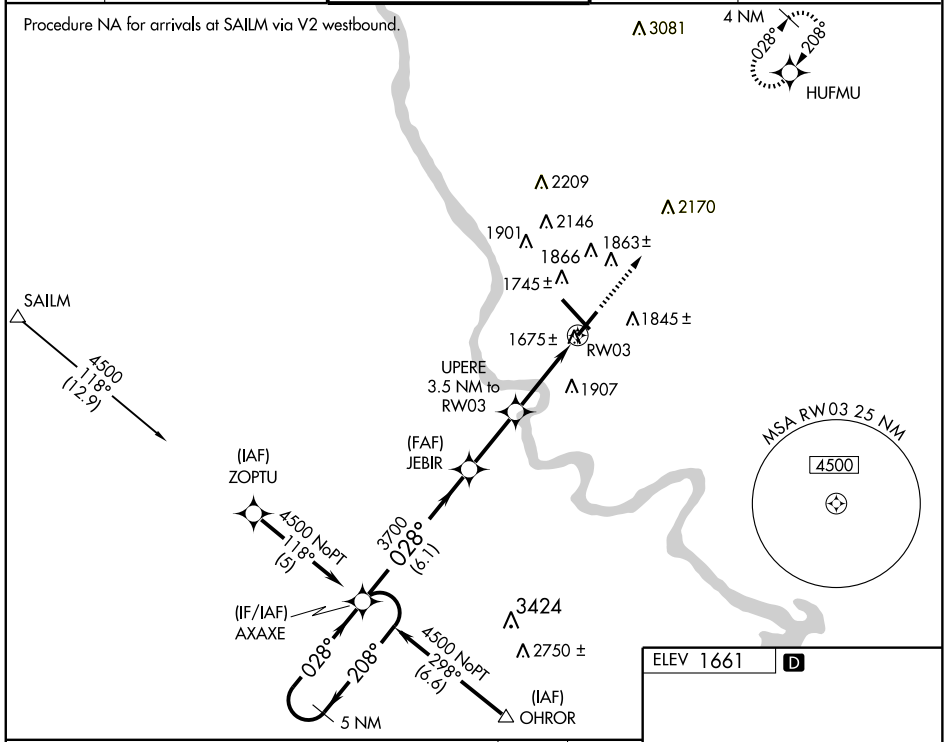
T ASR

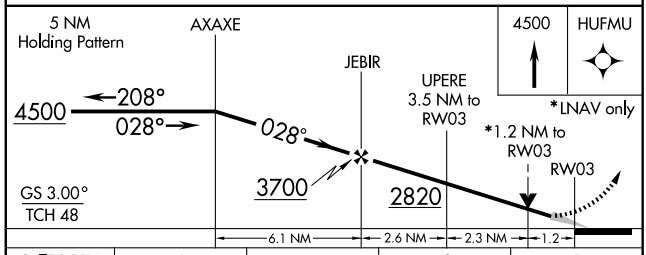
If local altimeter setting not received procedure NA.
Baro-VNAV NA below -18°C (0°F).
DME/DME RNP-0.3 NA.

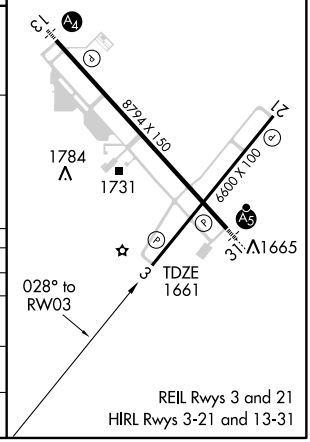
MISSED APPROACH: Climb to 4500 direct HUFMU and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at SAILM via V2 westbound.







CATEGORY	A	B	C	D
LPV DA	1911-¾ 250 (300-¾)			
LNAV/VNAV DA	2264-2 603 (700-2)			
LNAV MDA	2080-1 419 (500-1)		2080-1¼ 419 (500-1¼)	
CIRCLING	2240-2 579 (600-2)			2320-2 659 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6600
208°	TDZE	1661
	Apt Elev	1661

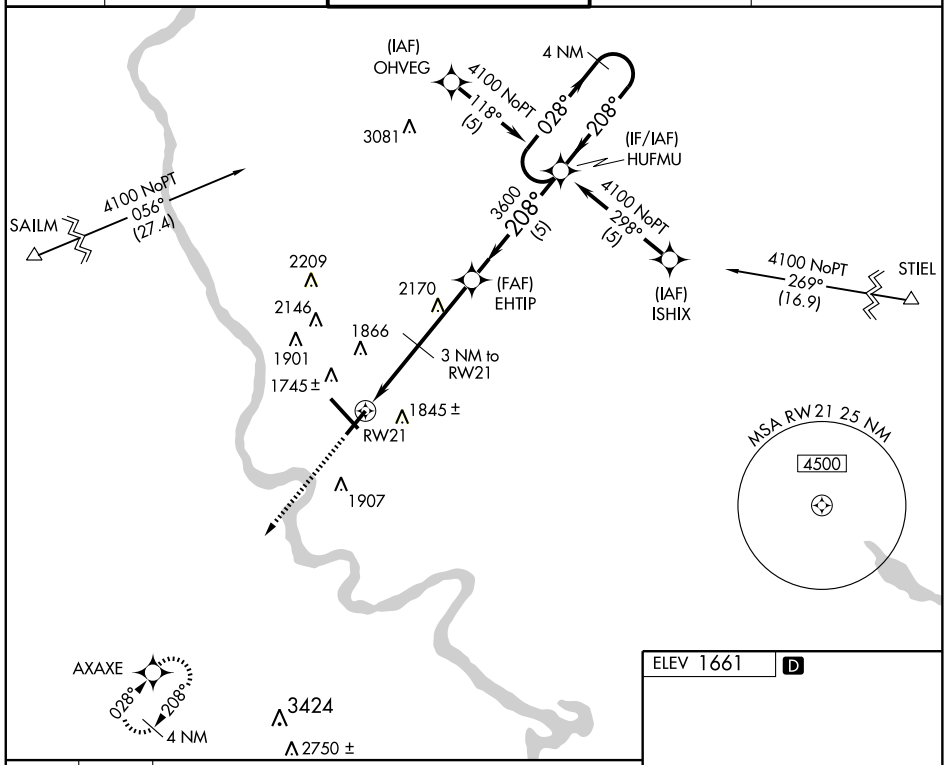
RNAV (GPS) RWY 21
BISMARCK MUNI (BIS)

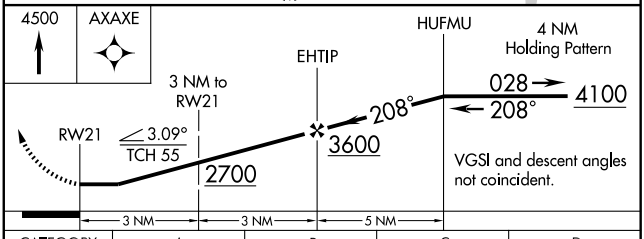
T
NA
ASR

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4500 direct AXAXE WP and hold.

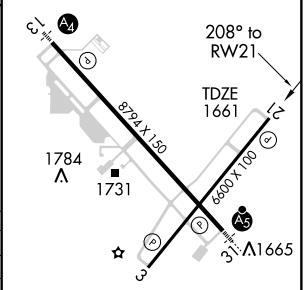
ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2120-1 459 (500-1)		2120-1¼ 459 (500-1¼)	2120-1½ 459 (500-1½)
CIRCLING	2180-1 519 (600-1)	2200-1 539 (600-1)	2220-1½ 559 (600-1½)	2240-2 579 (600-2)

ELEV 1661 D



REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8794
CH 56599	307°	TDZE	1645
W31A		Apt Elev	1661

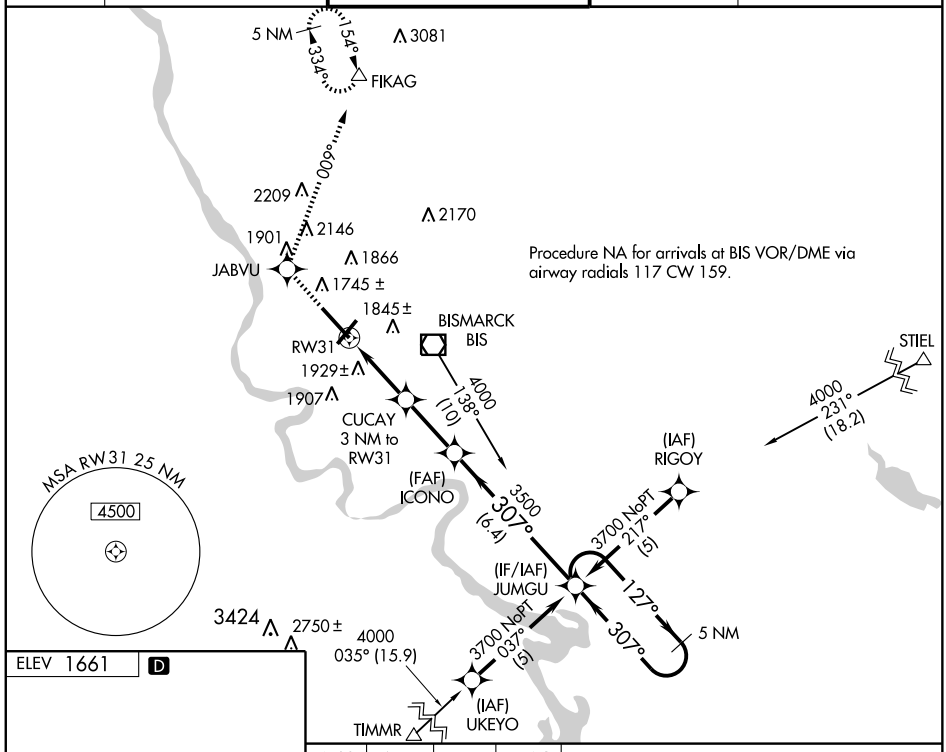
RNAV (GPS) RWY 31
BISMARCK MUNI (BIS)

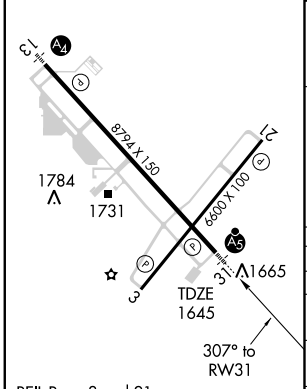
ASR For inoperative MALSR, increase LPV all Cats visibility to 1. Baro-VNAV NA below -18°C (0°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA.

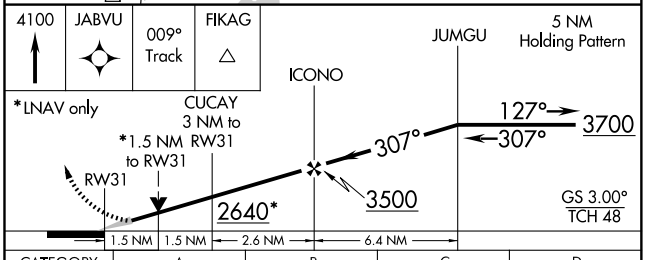
MALSR

MISSED APPROACH: Climb to 4100 direct JABVU and via 009° track to FIKAG and hold.

ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1909/24 264 (300-½)			
LNAV/VNAV DA	2268-1¾ 623 (700-1¾)			
LNAV MDA	2180/24 535 (600-½)		2180/50 535 (600-1)	2180/60 535 (600-1¼)
CIRCLING	2280-1 619 (700-1)		2280-1¾ 619 (700-1¾)	2320-2 659 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

BISMARCK, NORTH DAKOTA

VOR/DME BIS	APP CRS	Rwy Idg	N/A
116.5	271°	TDZE	N/A
Chan 112		Apt Elev	1661

AL-51 (FAA)

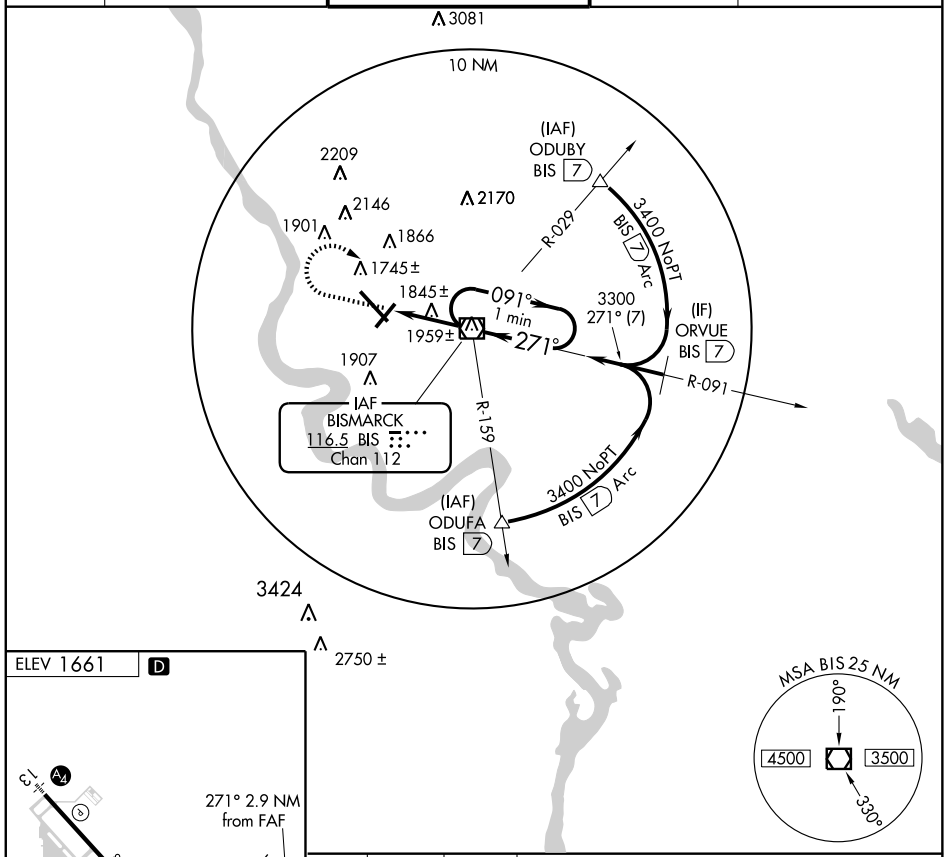
VOR-A

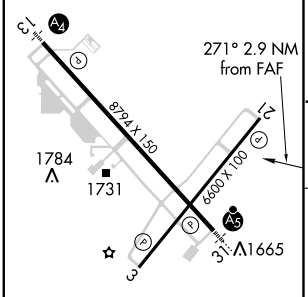
BISMARCK MUNI (BIS)

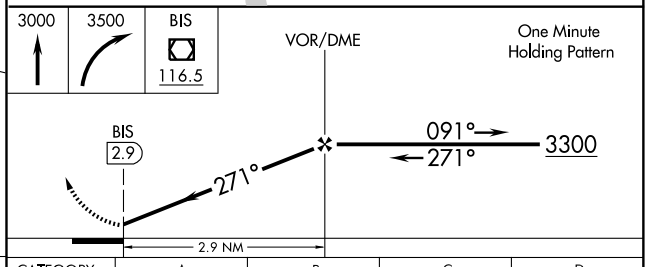
T ASR — If local altimeter setting not received procedure not authorized.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) 257.8	121.9	122.95







FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
CIRCLING	2240-1	579 (600-1)	2240-1½ 579 (600-1½)	2320-2 659 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3699
307°	TDZE	1673
	Apt Elev	1679

GPS RWY 31
BOTTINEAU MUNI (D09)

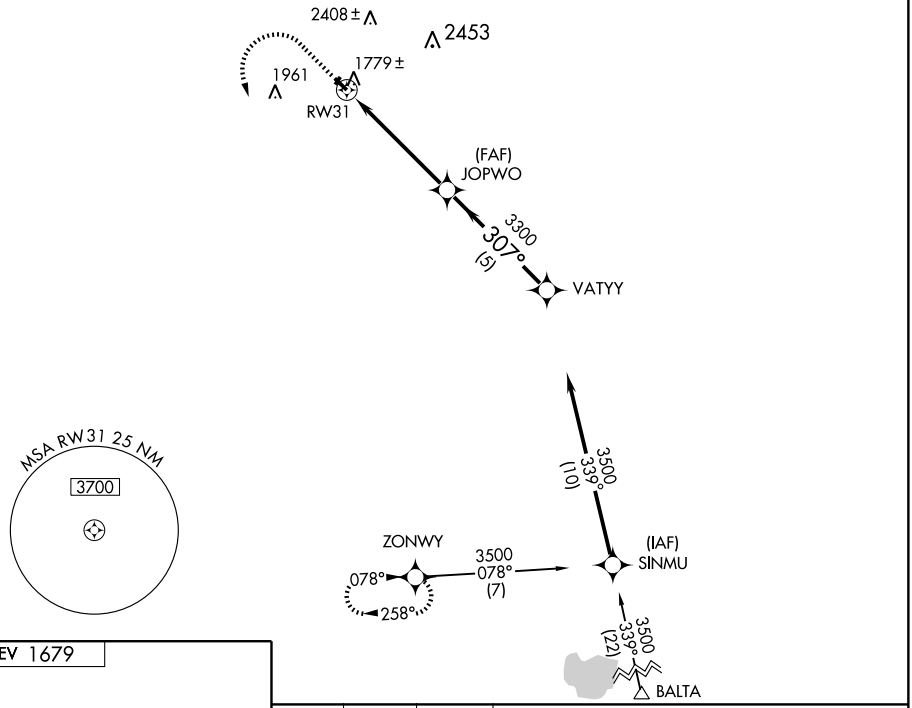
Use Minot Air Force Base altimeter setting, if not received; use Devils Lake altimeter setting.

NA

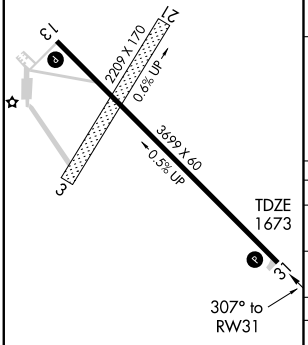
MISSED APPROACH: Climb to 2900 then climbing left turn to 3500 direct ZONWY WP and hold.

MINOT APP CON ★
119.6 363.8

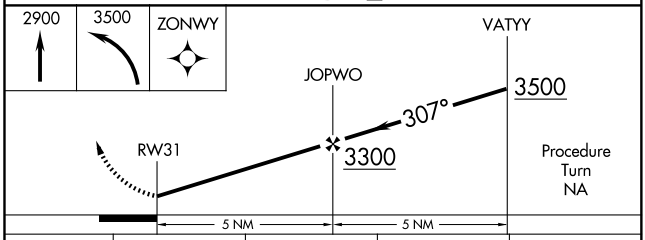
UNICOM
122.8 (CTAF) L



ELEV 1679



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	2140-1 467 (500-1)		NA	
CIRCLING	2200-1 521 (600-1)		NA	
DEVILS LAKE ALTIMETER SETTING MINIMUMS				
S-31	2240-1 567 (600-1)		NA	
CIRCLING	2300-1 621 (700-1)		NA	

NC-1. 08 APR 2010 to 06 MAY 2010

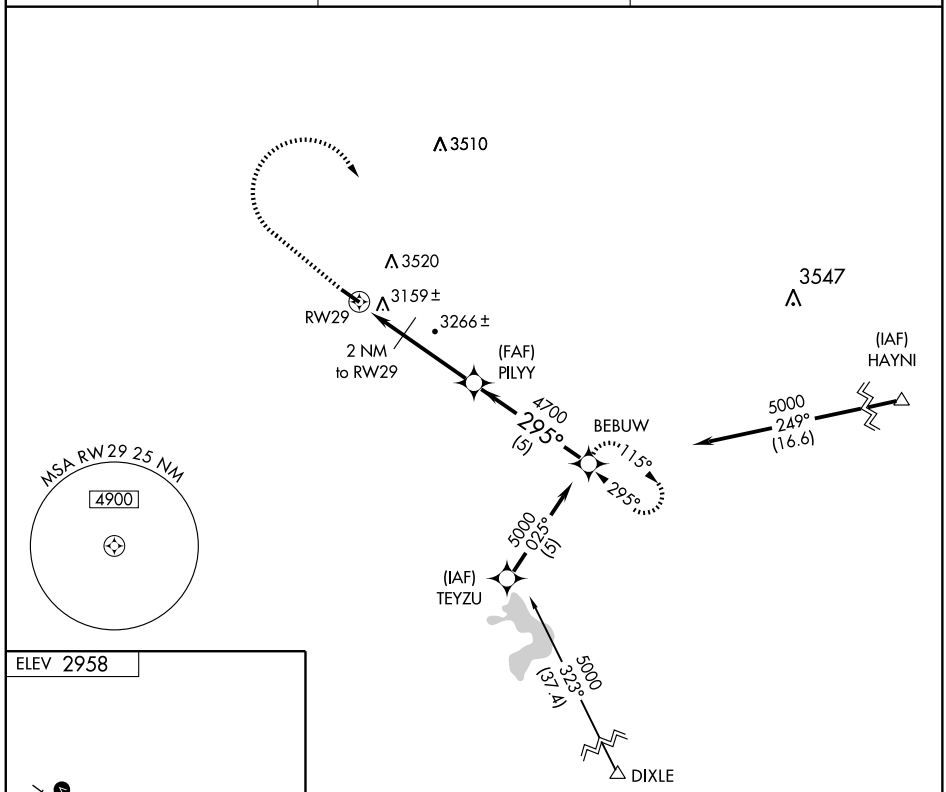
APP CRS		
295°	Rwy Idg	4800
	TDZE	2958
	Apt Elev	2958

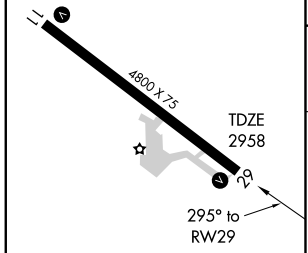
GPS RWY 29
BOWMAN MUNI (BPP)

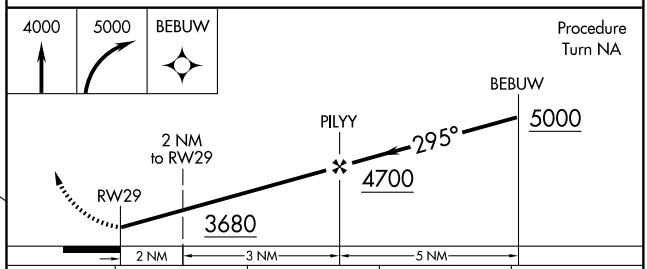
NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct BEBUW WP and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
374	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	3420-1 462 (500-1)		3420-1¼ 462 (500-1¼)	NA
CIRCLING	3520-1 562 (600-1)	3600-1 642 (700-1)	3800-2½ 842 (900-2½)	NA

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

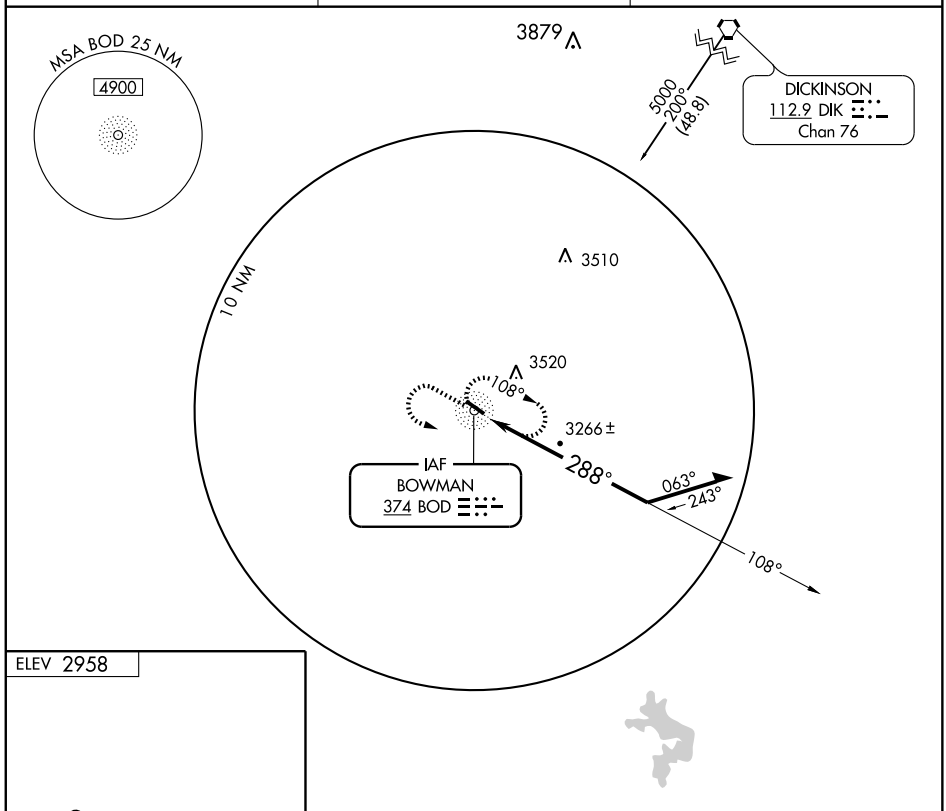
NDB BOD	APP CRS	Rwy Idg	4800
374	288°	TDZE	2958
		Apt Elev	2958

NDB RWY 29
BOWMAN MUNI (BPP)

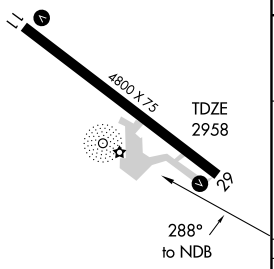
NA

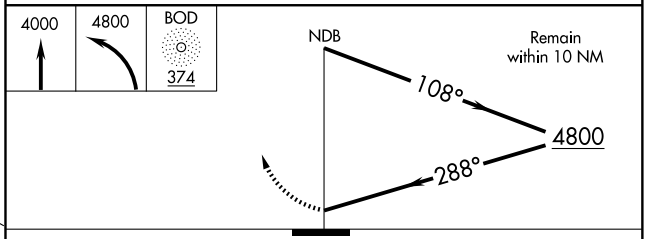
MISSED APPROACH: Climb to 4000 then climbing left turn to 4800 direct BOD NDB and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
374	122.4	122.8 (CTAF) L



ELEV 2958





CATEGORY	A	B	C	D
S-29	3620-1	662 (700-1)	3620-1 ¾ 662 (700-1¾)	NA
CIRCLING	3620-1	662 (700-1)	3800-2 ½ 842 (900-2½)	NA

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

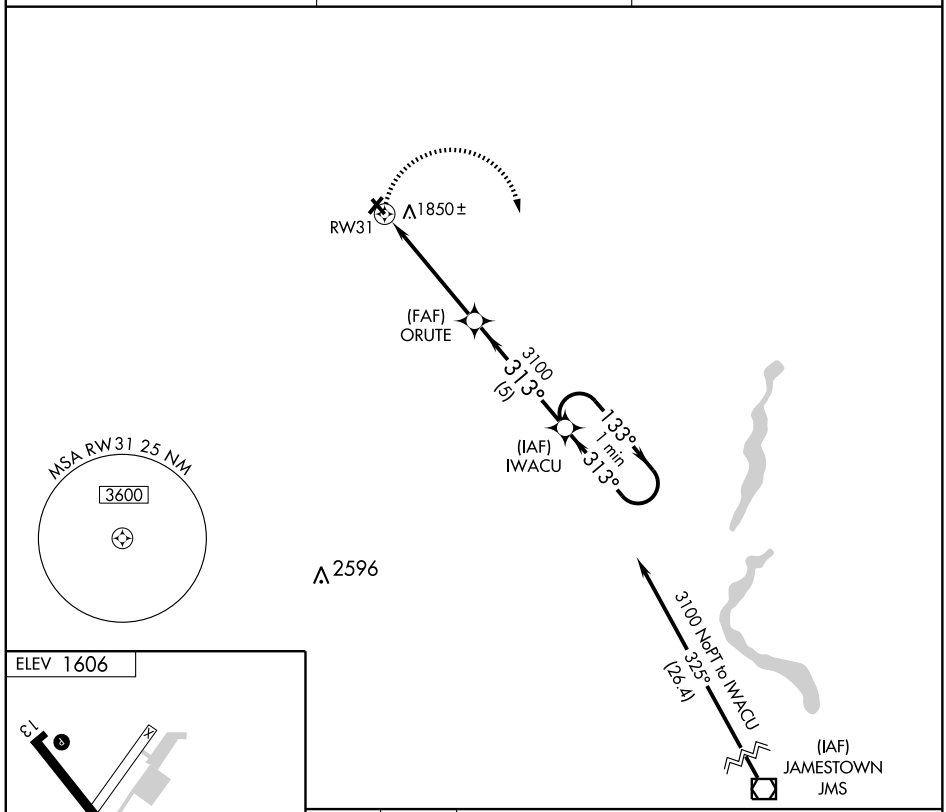
APP CRS	Rwy Idg	4198
313°	TDZE	1604
	Apt Elev	1606

GPS RWY 31
CARRINGTON MUNI (46D)

NA — Use Jamestown altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3100 direct IWACU WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	124.2 270.3	122.9 L



CATEGORY	A	B	C	D
S-31	2200-1	596 (600-1)	2200-1½ 596 (600-1½)	NA
CIRCLING	2300-1	694 (700-1)	2300-2 694 (700-2)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3900
128°	TDZE	933
	Apt Elev	933

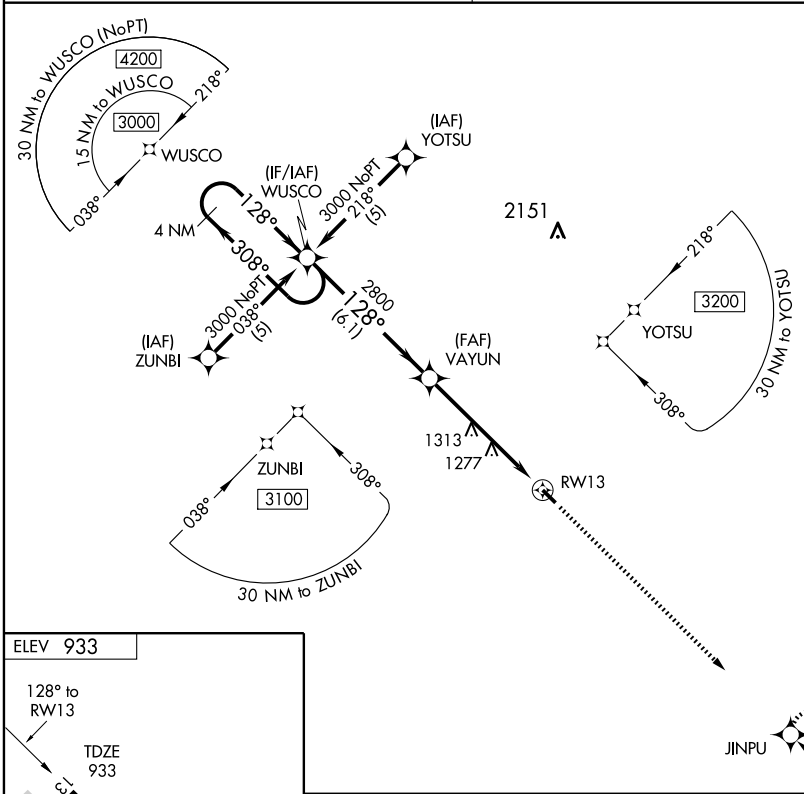
RNAV (GPS) RWY 13

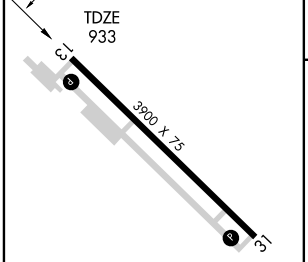
CASSELTON ROBERT MILLER RGNL (5N8)

Use Fargo altimeter setting; when not received use Morehead altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA.

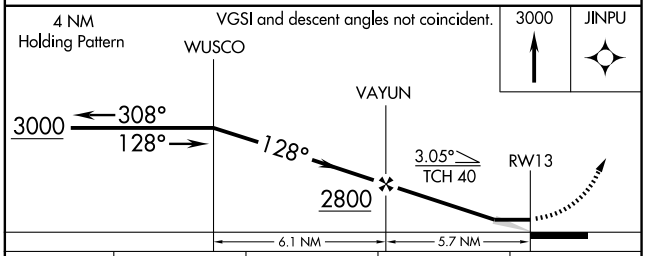
MISSED APPROACH: Climb to 3000 direct JINPU and hold.

FARGO APP CON ★	UNICOM
120.4 377.15	122.8 (CTAF)





REIL Rwy 31 (L)
MIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
LNAV MDA	1620-1	687 (700-1)	1620-2 687 (700-2)	NA
CIRCLING	1620-1	687 (700-1)	1620-2 687 (700-2)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3900
CH 53607	308°	TDZE	933
W31A		Apt Elev	933

RNAV (GPS) RWY 31

CASSELTON ROBERT MILLER RGNL (5N8)

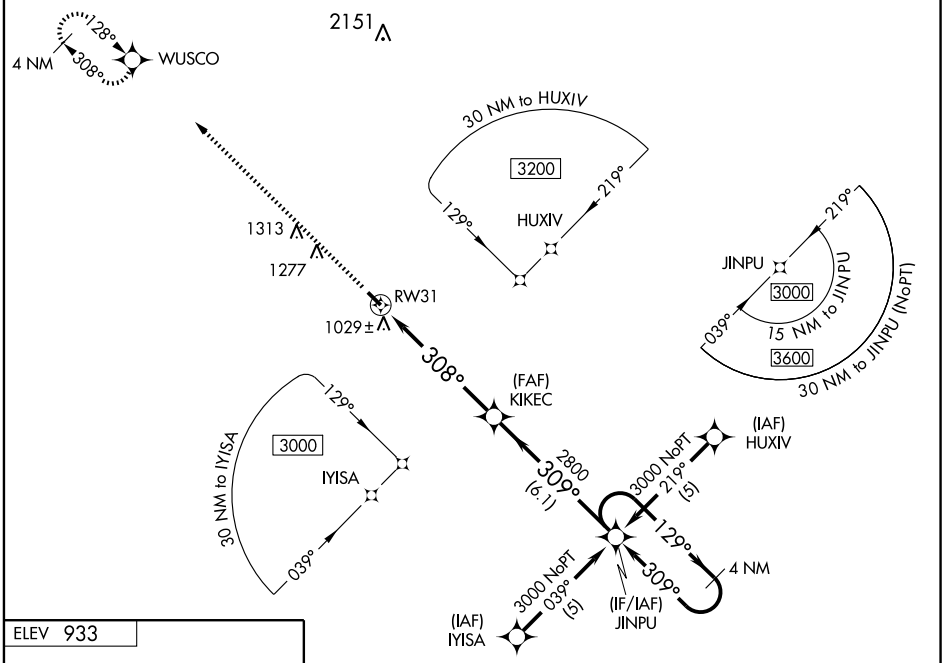
T
A NA

Use Fargo altimeter setting; when not received, use Morehead altimeter setting and increase all DA 11 feet and all MDA 20 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

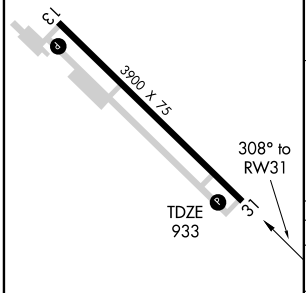
MISSED APPROACH: Climb to 3000 direct WUSCO and hold.

FARGO APP CON ★
120.4 377.15

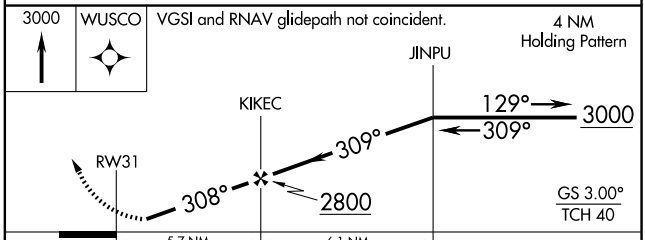
UNICOM
122.8 (CTAF) L



ELEV 933



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1226-1 293 (300-1)			NA
LNAV/VNAV DA	1370-1½ 437 (500-1½)			NA
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	NA
CIRCLING	1420-1 487 (500-1)		1420-1½ 487 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FAR	APP CRS	Rwy Idg	3900
116.2	283°	TDZE	929
Chan 109		Apt Elev	933

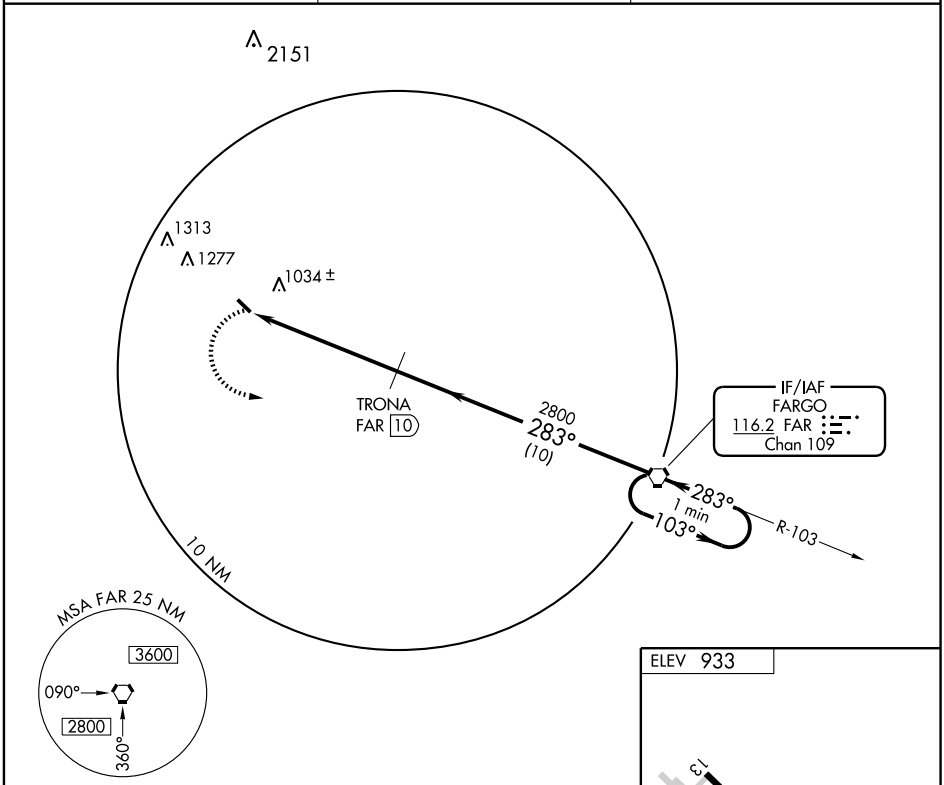
VOR/DME RWY 31

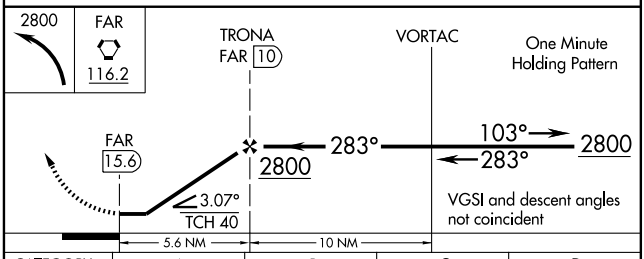
CASSELTON ROBERT MILLER RGNL (5N8)

T
A NA — Use Fargo altimeter setting; if not received, use Morehead altimeter setting.

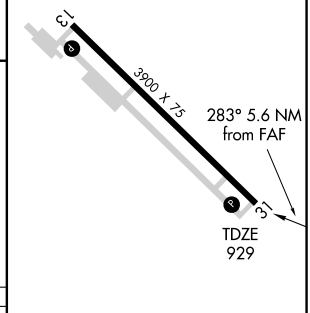
MISSED APPROACH: Climbing left turn to 2800 direct FAR VORTAC and hold.

FARGO ASOS	FARGO APP CON ★	UNICOM
124.5	120.4 377.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	1360-1	431 (500-1)	1360-1¼ 431 (500-1¼)	NA
CIRCLING	1400-1	467 (500-1)	1400-1½ 467 (500-1½)	NA



REIL Rwy 31 L
MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

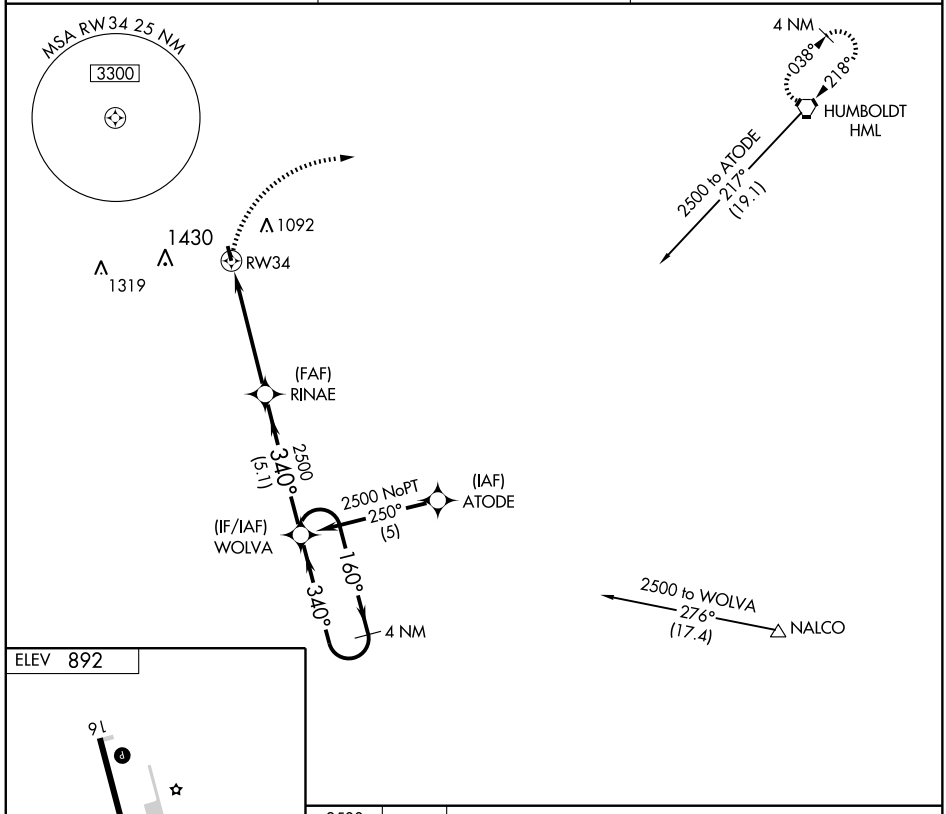
APP CRS	Rwy Idg	3299
340°	TDZE	892
	Apt Elev	892

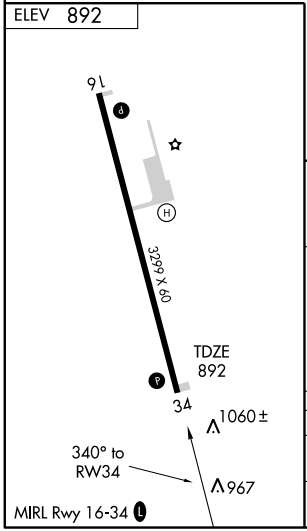
RNAV (GPS) RWY 34
CAVALIER MUNI (2C8)

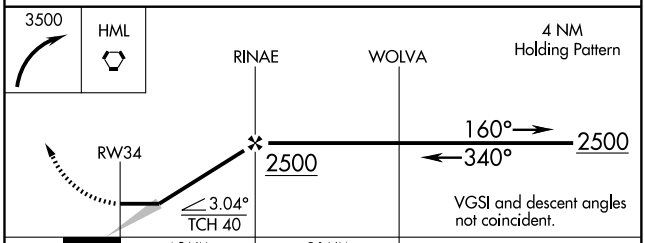
Use Hallock altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct HML VORTAC and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
118.275	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA
CIRCLING	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3500
129°	TDZE	1424
	Apt Elev	1424

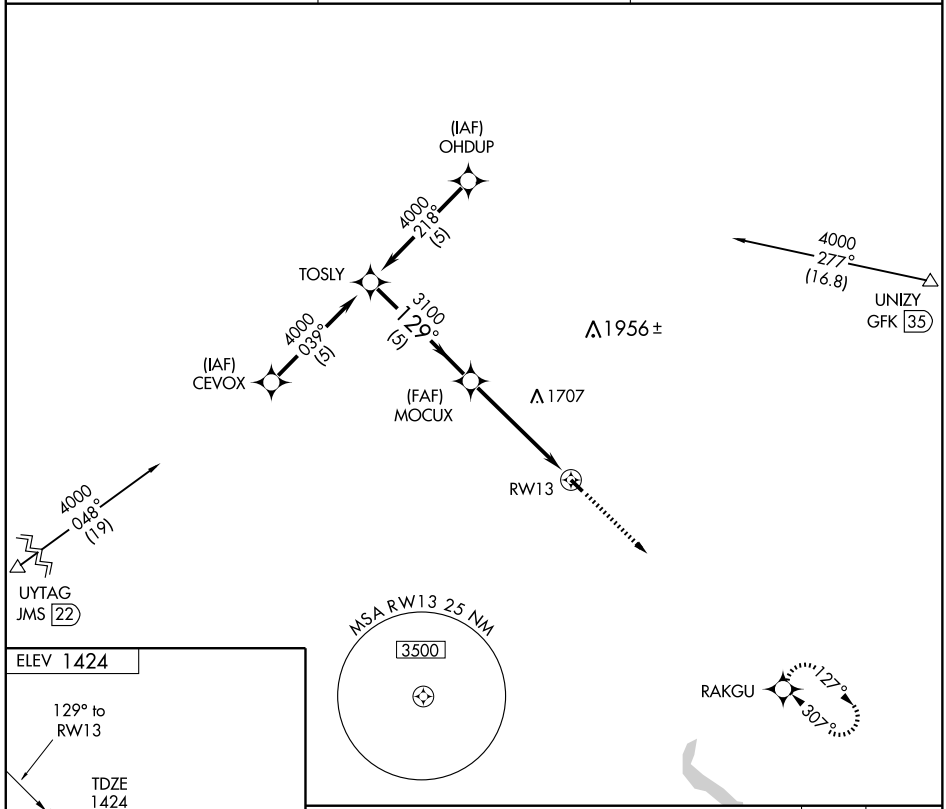
GPS RWY 13
COOPERSTOWN MUNI (S32)

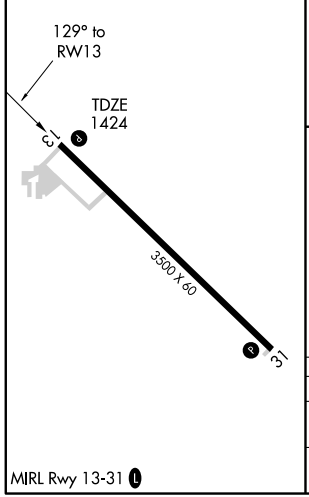
NA

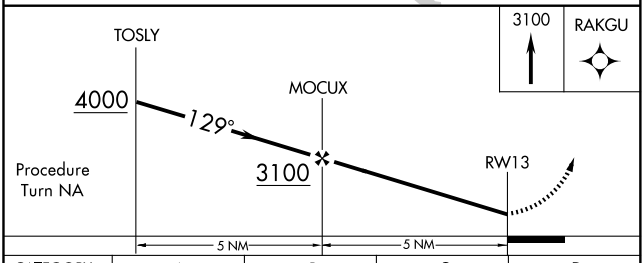
Use Jamestown altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAKGU WP and hold.

AWOS-3	GRAND FORKS RADIO	CTAF
118.750	123.6	122.9 L







CATEGORY	A	B	C	D
S-13	2020-1 596 (600-1)		2020-1½ 596 (600-1½)	NA
CIRCLING	2020-1 596 (600-1)		2020-1½ 596 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

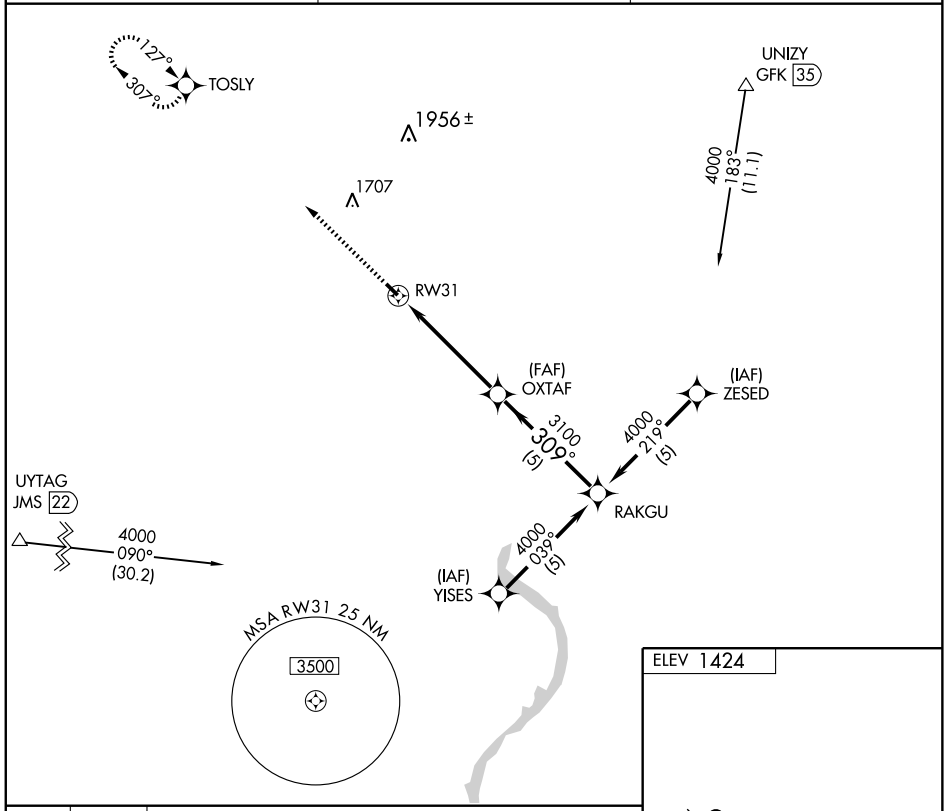
APP CRS		
309°	Rwy Idg	3500
	TDZE	1424
	Apt Elev	1424

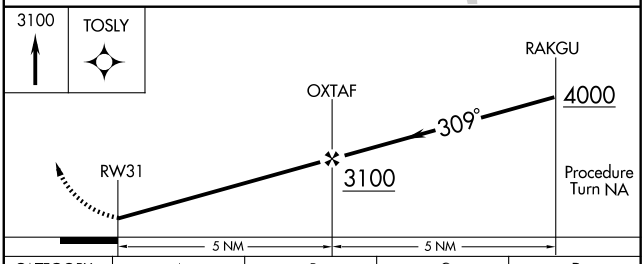
GPS RWY 31
COOPERSTOWN MUNI (S32)

NA — Use Jamestown altimeter setting.

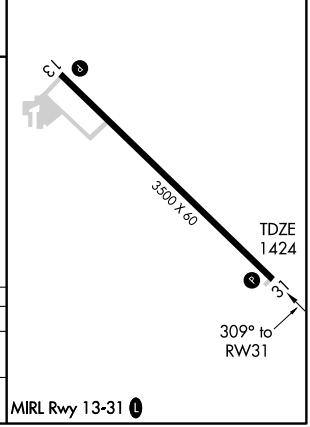
MISSED APPROACH: Climb to 3100 direct TOSLY WP and hold.

AWOS-3	GRAND FORKS RADIO	CTAF
118.750	123.6	122.9 L





CATEGORY	A	B	C	D
S-31	1900-1	476 (500-1)	1900-1¼ 476 (500-1¼)	NA
CIRCLING	2020-1	596 (600-1)	2020-1½ 596 (600-1½)	NA



MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
304°	TDZE	1948
	Apt Elev	1950

GPS RWY 30
CROSBY MUNI (D50)

NA

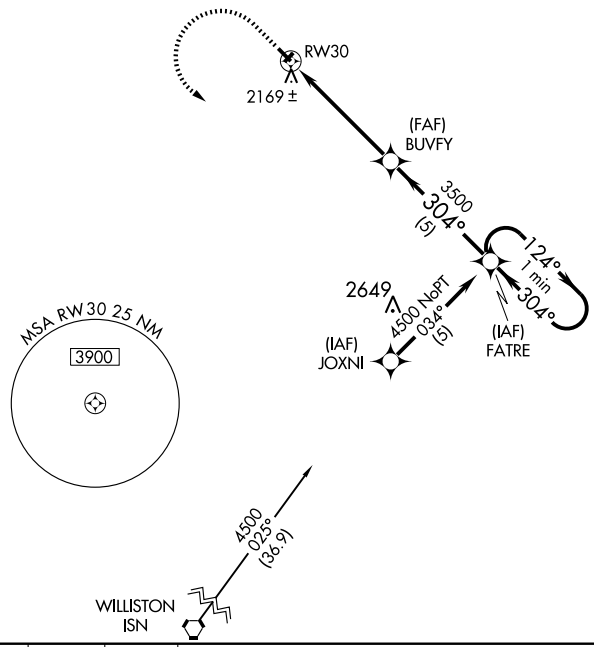
Use Willliston altimeter setting.

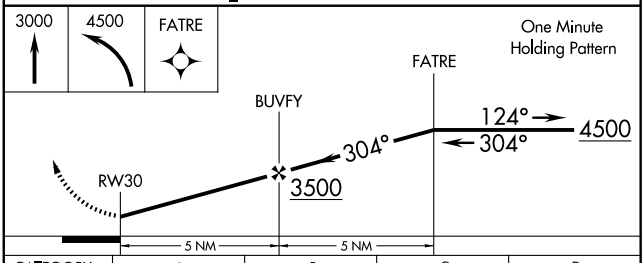
MISSED APPROACH: Climb to 3000, then climbing left turn to 4500 direct FATRE WP and hold.

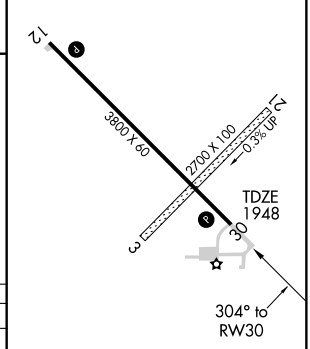
AWOS-3	SALT LAKE CITY CENTER	CTAF
118.025	126.85 305.2	122.9 L

CANADA

UNITED STATES







CATEGORY	A	B	C	D
S-30	2600-1	652 (700-1)	2600-1¾ 652 (700-1¾)	2600-2 652 (700-2)
CIRCLING	2640-1	690 (700-1)	2640-2 690 (700-2)	2640-2¼ 690 (700-2¼)

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-VKE	APP CRS	Rwy Idg	4866
108.7	311°	TDZE	1448
		Apt Elev	1455

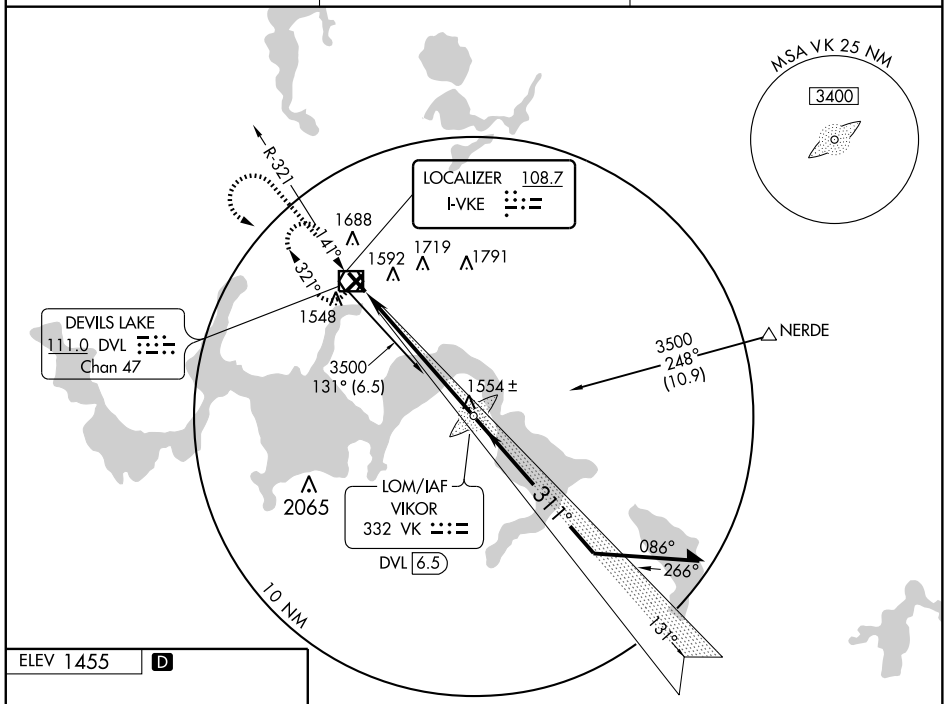
ILS or LOC RWY 31
DEVILS LAKE RGNL (DVL)

Inoperative table does not apply to S-ILS 31.
For inoperative MALSR increase S-LOC 31 Cat A, B, C visibility to 1 mile.

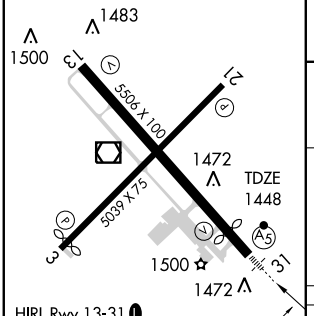
MALSR

MISSED APPROACH: Climb to 3500 then left turn direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L

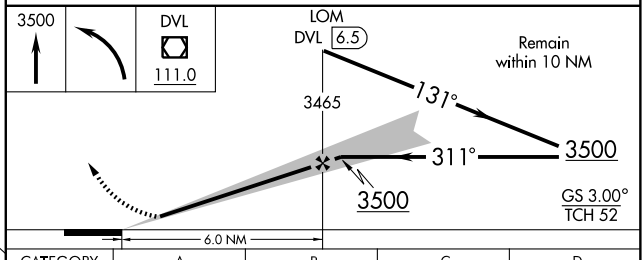


ELEV 1455 D



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

DME OR ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1698-¾ 250 (300-¾)			
S-LOC 31	1800-¾ 352 (400-¾)			
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4856
CH 93608	038°	TDZE	1450
W03A		Apt Elev	1455

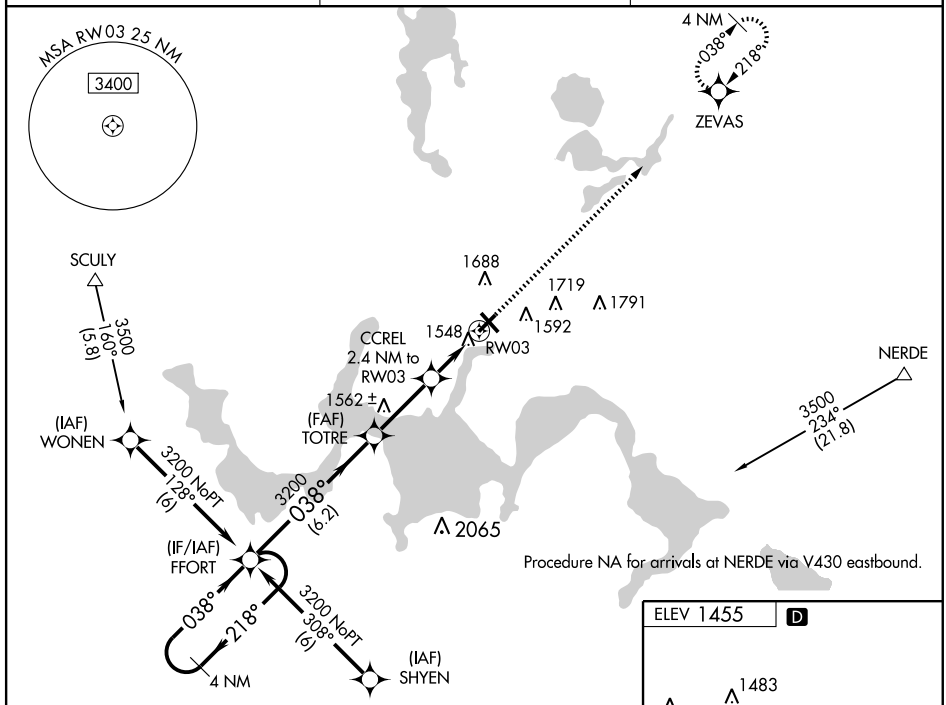
RNAV (GPS) RWY 3

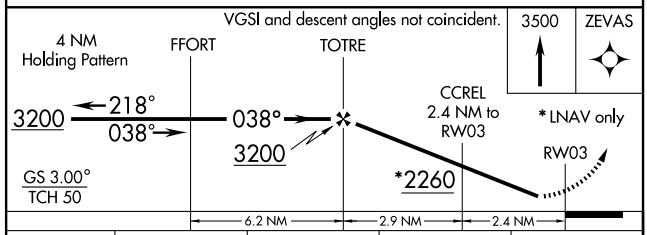
DEVILS LAKE RGNL (DVL)

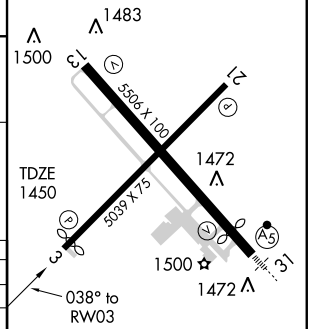
Baro-VNAV NA when using Jamestown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 173 feet, and all MDA 180 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, LNAV and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct ZEVAS and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1775-1 325 (400-1)			
LNAV/VNAV DA	1821-1¼ 371 (400-1¼)			
LNAV MDA	1800-1 350 (400-1)			1800-1¼ 350 (400-1¼)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

WAAS CH 78314 W13A	APP CRS 131°	Rwy ldg 5506 TDZE 1456 Apt Elev 1456

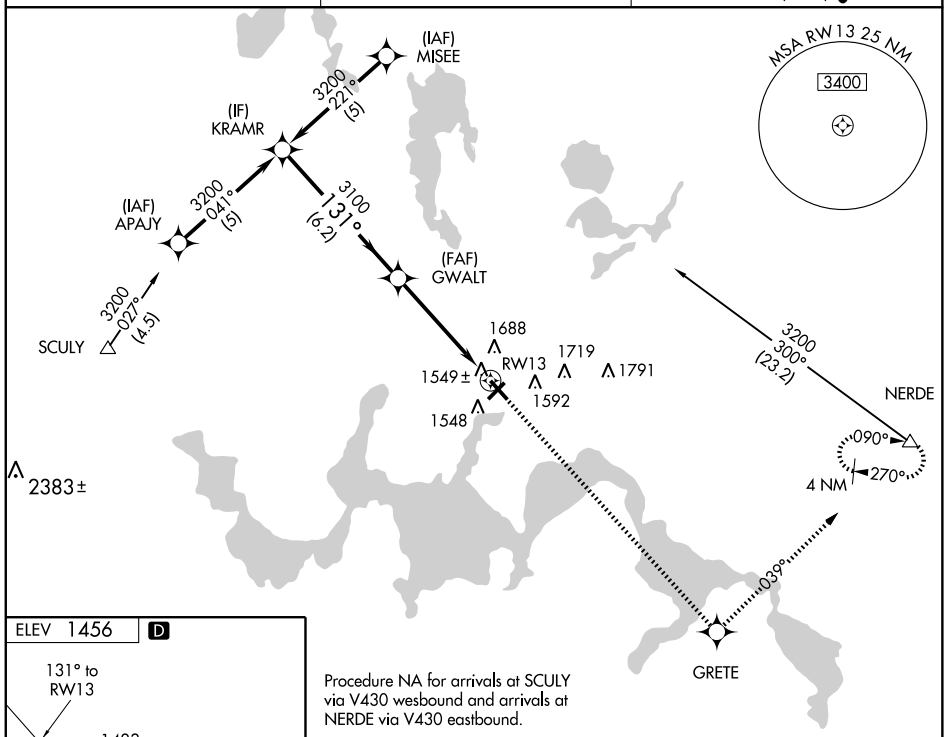
RNAV (GPS) RWY 13

DEVILS LAKE RGNL (DVL)

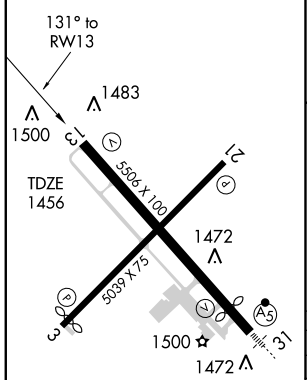
Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 172 feet, and all MDA 180 feet, increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C ¼ mile, Cat D ½ mile, circling Cats C and D ½ mile. VDP NA when using Jamestown altimeter setting.

MISSED APPROACH: Climb to 3300 direct GRETE and left turn via track 039° to NERDE and hold.

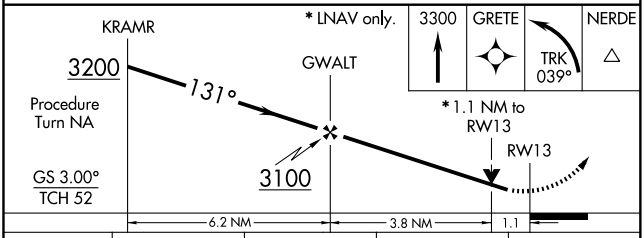
AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L



Procedure NA for arrivals at SCULY via V430 wesbound and arrivals at NERDE via V430 eastbound.



HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	1768-1 312 (400-1)			
LNAV/VNAV DA	1956-1¾ 500 (500-1¾)			
LNAV MDA	1860-1 404 (500-1)		1860-1¼ 404 (500-1¼)	
CIRCLING	2000-1 544 (600-1)		2000-1½ 544 (600-1½)	2080-2 624 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 58314 W31A	APP CRS 311°	Rwy ldg 4866 TDZE 1449 Apt Elev 1456

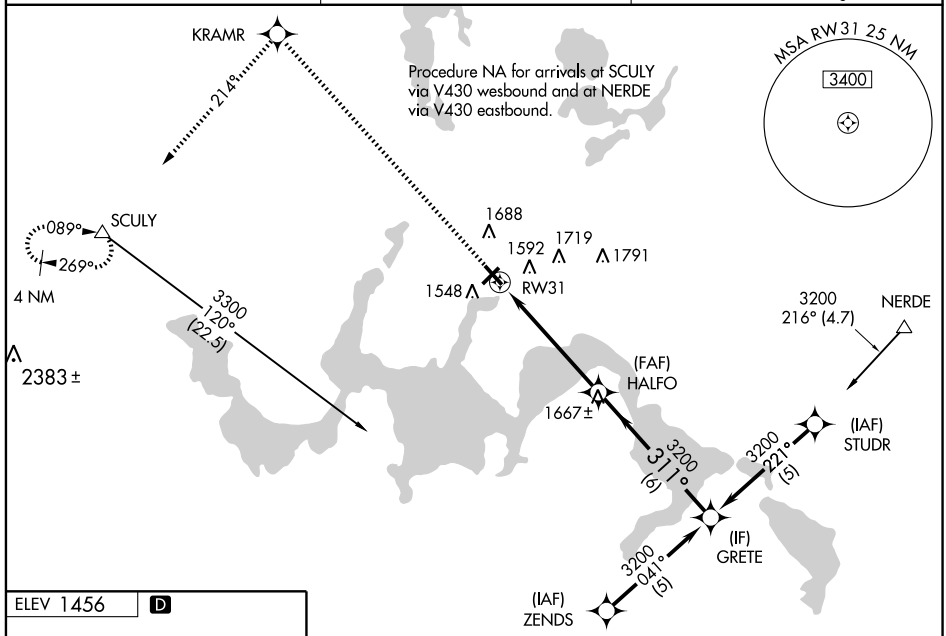
RNAV (GPS) RWY 31
DEVILS LAKE RGNL (DVL)

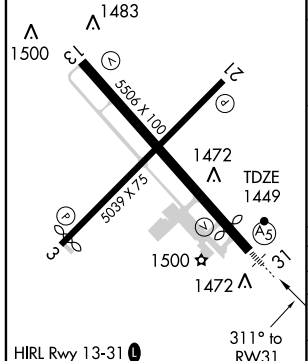
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase visibility LNAV Cat D 1¼ mile. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 172 feet, all MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ½ mile, Cat D ¼ mile, circling Cats C and D½ mile. Baro-VNAV and VDP NA when using Jamestown altimeter setting. For inoperative MALSR, when using Jamestown altimeter setting, increase LPV all Cats visibility to 1½ mile.

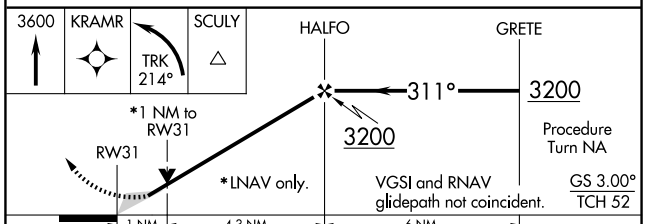
MALSR

MISSED APPROACH: Climb to 3600 direct KRAMR and left turn via Track 214° to SCULY and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1699-½ 250 (300-½)			
LNAV/VNAV DA	1907-1 458 (500-1)			
LNAV MDA	1800-½ 351 (400-½)			1800-1 351 (400-1)
CIRCLING	2000-1 544 (600-1)		2000-1½ 544 (600-1½)	2080-2 624 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

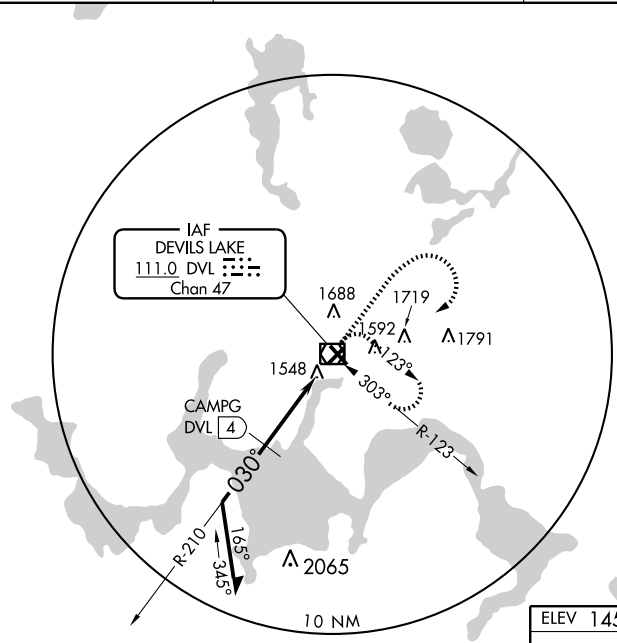
VOR/DME DVL	APP CRS	Rwy Idg	4856
111.0	030°	TDZE	1450
Chan 47		Apt Elev	1455

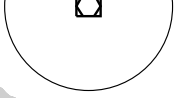
VOR RWY 3
DEVILS LAKE RGNL (DVL)

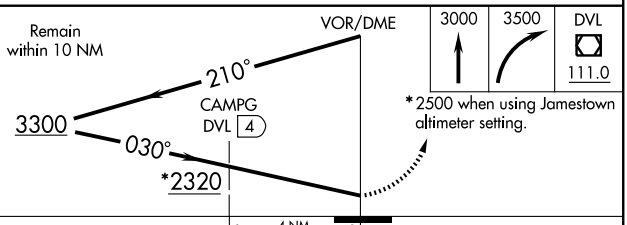
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 180 feet, increase S-3 and Circling visibility Cat. A/B and D ¼ mile, Cat. C ½ mile, increase CAMPG FIX MINIMUMS S-3 and Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L

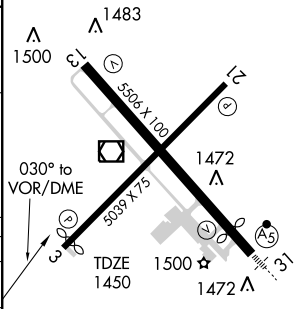






CATEGORY	A	B	C	D
S-3	2320-1 870 (900-1)	2320-1¼ 870 (900-1¼)	2320-2½ 870 (900-2½)	2320-2¾ 870 (900-2¾)
CIRCLING	2320-1 865 (900-1)	2320-1¼ 865 (900-1¼)	2320-2½ 865 (900-2½)	2320-2¾ 865 (900-2¾)
CAMPG FIX MINIMUMS				
S-3	1800-1 350 (400-1)			1800-1¼ 350 (400-1¼)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

ELEV 1455 D



HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

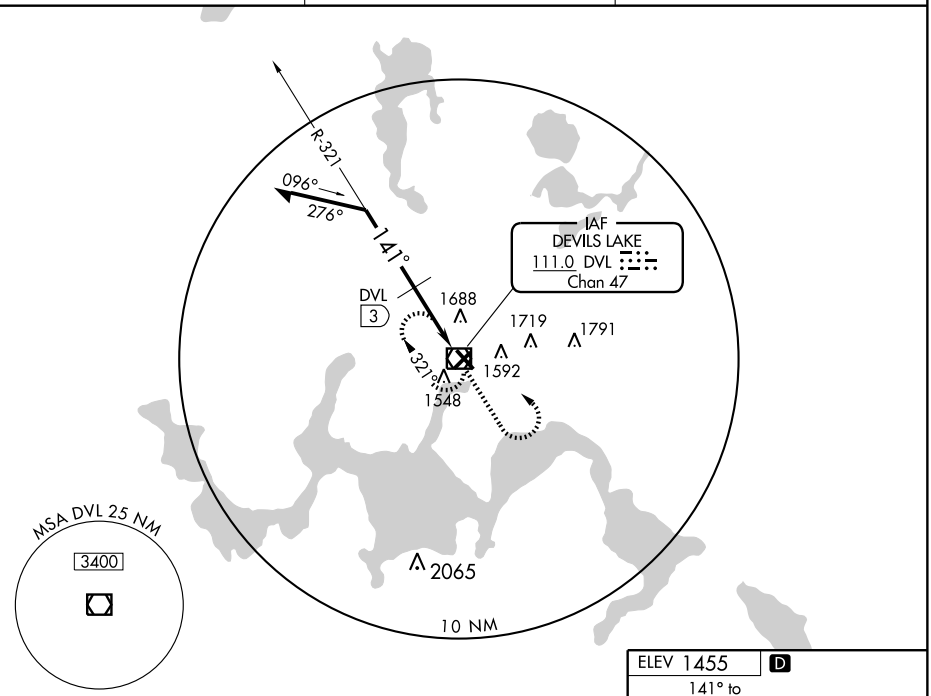
NC-1. 08 APR 2010 to 06 MAY 2010

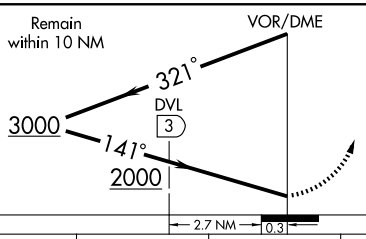
VOR/DME DVL	APP CRS	Rwy Idg	5506
111.0	141°	TDZE	1455
Chan 47		Apt Elev	1455

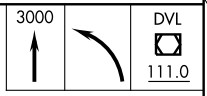
VOR RWY 13
DEVILS LAKE RGNL(DVL)

MISSED APPROACH: Climb to 3000 then left turn direct DVL VOR/DME and hold.

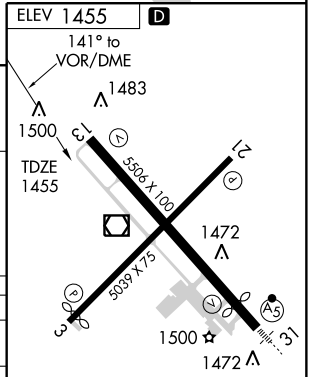
AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	2000-1	545 (600-1)	2000-1½ 545 (600-1½)	2000-1¾ 545 (600-1¾)
CIRCLING	2000-1	545 (600-1)	2000-1½ 545 (600-1½)	2080-2 625 (700-2)
DME MINIMUMS				
S-13	1940-1	485 (500-1)	1940-1¼ 485 (500-1¼)	1940-1½ 485 (500-1½)
CIRCLING	2000-1	545 (600-1)	2000-1½ 545 (600-1½)	2080-2 625 (700-2)



HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

NC-1. 08 APR 2010 to 06 MAY 2010

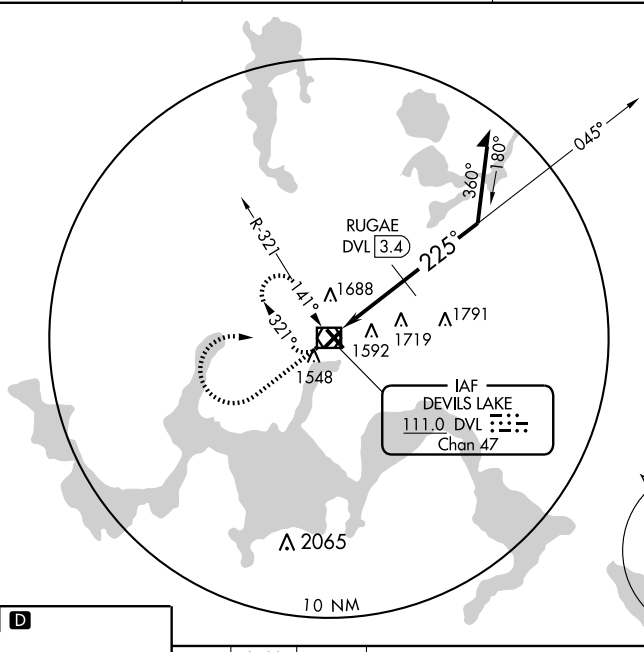
VOR/DME DVL	APP CRS	Rwy Idg	5039
111.0	225°	TDZE	1449
Chan 47		Apt Elev	1455

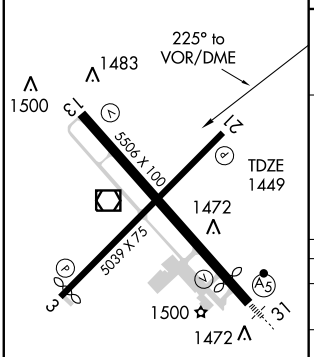
VOR RWY 21
DEVILS LAKE RGNL (DVL)

When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 180 feet, increase S-21 and Circling visibility Cat. A ¼ mile, Cat. C and D ½ mile, increase RUGAE FIX MINIMUMS S-21 and Circling visibility Cat. B to 1¼, Cat. C to 2¼ and Cat. D to 2½. VDP NA when using Jamestown altimeter setting.

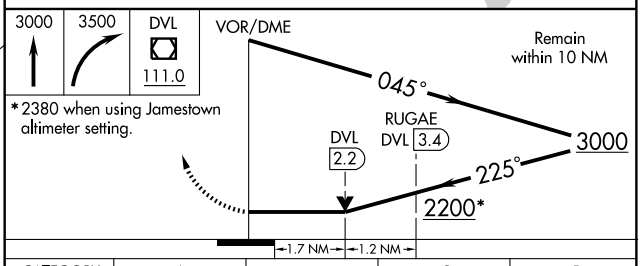
MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-21	2200-1 751 (800-1)	2200-1¼ 751 (800-1¼)	2200-2¼ 751 (800-2¼)	2200-2½ 751 (800-2½)
CIRCLING	2200-1 745 (800-1)	2200-1¼ 745 (800-1¼)	2200-2¼ 745 (800-2¼)	2200-2½ 745 (800-2½)
RUGAE FIX MINIMUMS				
S-21	2020-1 571 (600-1)		2020-1½ 571 (600-1½)	2020-1¾ 571 (600-1¾)
CIRCLING	2020-1 565 (600-1)		2020-1½ 565 (600-1½)	2080-2 625 (700-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME DVL	APP CRS	Rwy Idg	4866
111.0	303°	TDZE	1448
Chan 47		Apt Elev	1455

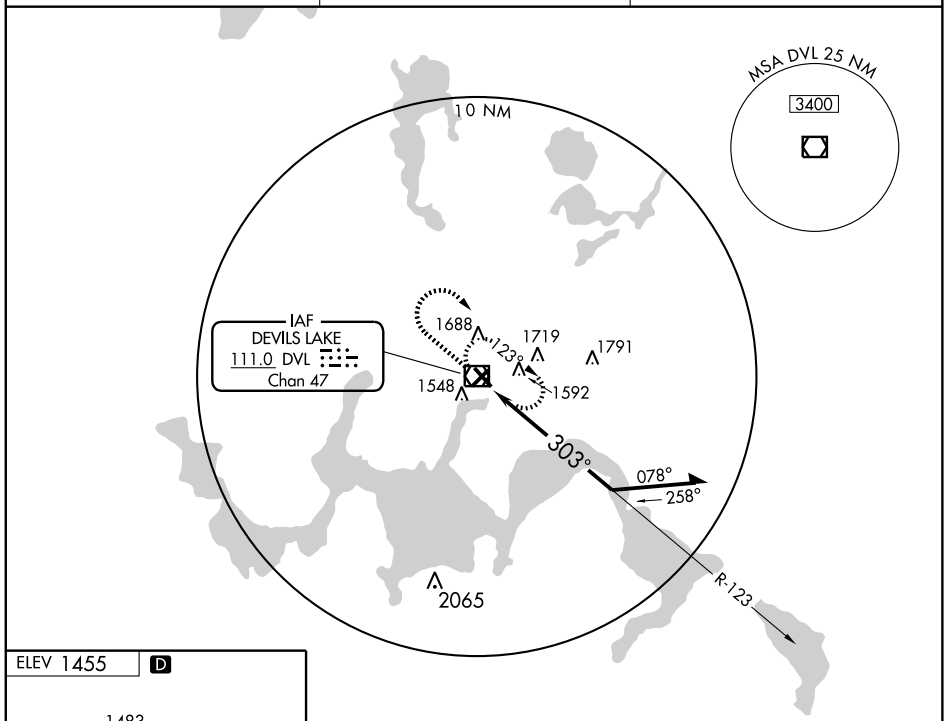
VOR RWY 31
DEVILS LAKE RGNL(DVL)

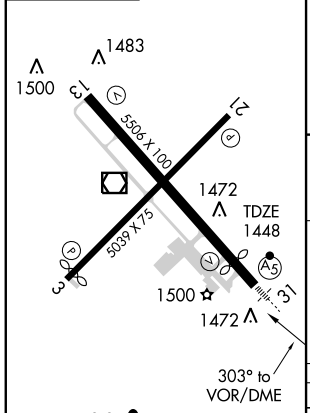
T S-31 Cats A and B visibility increased ¼ mile for inoperative MALSR.

MALSR (A5)

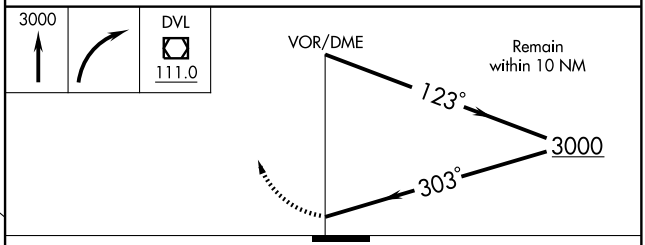
MISSED APPROACH: Climb to 3000 then right turn direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-31	1920-¾ 472 (500-¾)			1920-1 472 (500-1)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

NC-1, 08 APR 2010 to 06 MAY 2010

DICKINSON, NORTH DAKOTA

LOC I-DIK	APP CRS	Rwy Idg	6399
108.3	320°	TDZE	2591
		Apt Elev	2592

AL-120 (FAA)

ILS or LOC RWY 32

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

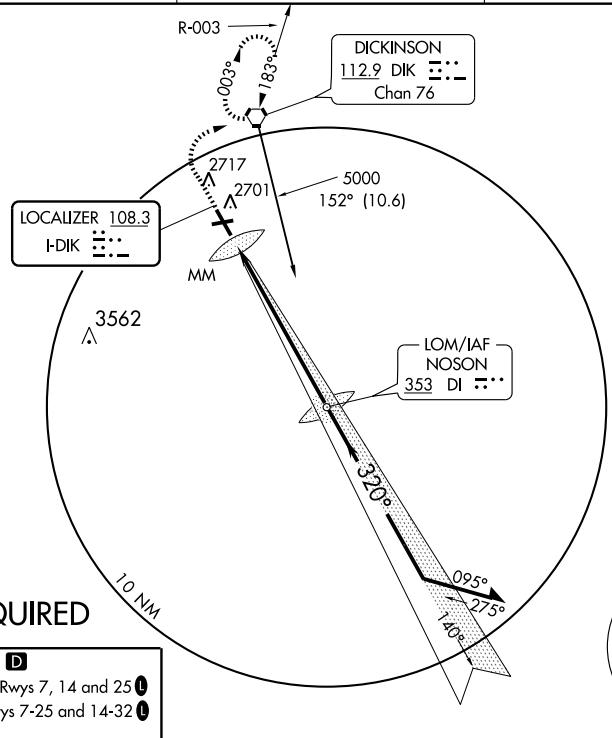
If local altimeter not received, use Bowman Muni altimeter setting and increase S-ILS DA to 3058 and all MDAs 280 feet.

NA

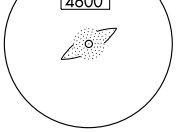
MALSR

MISSED APPROACH: Climb to 5000 then right turn direct DIK VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L



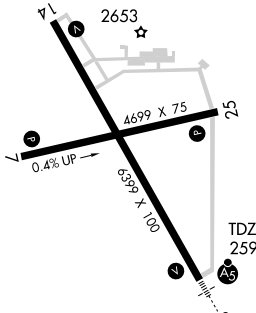
ADF REQUIRED



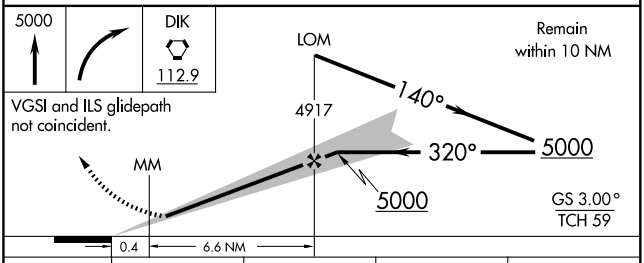
ELEV 2592 D

REIL Rwys 7, 14 and 25 L

MIRL Rwys 7-25 and 14-32 L



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 32	2791-½ 200 (200-½)			
S-LOC 32	3080-½ 489 (500-½)		3080-¾ 489 (500-¾)	3080-1 489 (500-1)
CIRCLING	3080-1 488 (500-1)		3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

DICKINSON, NORTH DAKOTA

AL-120 (FAA)

WAAS	APP CRS	Rwy ldg	6399
CH 56211	140°	TDZE	2589
W14A		Apt Elev	2592

RNAV (GPS) RWY 14

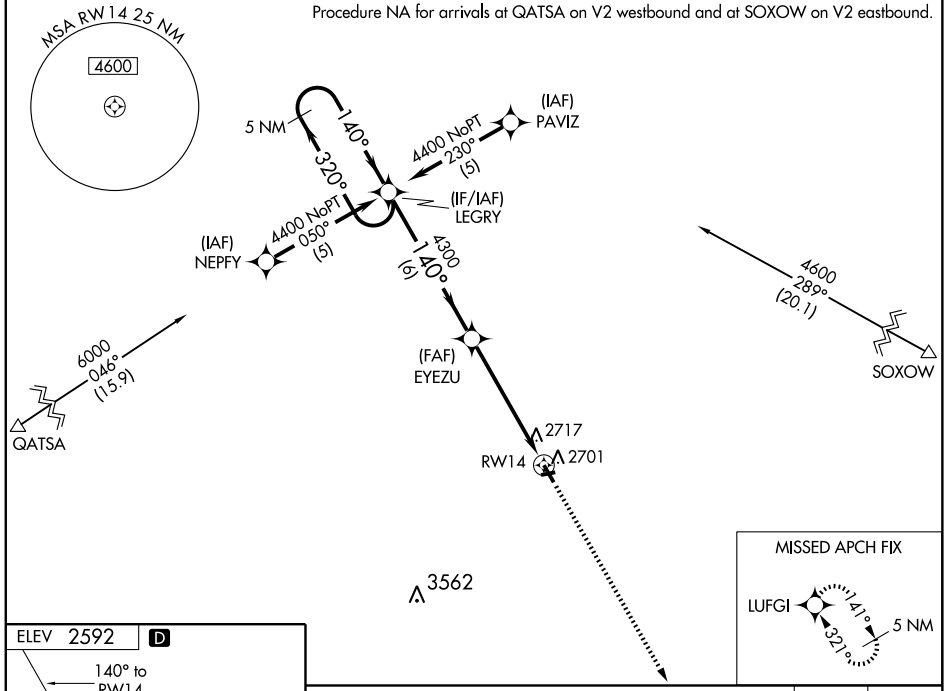
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

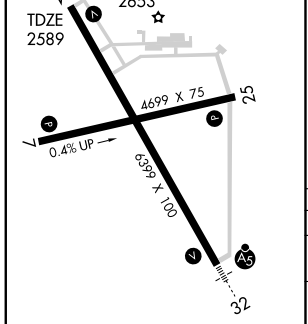
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -20°C (-4°F).
VDP and Baro/VNAV NA when using Bowman Muni altimeter setting.
If local altimeter not received, use Bowman Muni altimeter setting and increase all DAs/MDAs 280 feet.

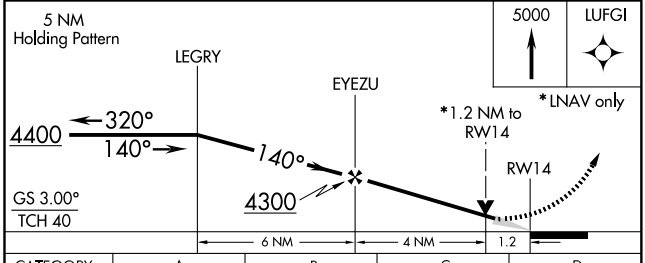
MISSED APPROACH: Climb to 5000 direct LUFGI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L

Procedure NA for arrivals at QATSA on V2 westbound and at SOXOW on V2 eastbound.







CATEGORY	A	B	C	D
LPV DA	2840-1 251 (300-1)			
LNAV/VNAV DA	3060-1¾ 471 (500-1¾)			
LNAV MDA	3020-1 431 (500-1)		3020-1¼ 431 (500-1¼)	3020-1½ 431 (500-1½)
CIRCLING	3080-1¾ 488 (500-1¾)			3160-2 568 (600-2)

REIL Rwys 7, 14 and 25 L
MIRL Rwys 7-25 and 14-32 L

NC-1, 08 APR 2010 to 06 MAY 2010

DICKINSON, NORTH DAKOTA

09351

WAAS	APP CRS	Rwy ldg	6399
CH 45512	320°	TDZE	2591
W32A		Apt Elev	2592

AL-120 (FAA)

RNAV (GPS) RWY 32

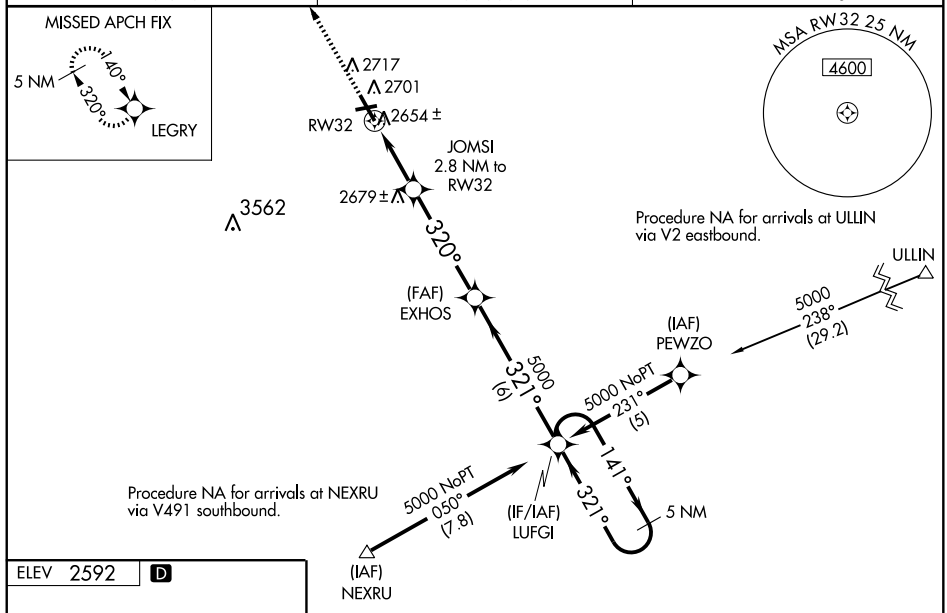
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

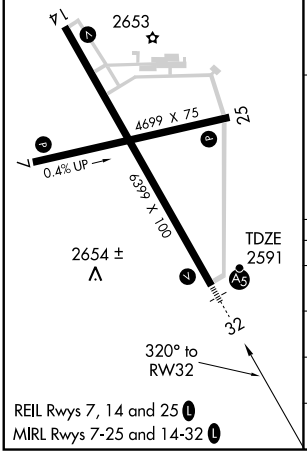
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Bowman altimeter setting and increase all DA 266 feet, all MDA 280 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cats A/B/C visibility 1 mile, Cat D visibility ¾ mile, LNAV Cats C/D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cats C/D visibility ¾ mile. For inoperative MALSR when using Bowman altimeter setting, increase LPV all Cats visibility to 1½ , LNAV/VNAV all Cats visibility to 2, LNAV Cat C visibility to 2 and Cat D visibility to 2 ¼ . For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 and LNAV Cat D visibility to 1¼ . VDP and Baro-VNAV NA when using Bowman altimeter setting.

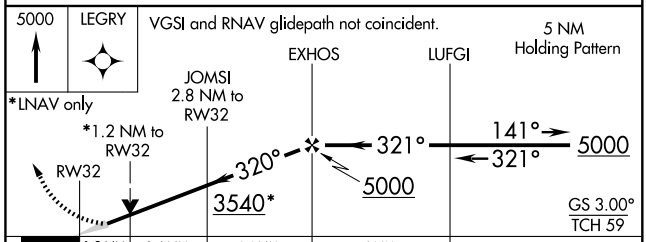
MALSR

MISSED APPROACH Climb to 5000 direct LEGRY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2791-½ 200 (200-½)			
LNAV/VNAV DA	2924-½ 333 (400-½)			2924-¾ 333 (400-¾)
LNAV MDA	3000-½ 409 (500-½)		3000-¾ 409 (500-¾)	3000-1 409 (500-1)
CIRCLING	3080-1 488 (500-1)		3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

DICKINSON, NORTH DAKOTA

VORTAC DIK	APP CRS	Rwy Idg	N/A
112.9	183°	TDZE	N/A
Chan 76		Apt Elev	2592

AL-120 (FAA)

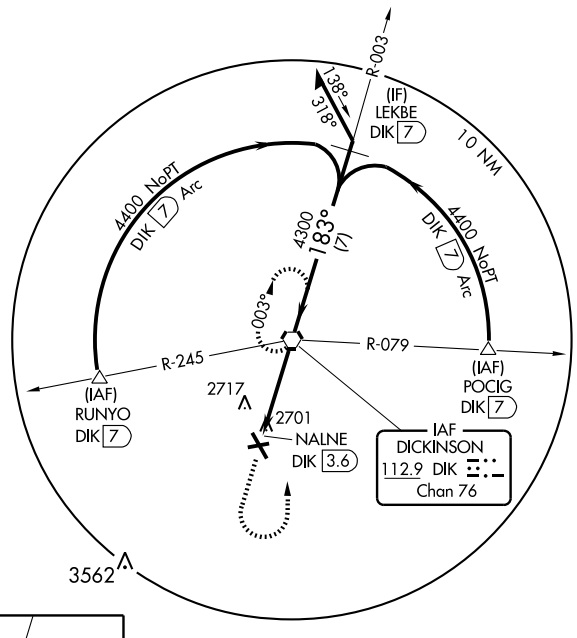
VOR-A

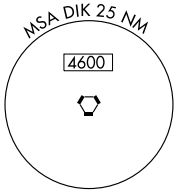
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

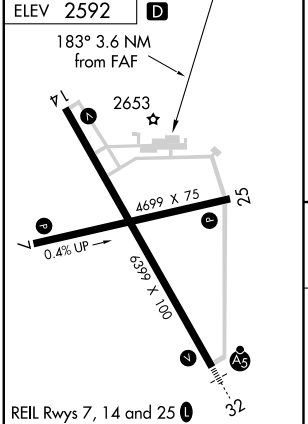
If local altimeter setting not received, use Bowman Muni altimeter setting and increase all MDAs 280 feet.

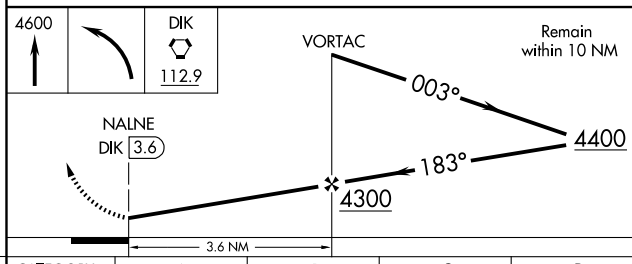
MISSED APPROACH: Climb to 4600 then turn left direct DIK VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L









FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

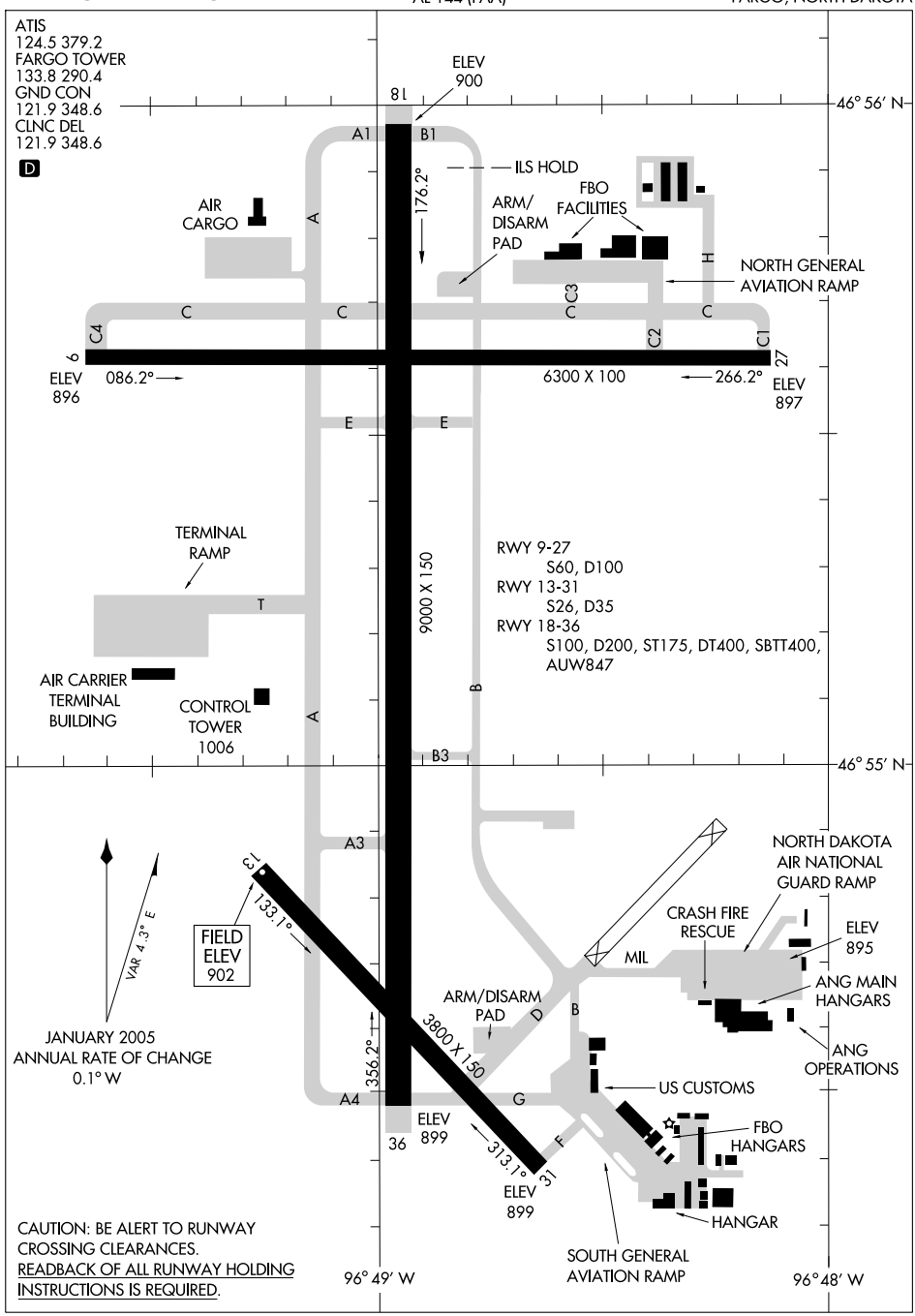
CATEGORY	A	B	C	D
CIRCLING	3080-1	488 (500-1)	3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-144 (FAA)

FARGO/HECTOR INTL(FAR)
FARGO, NORTH DAKOTA



NC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 18

FARGO/HECTOR INTL (FAR)

VORTAC FAR	APP CRS	Rwy ldg 9000
116.2	178°	TDZE 900
Chan 109		Apt Elev 902

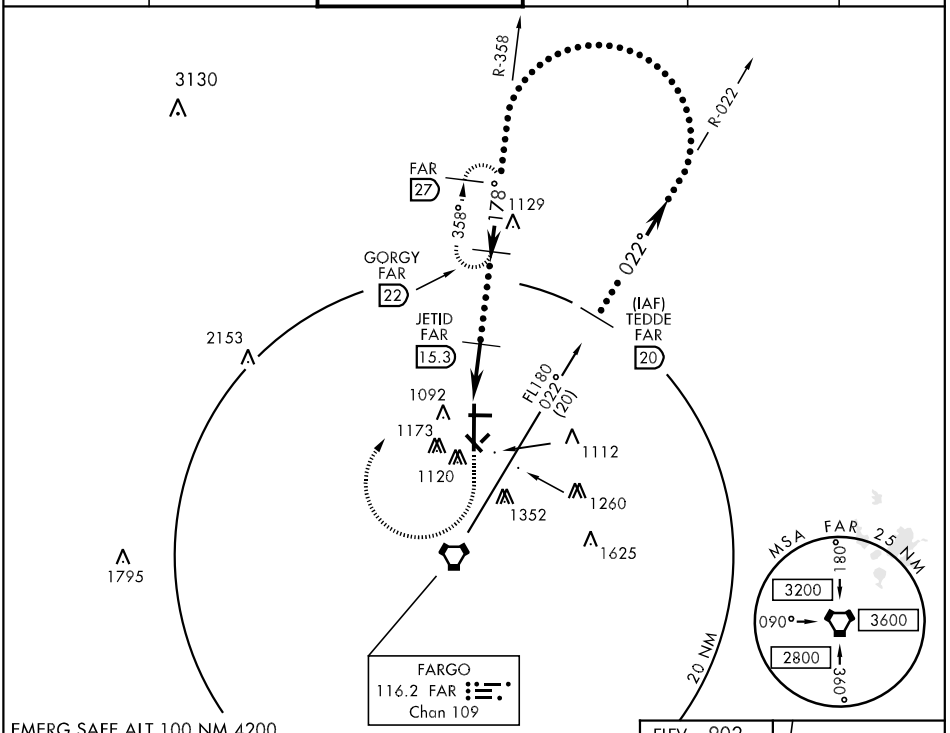
JAL-144 [USAF]

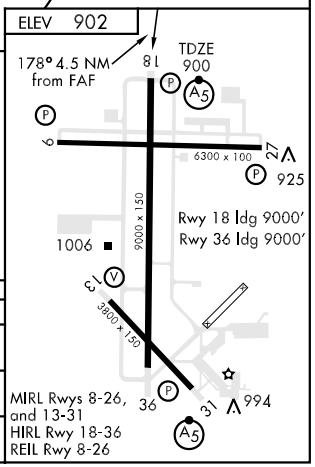
* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 4000 then right turn via heading 020° to intercept the FAR R-358 to GORGY 22 DME and hold.

ATIS	FARGO APP CON	FARGO TOWER	GND CON	CLNC DEL	ASR
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6	





CATEGORY	C	D	E
S-TAC 18	1260/24 360 (400-½)	1260/50 360	(400-1)
CIRCLING	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)
S-ASR 18 *	1260/24 360 (400-½)	1260/50 360	(400-1)

HI-VOR or TACAN RWY 36

VORTAC FAR	APP CRS	Rwy ldg 9000
116.2	360°	TDZE 899
Chan 109		Apt Elev 902

JAL-144 [USAF]

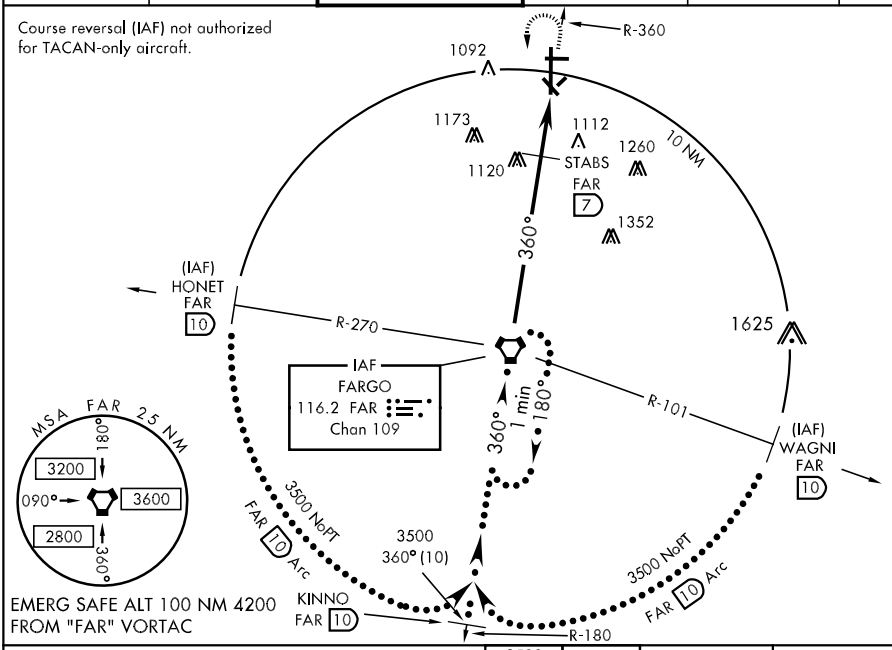
FARGO/HECTOR INTL (FAR)

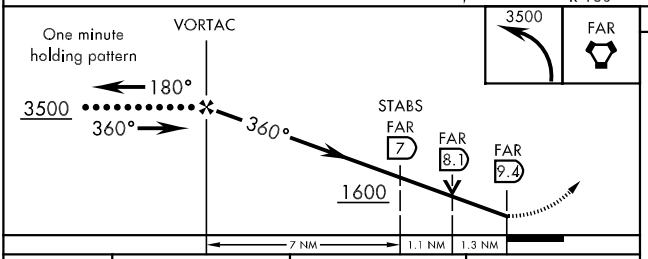
▼ * When ALS inop, increase CAT E vis to 2½ miles.
** When ALS inop, increase CAT E vis to 1¾ miles.

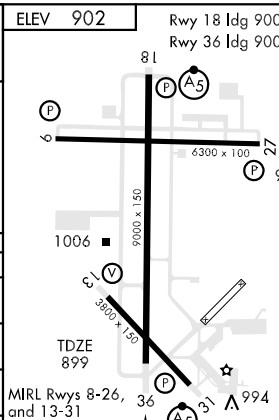
MALSR (A5)

MISSED APPROACH: Climbing left turn to 3500 direct FAR VORTAC and hold. (TACAN aircraft climbing left turn to 3500 direct FAR VORTAC then via FAR R-180 to KINNO/FAR 10 DME and hold south, right turns, 360° inbound.)

ATIS	FARGO APP CON	FARGO TOWER	GND CON	CLNC DEL	ASR
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6	







CATEGORY	C	D	E
S-36*	1600-1½ 701 (700-1½)	1600-1¾ 701 (700-1¾)	1600-2 701 (700-2)
CIRCLING	1600-2 698 (700-2)	1600-2¼ 698 (700-2¼)	1600-2½ 698 (700-2½)
S-ASR 36	1420/50 521 (600-1)	1420/60	521 (600-1¼)
STABS FIX MINIMUMS			
S-36**	1380/40 481 (500-¾)	1380/50 481 (500-1)	1380/60 481 (500-1¼)
CIRCLING	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

FAF to MAP 9.4 NM

Knots	120	140	160	180	200
Min:Sec	4:42	4:02	3:31	3:08	2:49

NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-AAM	APP CRS	Rwy Idg	9000
108.9	176°	TDZE	900
		Apt Elev	902

ILS or LOC RWY 18

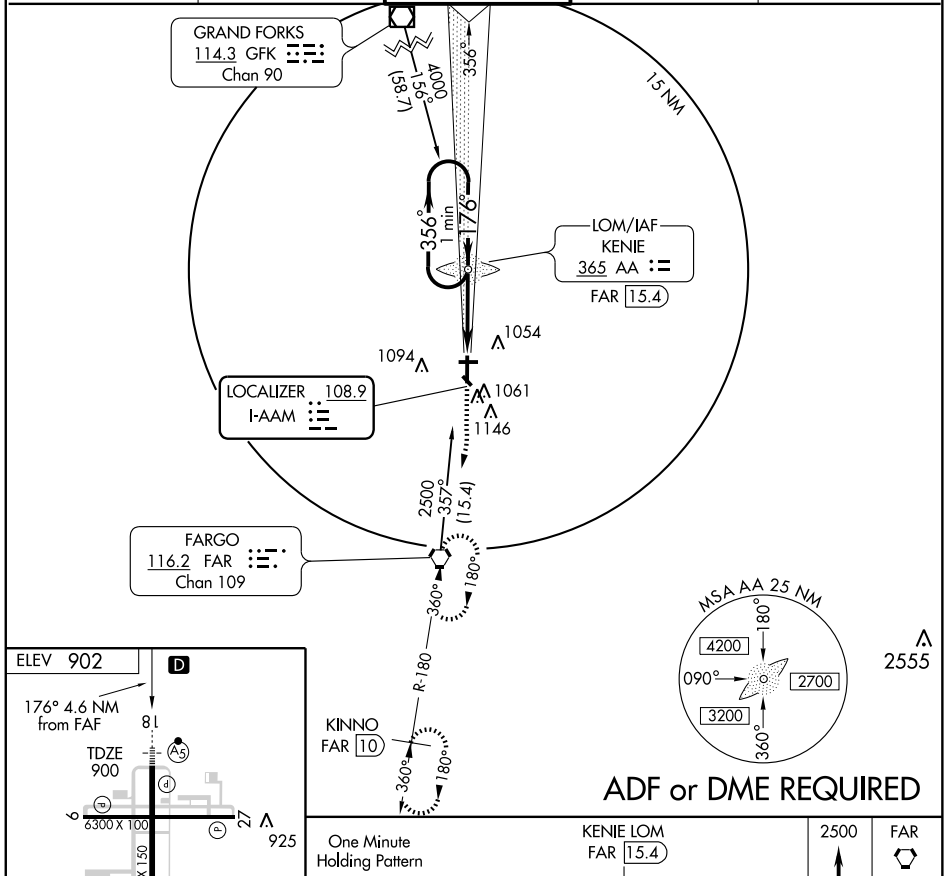
FARGO/HECTOR INTL (FAR)

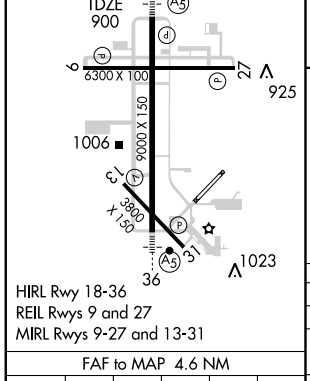
For inoperative MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, and S-LOC 18 Cat E visibility to RVR 5000.
* Visibility CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2500 direct FAR VORTAC and hold. (TACAN aircraft climb to 3500 direct FAR VORTAC, then via FAR R-180 to KINNO/FAR 10 DME and hold S, RT, 360° inbound.)

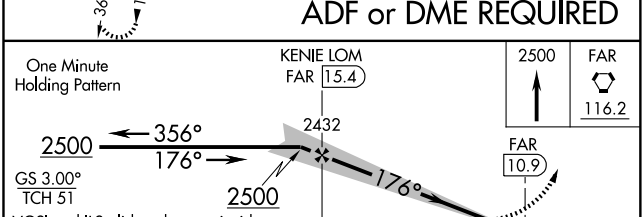
ATIS	FARGO APP CON*	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 18	*1100/24 200 (200-½)				
S-LOC 18	1260/24 360 (400-½)			1260/40 360 (400-¾)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-FAR	APP CRS	Rwy Idg	9000
110.3	356°	TDZE	899
		Apt Elev	902

ILS or LOC RWY 36

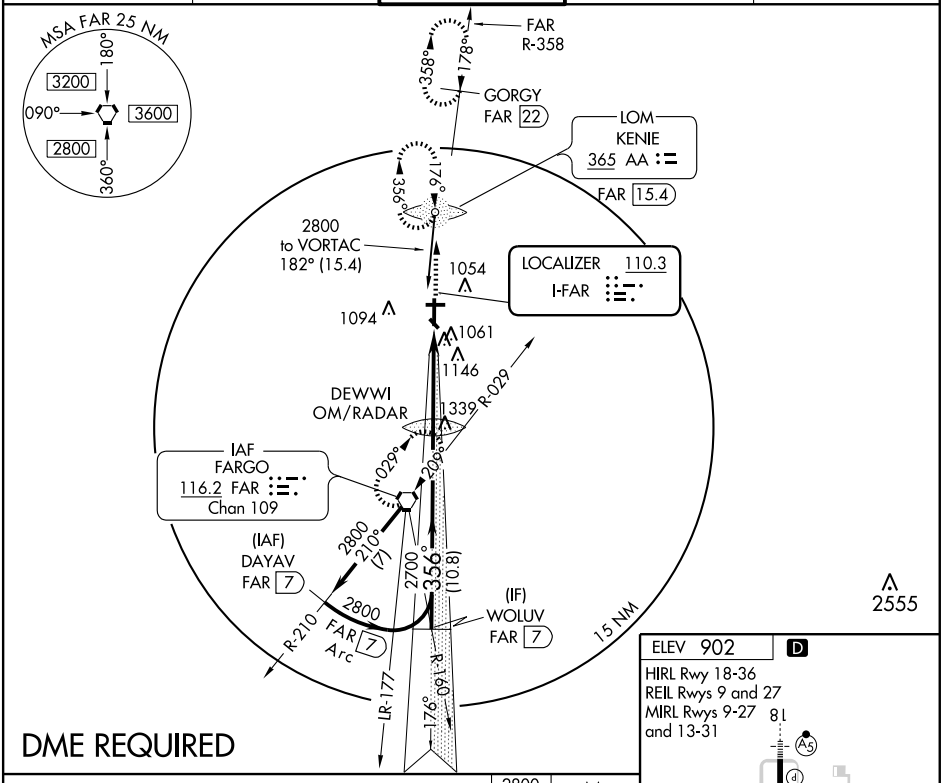
FARGO/HECTOR INTL (FAR)

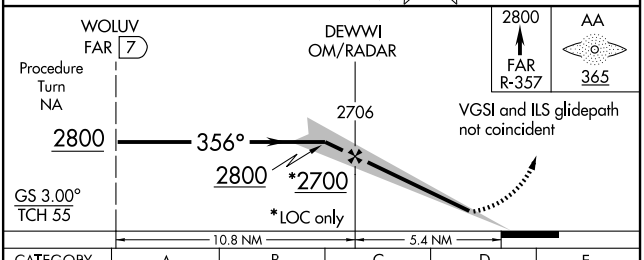
For inoperative MALSR, increase S-ILS 36 Cat E visibility to RVR 4000, and S-LOC 36 Cat E visibility to 1½. # Visibility CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF or DME required.

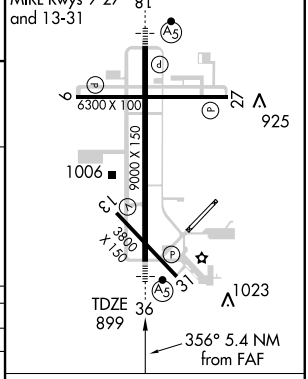
MALSR

MISSED APPROACH: Climb via FAR R-357 to 2800 direct KENIE LOM and hold. (DME aircraft climb to 4000 via FAR R-358 to GORGY/FAR 22 DME and hold N, RT, 178° inbound.)

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 36	#1099/24 200 (200-½)				
S-LOC 36	1340/24 441 (500-½)		1340/40 441 (500-¾)	1340/50 441 (500-1)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6300
086°	TDZE	900
	Apt Elev	902

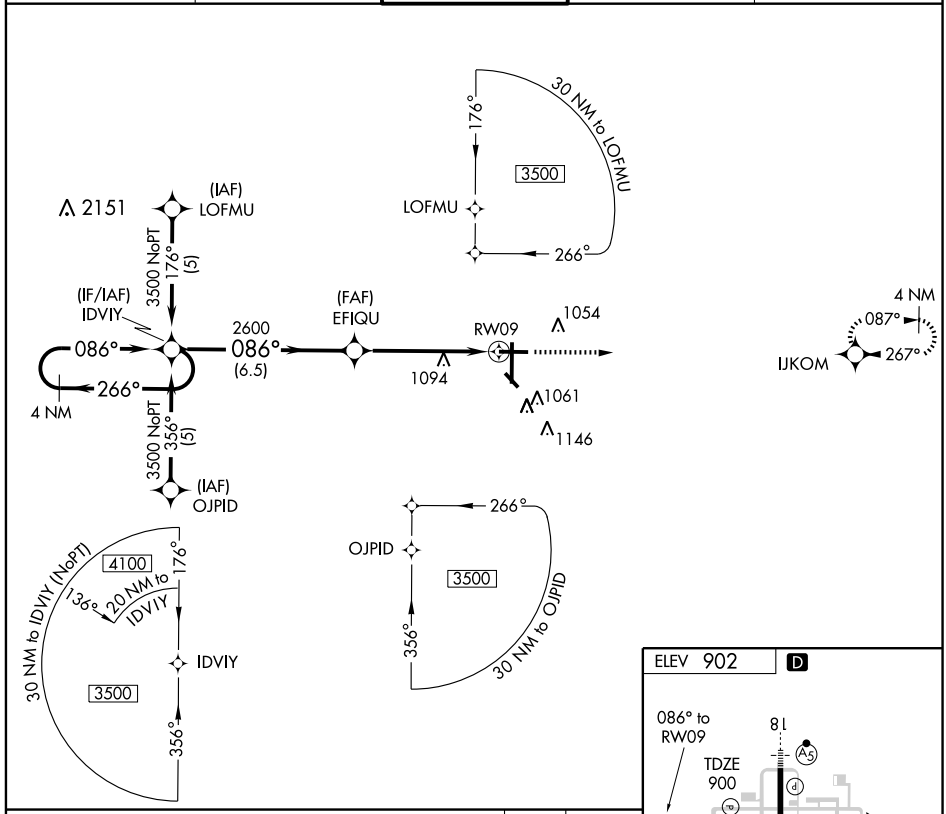
RNAV (GPS) RWY 9

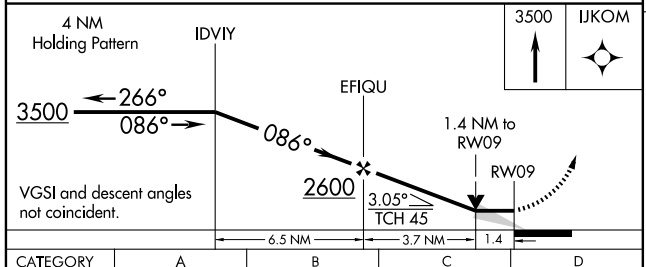
FARGO/HECTOR INTL (FAR)

DME/DME RNP- 0.3 NA.

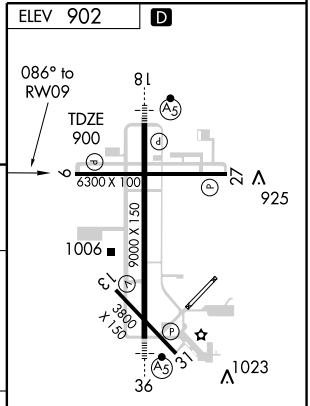
MISSED APPROACH: Climb to 3500 direct IJKOM and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





CATEGORY	A	B	C	D
LNAV MDA	1360-1	460 (500-1)	1360-1¼ 460 (500-1¼)	1360-1½ 460 (500-1½)
CIRCLING	1380-1	478 (500-1)	1380-1½ 478 (500-1½)	1500-2 598 (600-2)



HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40006	176°	TDZE	900
W18A		Apt Elev	902

RNAV (GPS) RWY 18

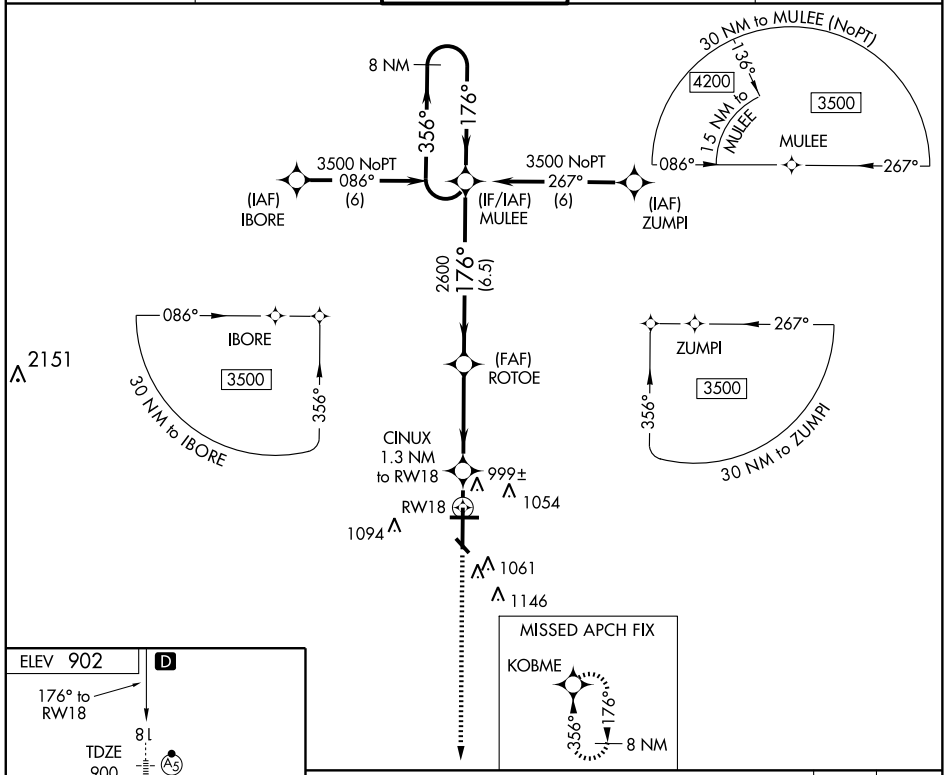
FARGO/HECTOR INTL (FAR)

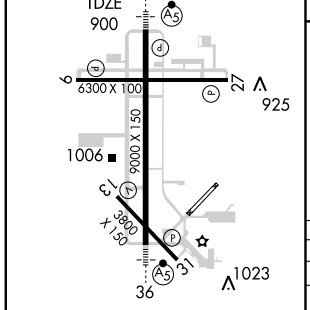
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000 and LNAV/VNAV Cat E and LNAV Cat D and E to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

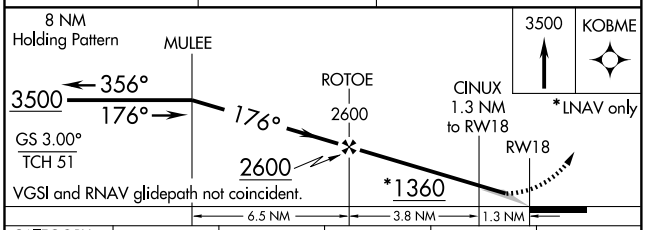
MISSED APPROACH: Climb to 3500 direct KOBME and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D	E
LPV DA	1100/24 200 (200-½)				
LNAV/VNAV DA	1272/40 372 (400-¾)				
LNAV MDA	1260/24 360 (400-½)			1260/50 360 (400-1)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	6300
267°	TDZE	898
	Apt Elev	902

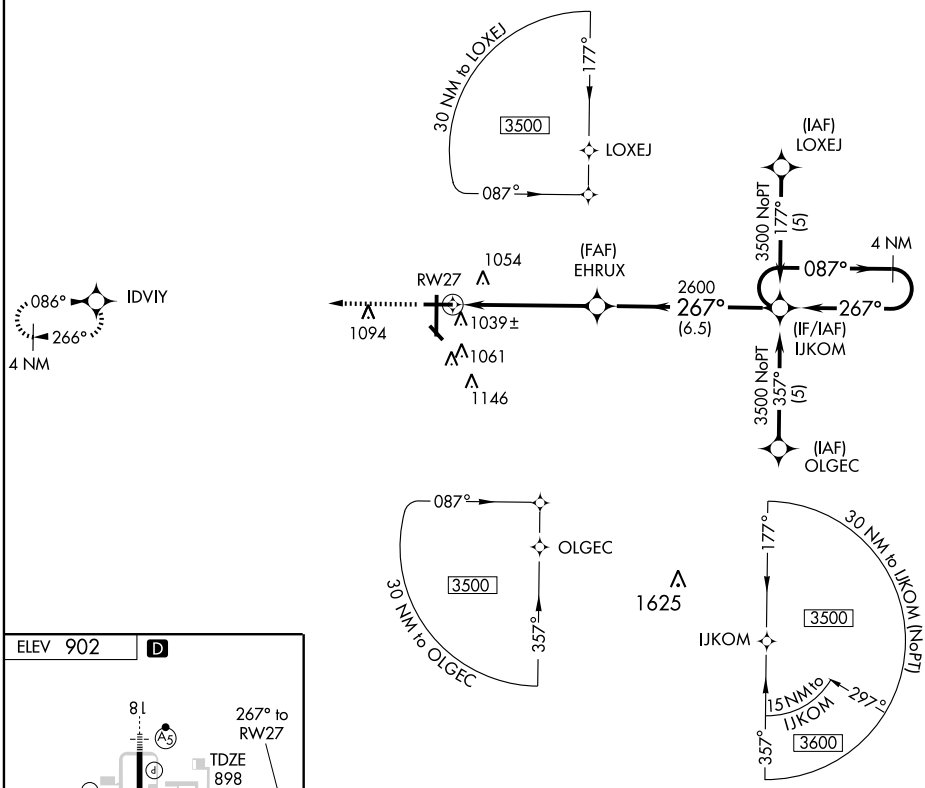
RNAV (GPS) RWY 27

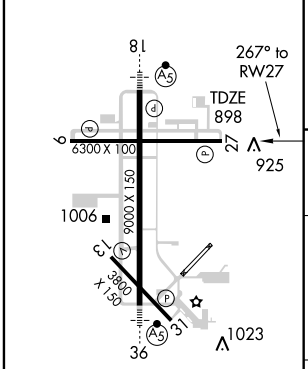
FARGO/HECTOR INTL (FAR)

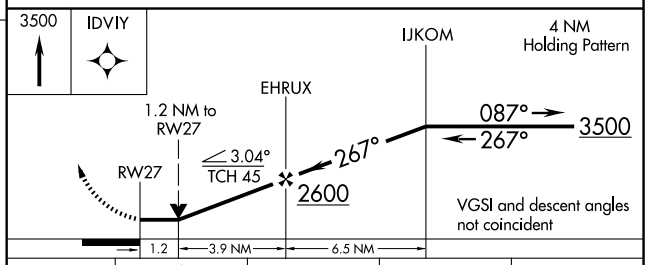
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct IDVIY and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6







CATEGORY	A	B	C	D
LNAV MDA	1300-1 402 (400-1)		1300-1¼ 402 (400-1¼)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9000
CH 50106	356°	TDZE	899
W36A		Apt Elev	902

RNAV (GPS) RWY 36

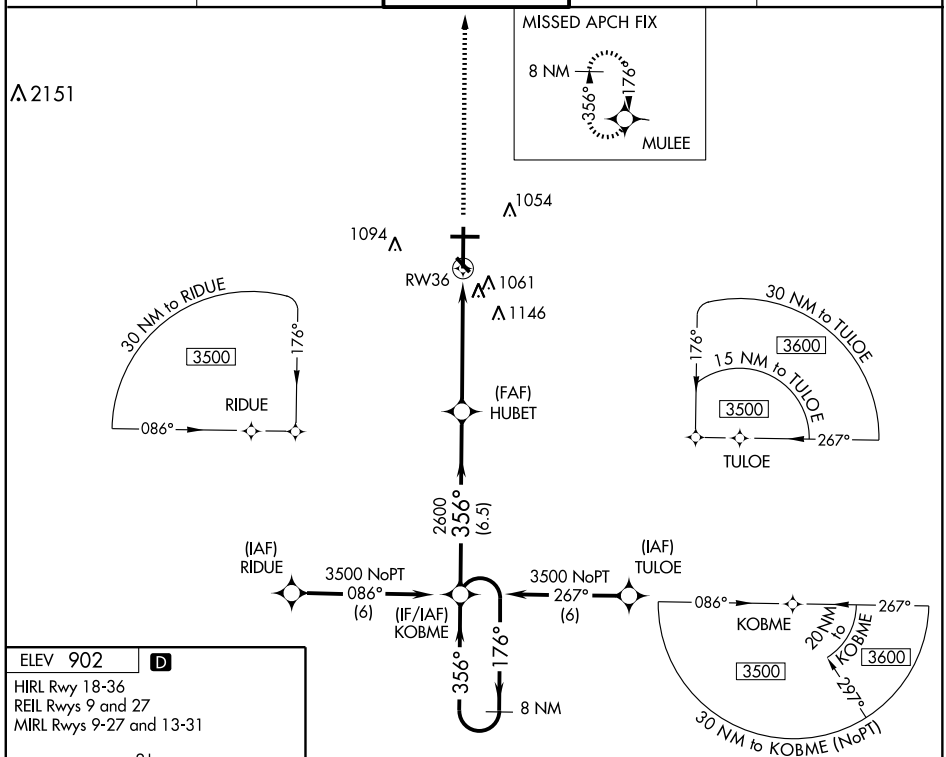
FARGO/HECTOR INTL (FAR)

T A W — DME/DME RNP -0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV and LNAV Cat E visibility to 1¾ mile.

MALSR

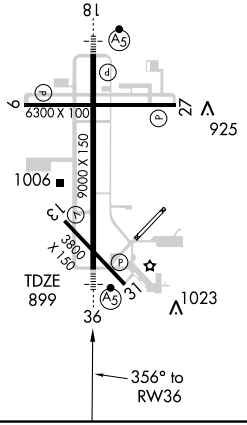
MISSED APPROACH: Climb to 3500 direct MULEE and hold.

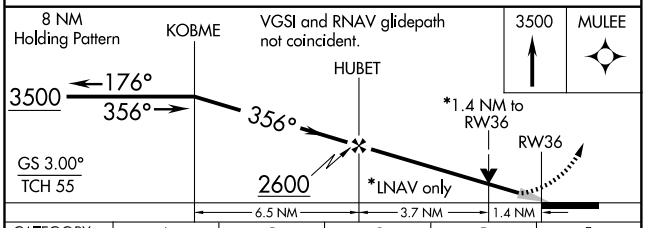
ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6



ELEV 902 D

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31





CATEGORY	A	B	C	D	E
LPV DA	1150/24 251 (300-½)				
LNAV/VNAV DA	1360/50 461 (500-1)				1360/60 461 (500-1¼)
LNAV MDA	1420/24 521 (600-½)		1420/50 521 (600-1)	1420/60 521 (600-1¼)	
CIRCLING	1420-1½ 518 (600-1½)			1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC FAR	APP CRS	Rwy Idg	9000
116.2	179°	TDZE	900
Chan 109		Apt Elev	902

VOR/DME or TACAN RWY 18

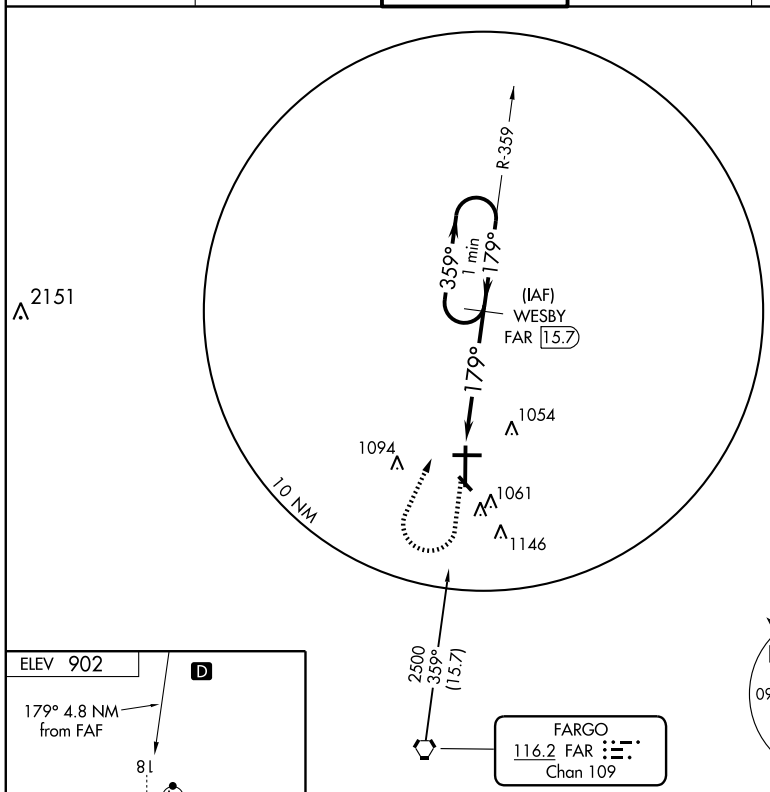
FARGO/HECTOR INTL (FAR)

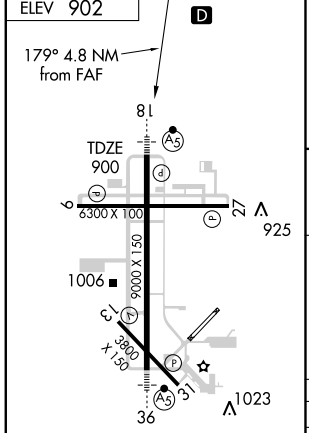
For inoperative MALSR, increase Cat D visibility to RVR 6000 and Cat E to 1½.

MALSR

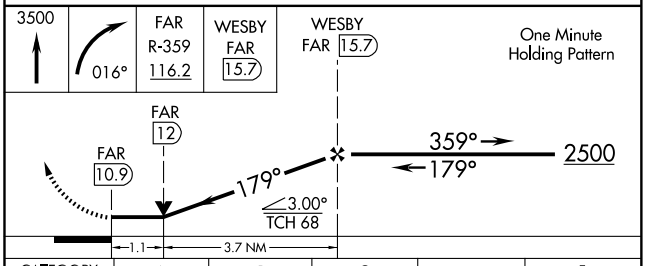
MISSED APPROACH: Climb to 3500 then right turn via heading 016° and FAR R-359 to WESBY/15.7 DME and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D	E
S-18	1320/24	420 (500-½)	1320/40 420 (500-¾)	1320/50	420 (500-1)
CIRCLING	1380-1	478 (500-1)	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FAR	APP CRS	Rwy Idg	9000
116.2	360°	TDZE	899
Chan 109		Apt Elev	902

VOR or TACAN RWY 36

FARGO/HECTOR INTL (FAR)

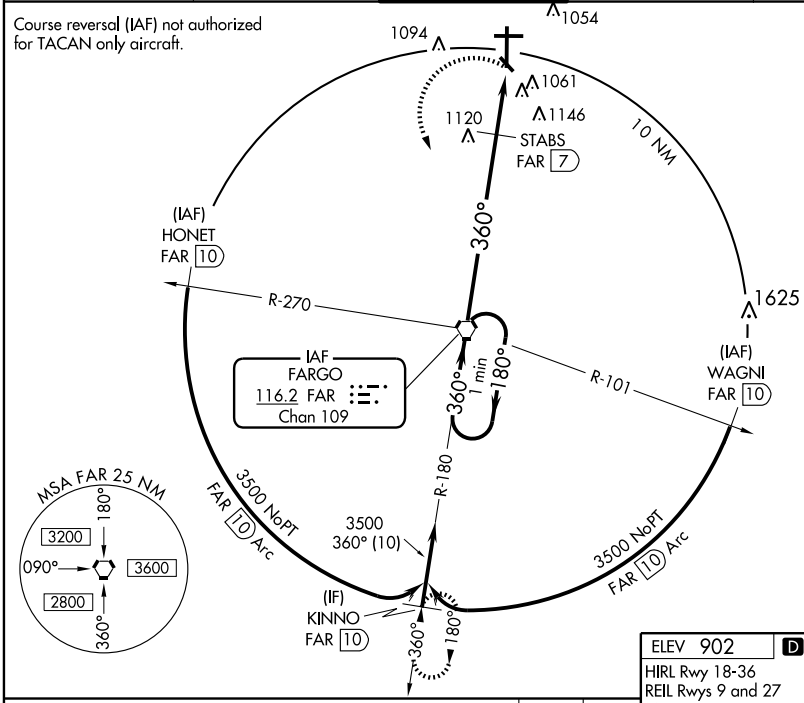
VOR MINIMUMS: For inoperative MALSR, increase S-36 Cat E visibility to 2½ miles. STABS FIX MINIMUMS: For inoperative MALSR, increase S-36 Cat E visibility to 1¾ mile.

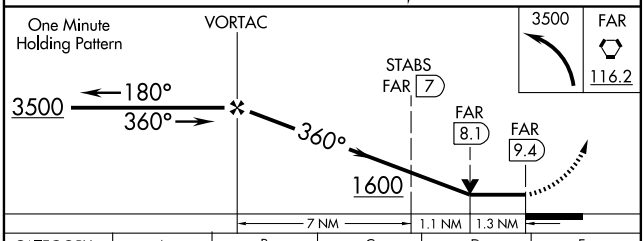
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct FAR VORTAC and hold. (TACAN aircraft climbing left turn to 3500 direct FAR VORTAC, then via FAR R-180 to KINNO/FAR 10 DME and hold South, right turns, 360° inbound.)

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6

Course reversal (IAF) not authorized for TACAN only aircraft.

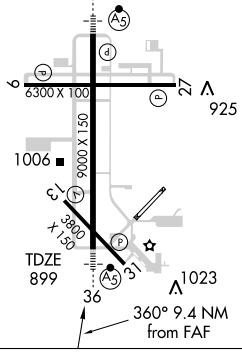




CATEGORY	A	B	C	D	E
S-36	1600/24	701 (700-½)	1600-1½ 701 (700-1½)	1600-1¾ 701 (700-1¾)	1600-2 701 (700-2)
CIRCLING	1600-1	698 (700-1)	1600-2 698 (700-2)	1600-2¼ 698 (700-2¼)	1600-2½ 698 (700-2½)
STABS FIX MINIMUMS					
S-36	1380/24	481 (500-½)	1380/40 481 (500-¾)	1380/50 481 (500-1)	1380/60 481 (500-1¼)
CIRCLING	1380-1	478 (500-1)	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

ELEV 902 D

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

NC-1. 08 APR 2010 to 06 MAY 2010

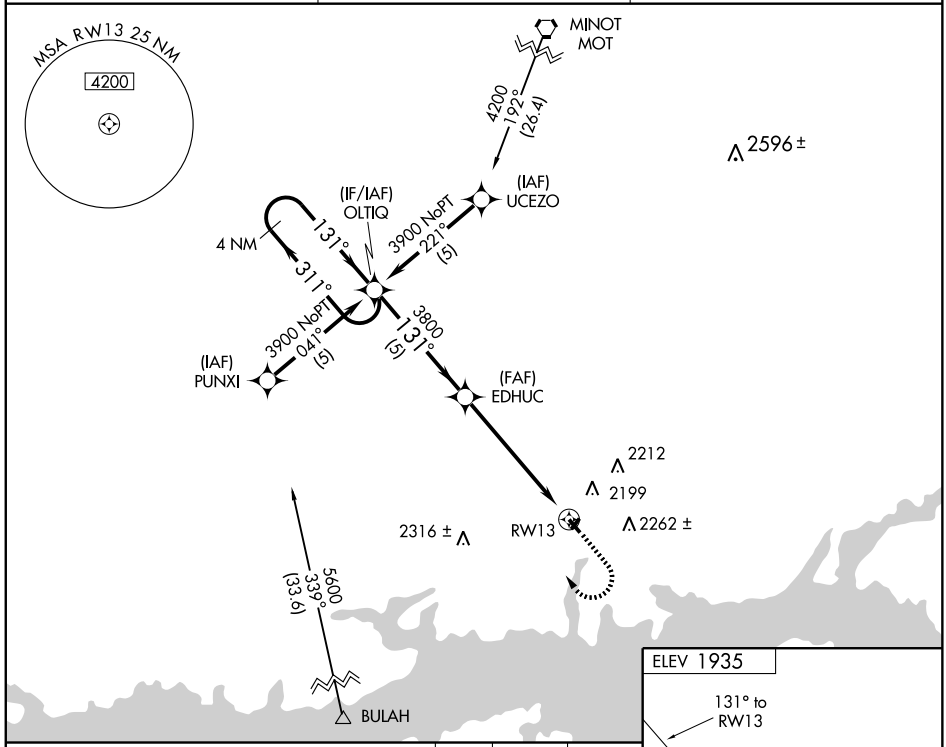
APP CRS		
131°	Rwy Idg	3700
	TDZE	1935
	Apt Elev	1935

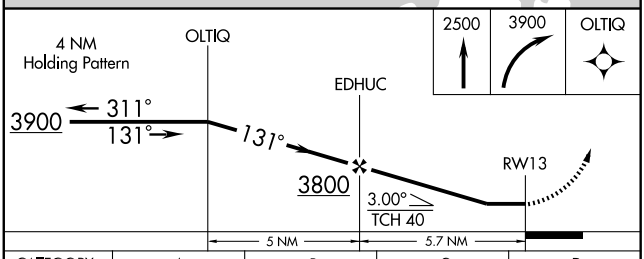
RNAV (GPS) RWY 13
GARRISON MUNI (D05)

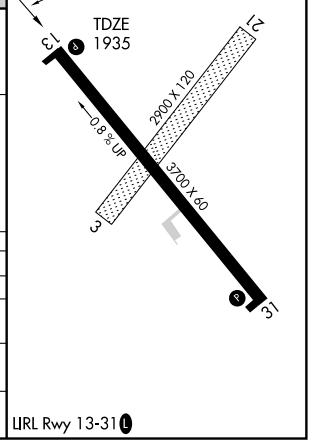
NA — DME/DME RNP 0.3- NA.
Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3900 direct OLTIQ WP and hold.

MINOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	127.6 279.6	122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2500-1 565 (600-1)		NA	
CIRCLING	2680-1 745 (800-1)	2680-1¼ 745 (800-1¼)	NA	

LIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
311°	TDZE	1925
	Apt Elev	1935

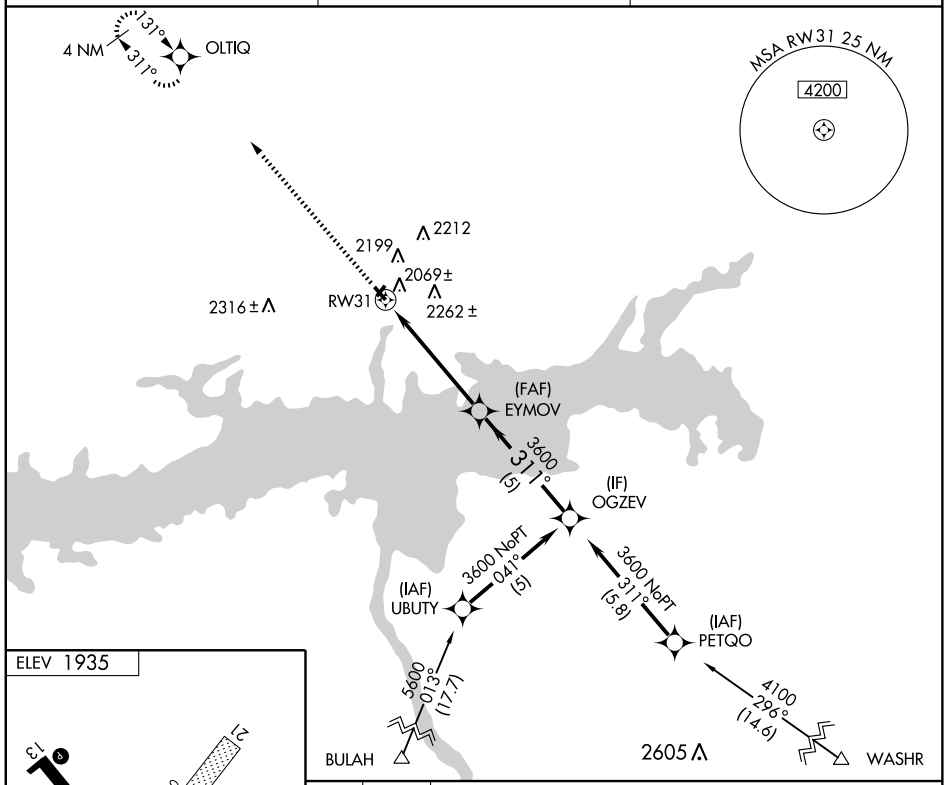
RNAV (GPS) RWY 31
GARRISON MUNI (DØ5)

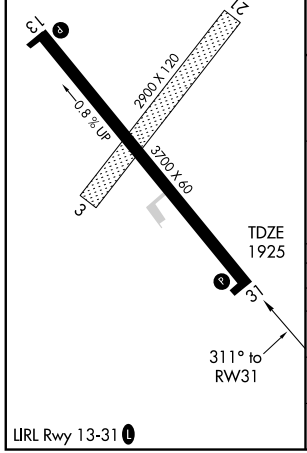
NA

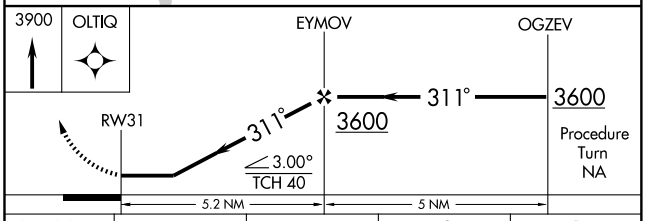
DME/DME RNP- 0.3 NA.
Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 3900 direct OLTIQ and hold.

MINOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	127.6 279.6	122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2560-1 635 (700-1)		NA	
CIRCLING	2680-1 745 (800-1)	2680-1¼ 745 (800-1¼)	NA	

LIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3898
174°	TDZE	821
	Apt Elev	824

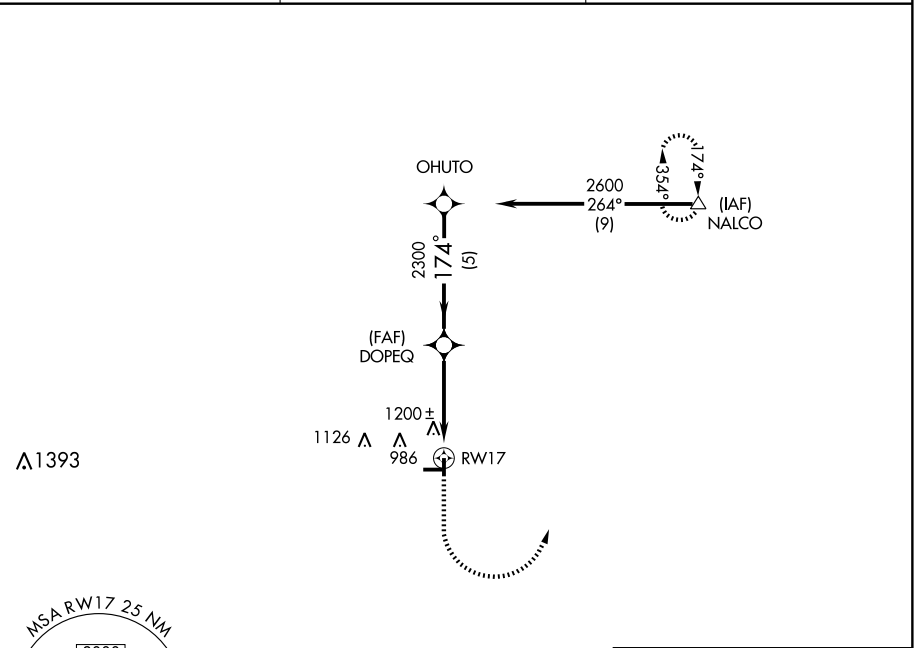
GPS RWY 17

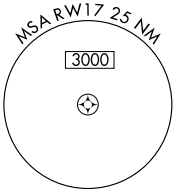
GRAFTON/ HUTSON FIELD (GAF)

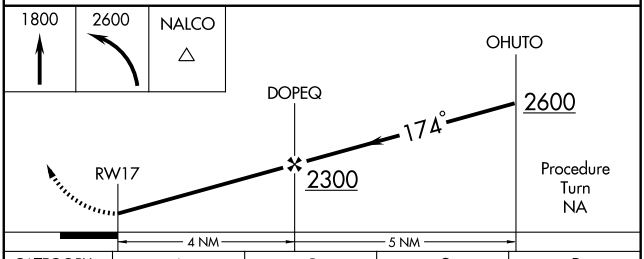
T
NA Use Grand Forks Intl altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing left turn to 2600 direct NALCO WP and hold.

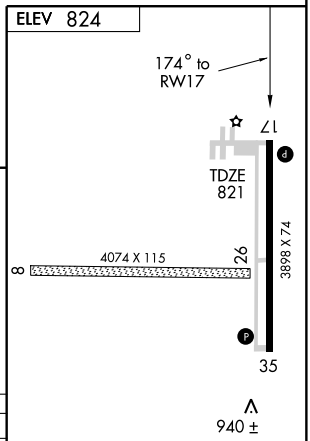
AWOS-3	GRAND FORKS APP CON	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1520-1 699 (700-1)		1520-2 699 (700-2)	NA
CIRCLING	1580-1 756 (800-1)	1580-1¼ 756 (800-1¼)	1580-2¼ 756 (800-2¼)	NA



MIRL Rwy 17-35 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3898
354°	TDZE	820
	Apt Elev	824

GPS RWY 35

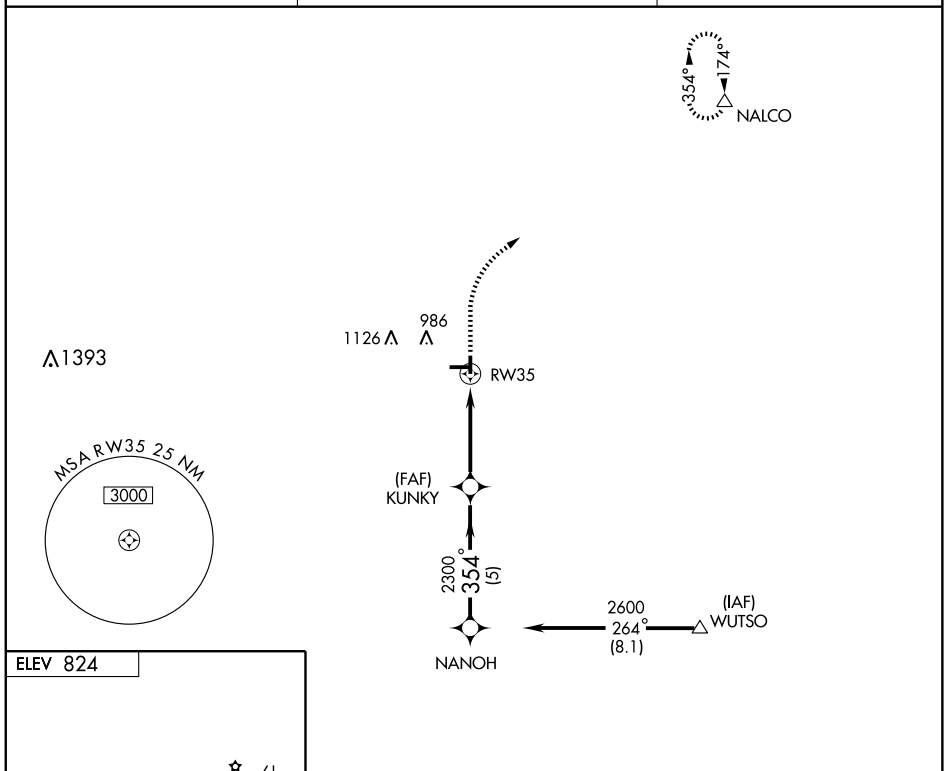
GRAFTON/ HUTSON FIELD (GAF)

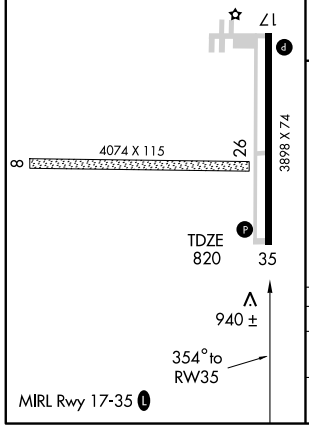
T
NA

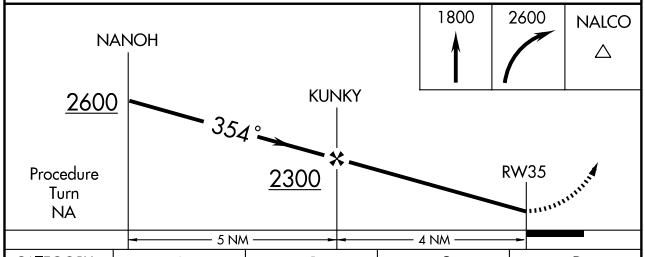
Use Grand Forks Intl altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct NALCO WP and hold.

AWOS-3	GRAND FORKS APP CON	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1260-1 440 (500-1)		1260-1¼ 440 (500-1¼)	NA
CIRCLING	1580-1 756 (800-1)	1580-1¼ 756 (800-1¼)	1580-2 ¼ 756 (800-2¼)	NA

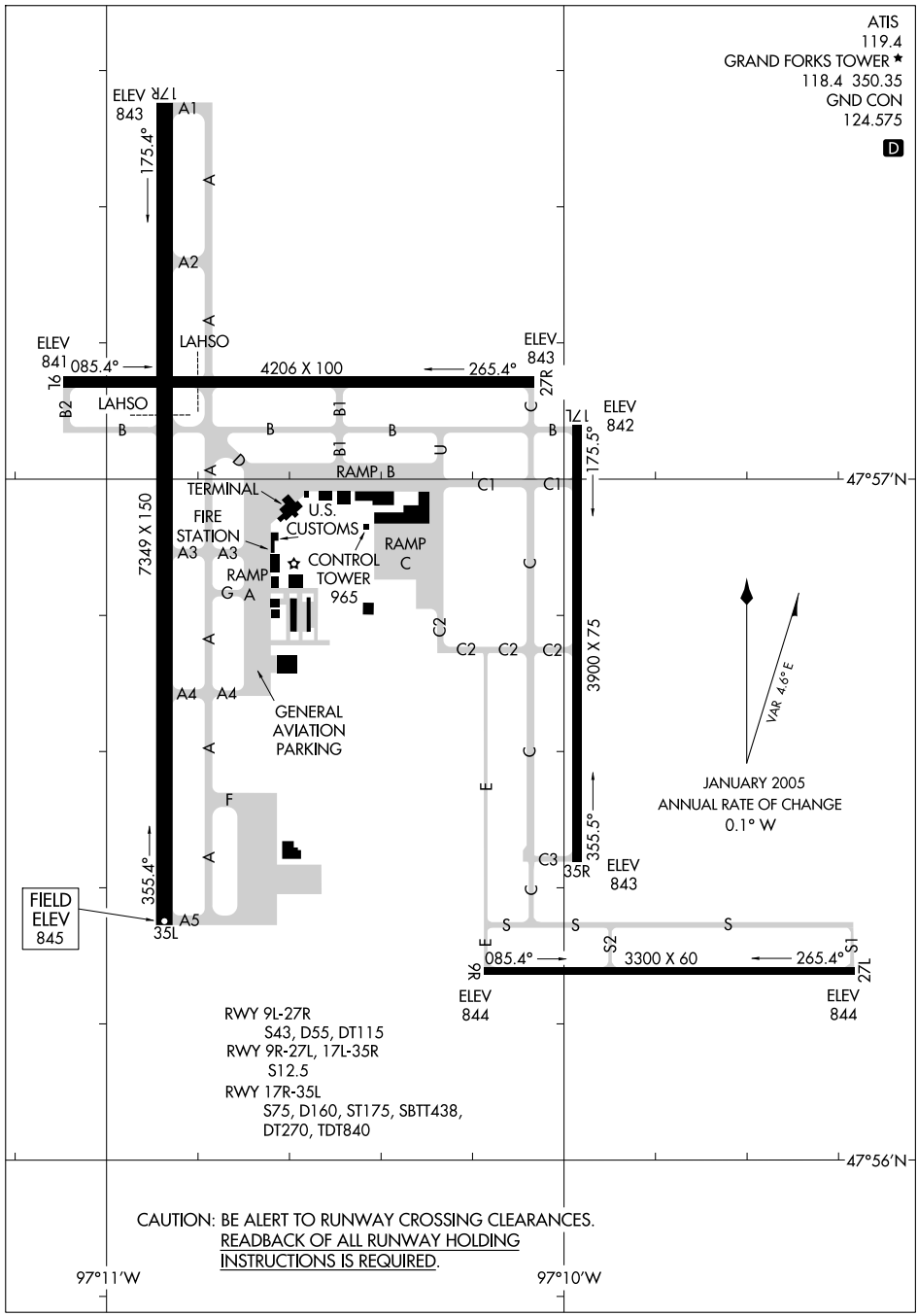
NC-1. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-5187 (FAA)

GRAND FORKS INTL (GFK)
GRAND FORKS, NORTH DAKOTA



NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-GFK	APP CRS	Rwy Idg	7349
109.1	354°	TDZE	845
Chan 28		Apt Elev	845

ILS or LOC RWY 35L
GRAND FORKS INTL (GFK)

If local altimeter setting not received, use Crookston altimeter setting and increase all DAs/MDAs 80 feet. Procedure turn NA for Cat. E aircraft. VDP NA with Crookston altimeter setting.
For inoperative MALSR, increase S-ILS Cat. E visibility to 1.

MALSR

MISSED APPROACH:
Climb to 3600 then right turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

ADF, DME or RADAR REQUIRED

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D	E
S-ILS 35L	1045-½ 200 (200-½)				
S-LOC 35L	1160- ½ 315 (400-½)			1160- ¾ 315 (400-¾)	
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1¼ 455 (500-1¼)	1400-2 555 (600-2)	1520-2½ 675 (700-2½)

NC-1. 08 APR 2010 to 06 MAY 2010

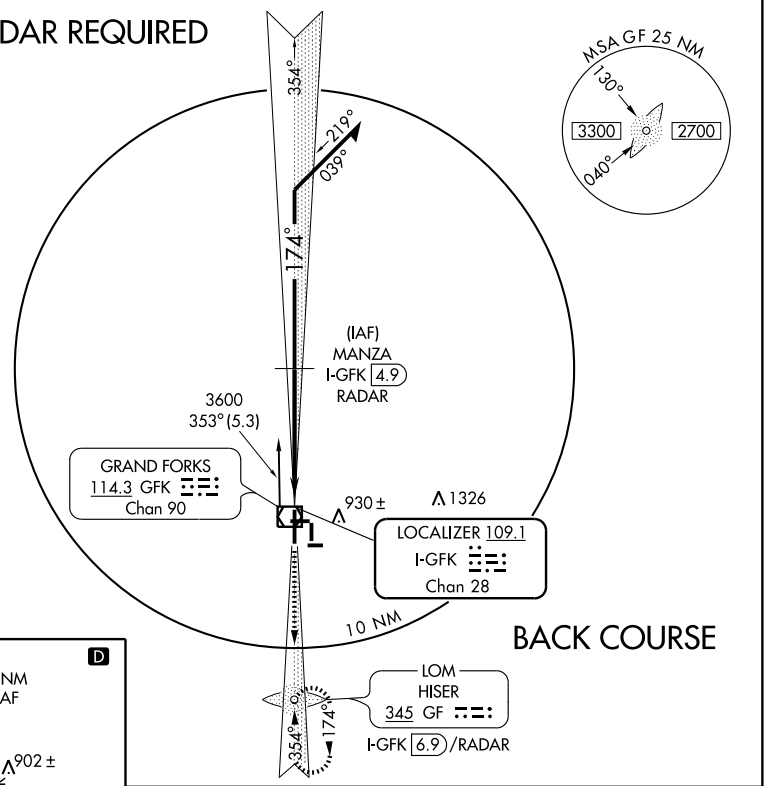
LOC/DME I-GFK	APP CRS	Rwy Idg	7349
109.1	174°	TDZE	842
Chan 28		Apt Elev	844

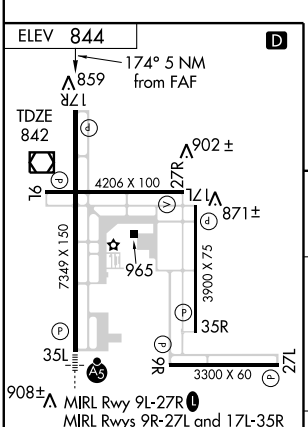
LOC BC RWY 17R
GRAND FORKS INTL (GFK)

MISSED APPROACH: Climb to 2600 via I-GFK south course to HISER LOM/I-GFK 6.9 DME/RADAR and hold.

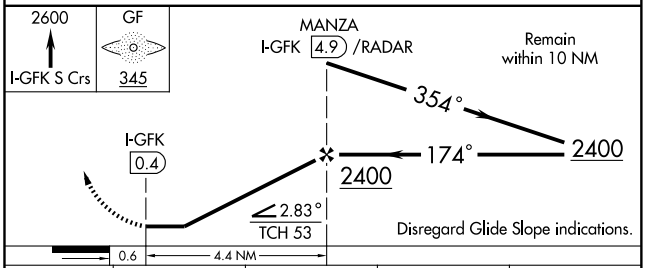
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

DME or RADAR REQUIRED





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-17R	1200-1 358 (400-1)			1200-1¼ 358 (400-1¼)
CIRCLING	1400-1 556 (600-1)		1400-1½ 556 (600-1½)	1400-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 58104 W09A	APP CRS 084°	Rwy Idg 4206 TDZE 843 Apt Elev 845

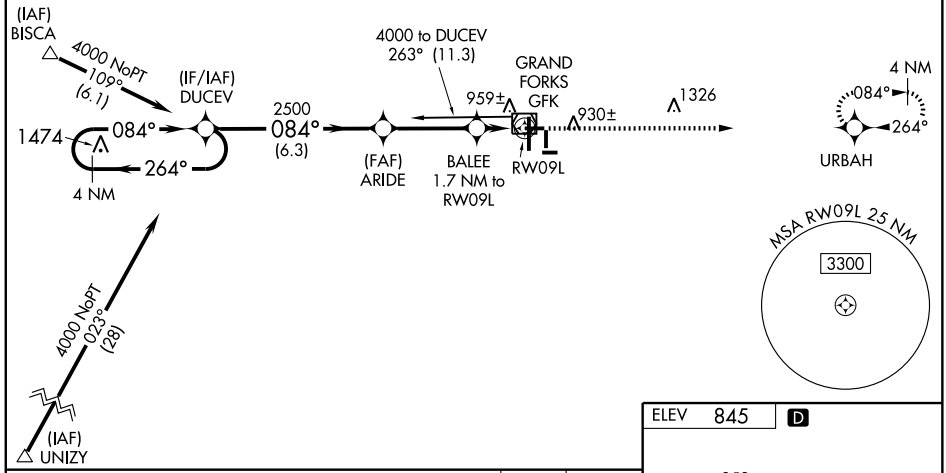
RNAV (GPS) RWY 9L
GRAND FORKS INTL (GFK)

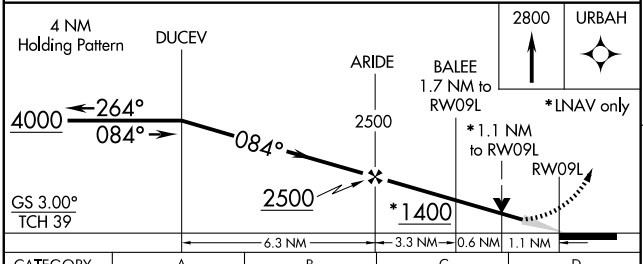
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibilities¼ mile.
Baro-VNAV and VDP NA when using Crookston altimeter setting.

MISSED APPROACH: Climb to 2800 direct URBAH and hold.

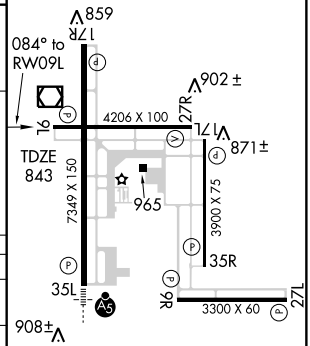
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

Procedure NA for arrivals at GFK VOR/DME via V55 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1093-1 250 (300-1)			
LNAV/VNAV DA	1238-1½ 395 (400-1½)			
LNAV MDA	1220-1 377 (400-1)			1220-1¼ 377 (400-1¼)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)



MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwy 17R-35L L
REIL Rwys 17R and 27R L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7349
CH 63199	174°	TDZE	843
W17A		Apt Elev	845

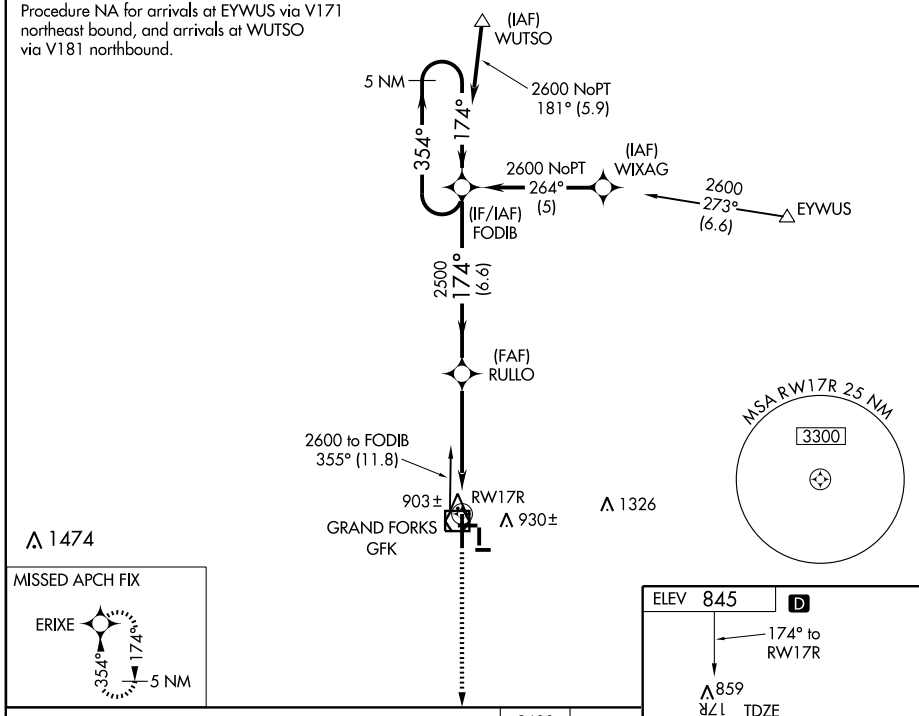
RNAV (GPS) RWY 17R
GRAND FORKS INTL (GFK)

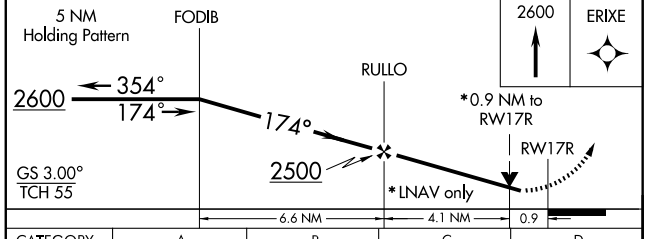
DME/DME RNP -0.3 NA.
If local altimeter setting not received use Crookston altimeter setting and increase all DAs /MDAs 80 feet.
Baro-VNAV NA with Crookston altimeter setting.
VDP NA with Crookston altimeter setting.
Baro-VNAV NA below -16°C (5°F).

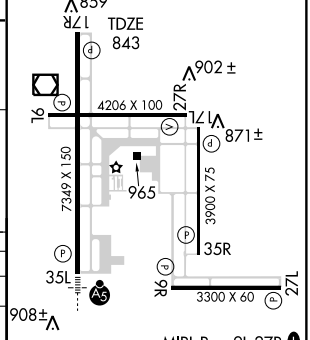
MISSED APPROACH: Climb to 2600 direct ERIXE and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

Procedure NA for arrivals at EYWUS via V171 northeast bound, and arrivals at WUTSO via V181 northbound.







CATEGORY	A	B	C	D
LPV DA	1093-¾	250 (300-¾)		
LNAV/VNAV DA	1153-1	310 (400-1)		
LNAV MDA	1180-1	337 (400-1)		
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwy 17R-35L L
REIL Rwys 17R and 27R L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH 78104	264°	Rwy Idg	4206
W27A		TDZE	843
		Apt Elev	845

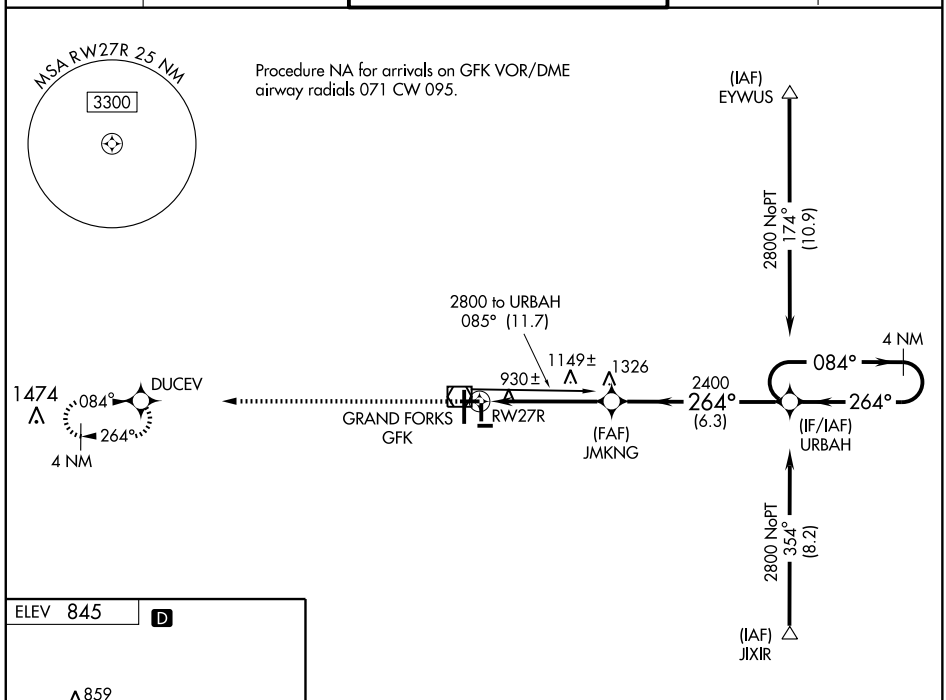
RNAV (GPS) RWY 27R

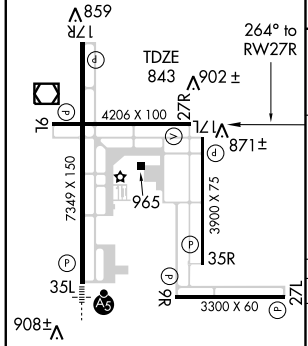
GRAND FORKS INTL (GFK)

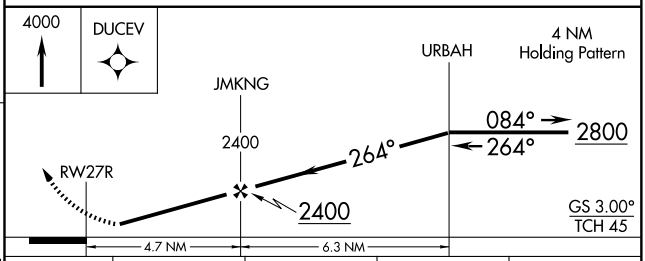
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 62 feet and all MDA 80 feet.
Increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct DUCEV and hold, continue climb-in-hold to 4000.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95







MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwy 17R-35L L
REIL Rwys 17R and 27R L

CATEGORY	A	B	C	D
LPV DA	1093-1	250 (300-1)		
LNAV MDA	1460-1 617 (700-1)		1460-1¾ 617 (700-1¾)	1460-2 617 (700-2)
CIRCLING	1460-1 615 (700-1)		1460-1¾ 615 (700-1¾)	1460-2 615 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7349
CH 70313	354°	TDZE	845
W35A		Apt Elev	845

RNAV (GPS) RWY 35L
GRAND FORKS INTL (GFK)

T DME/DME RNP -0.3 NA. Inoperative table does not apply to LNAV Cat D.
A If local altimeter setting not received, use Crookston altimeter setting and increase alll DAs/MDAs 80 feet.
VDP NA when using Crookston altimeter setting. Baro-VNAV NA below -16°C (4°F).
Baro-VNAV NA when using Crookston altimeter setting.
For inoperative MALSR increase LPV all Cats visibility to 1.

MALSR (A5)

MISSED APPROACH: Climb to 2600 direct FODIB and hold.

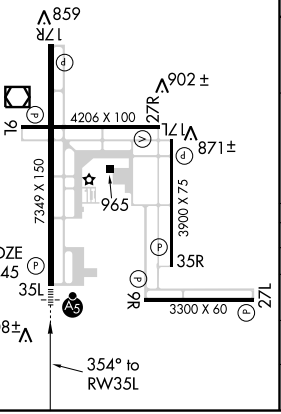
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER*	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

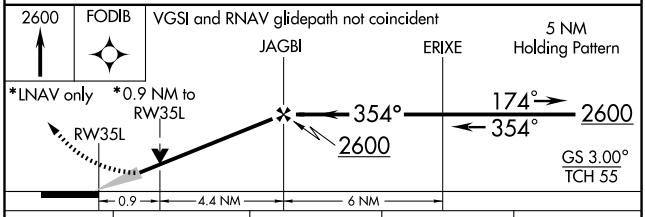
Procedure NA for arrivals at GFK VOR/DME via airway radials 112 CW 234.

MISSED APCH FIX
5 NM 174° 354° FODIB

GRAND FORKS GFK
930±
1326
1474
RW35L
910±
2600 to ERIXE
173° (12.2)
(FAF)
JAGBI
2600
354° (6)
(IAF)
IGIME
2600 NoPT
084° (5)
(IF/IAF)
ERIXE
354°
174°
5 NM
3000
052° (23.6)
UNIZY
2600 NoPT
328° (8.3)
(IAF)
JOCOR
2600
306° (17.1)
SHELS
MSA RW35L 25 NM
3300

ELEV 845
D
MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwys 17R-35L L
REIL Rwys 17R and 27R L





CATEGORY	A	B	C	D
LPV DA	1095-½ 250 (300-½)			
LNAV/VNAV DA	1174-½ 329 (400-½)			1174-¾ 329 (400-¾)
LNAV MDA	1180-½ 335 (400-½)			1180-1 335 (400-1)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME GFK	APP CRS	Rwy Idg	7349
114.3	183°	TDZE	843
Chan 90		Apt Elev	845

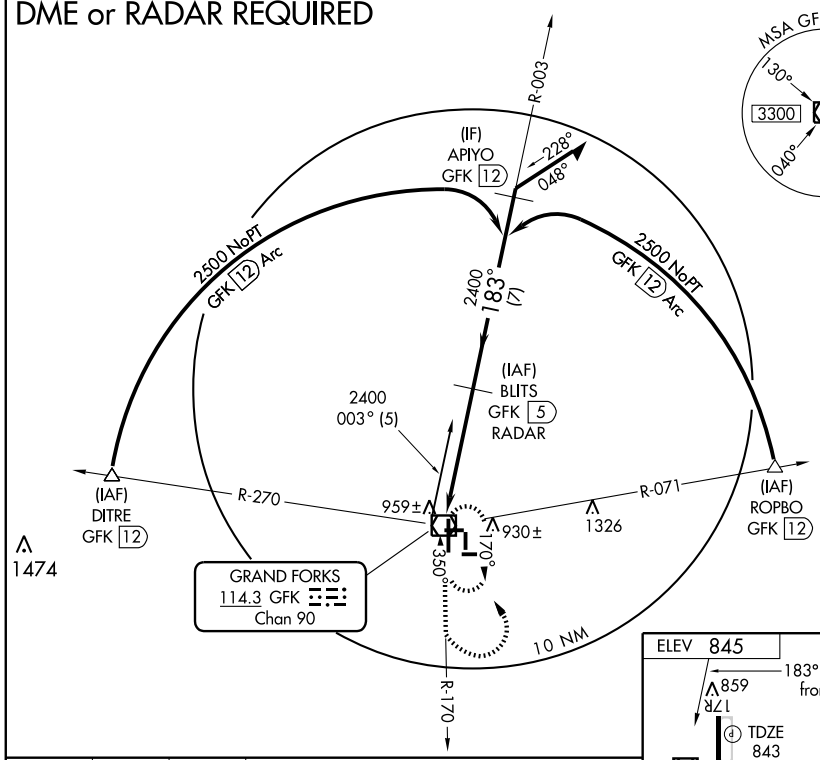
VOR RWY 17R
GRAND FORKS INTL (GFK)

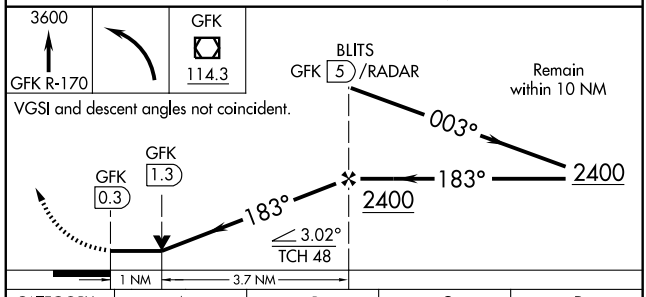
If local altimeter setting not received, use Crookston altimeter setting and increase all MDAs 80 feet.
VDP NA with Crookston altimeter setting.

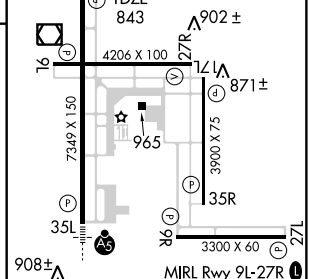
MISSED APPROACH: Climb to 3600 via GFK R-170 then left turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-17R	1220-1 377 (400-1)			1220-1¼ 377 (400-1¼)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME GFK	APP CRS	Rwy Idg	7349
114.3	344°	TDZE	845
Chan 90		Apt Elev	845

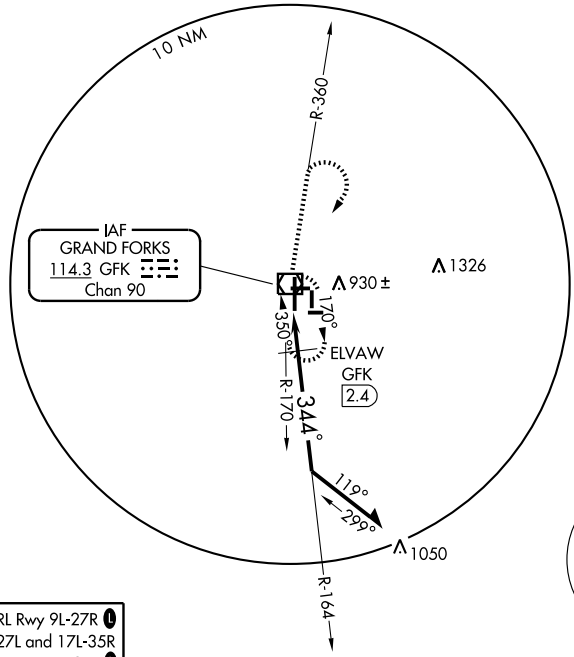
VOR RWY 35L
GRAND FORKS INTL (GFK)

If local altimeter setting not received use Crookston altimeter setting and increase, all MDAs 80 feet.
ELVAW FIX MINIMUMS: For inoperative MALSR, increase S-35L, Cat D visibility to 1¼ mile.

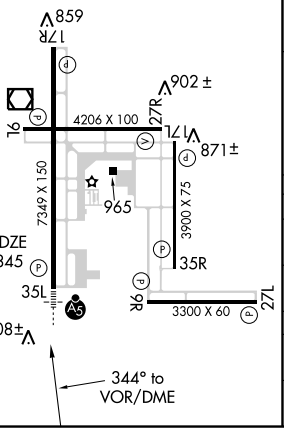
MALSR

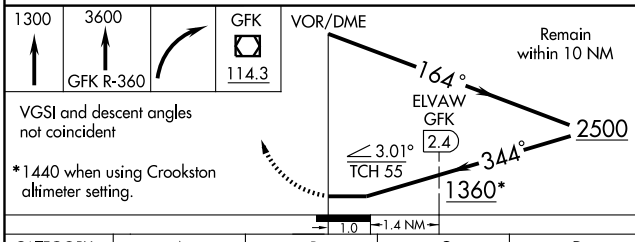
MISSED APPROACH: Climb to 1300 then climb to 3600 via GFK R-360 then right turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95



ELEV 845
D
MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwys 17R-35L L
REIL Rwys 17R and 27R L



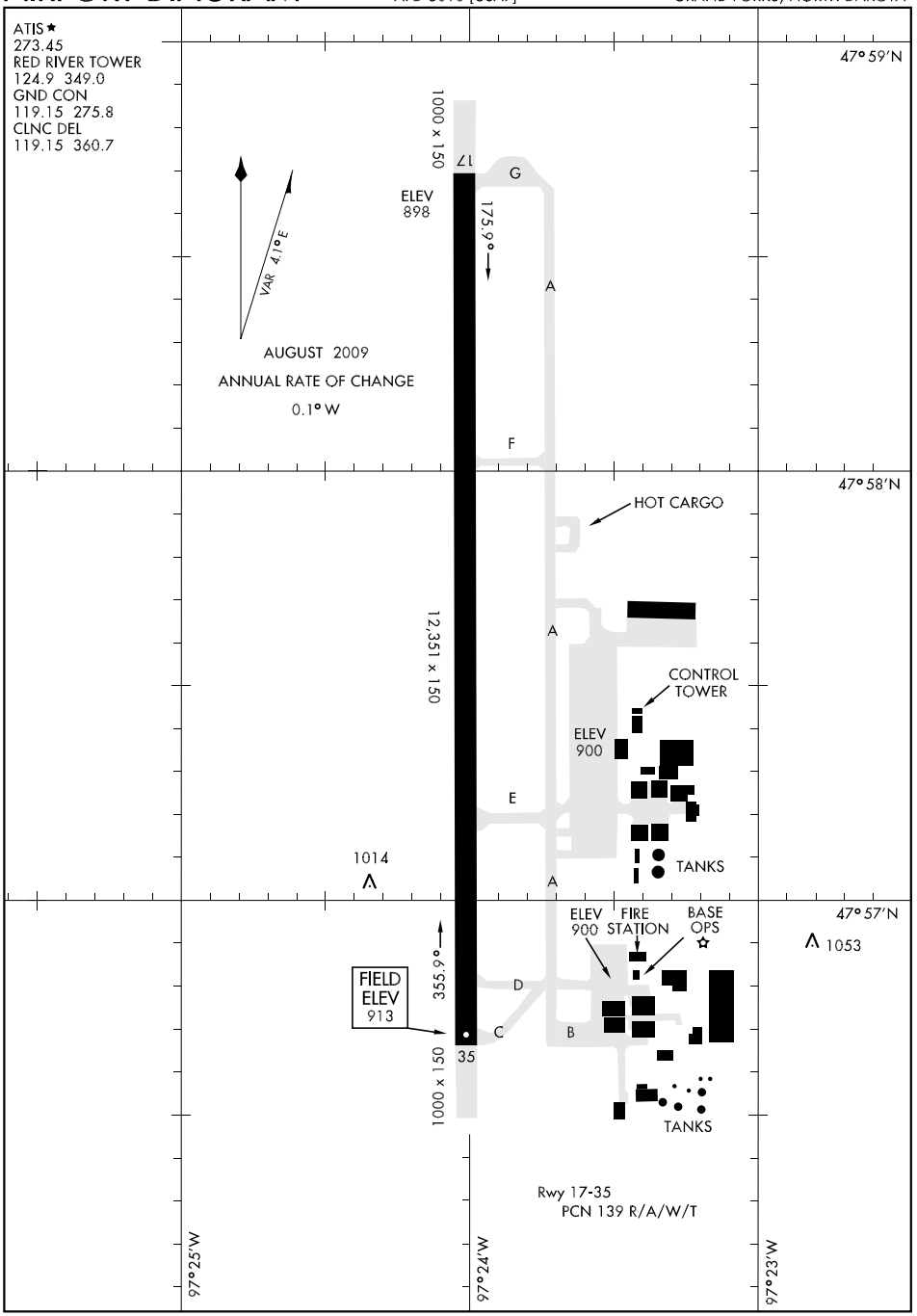


VGSI and descent angles not coincident

*1440 when using Crookston altimeter setting.

CATEGORY	A	B	C	D
S-35L	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1360-1 515 (600-1)		1360-1½ 515 (600-1½)	1400-2 555 (600-2)
ELVAW FIX MINIMUMS				
S-35L	1220-½ 375 (400-½)			1220-1 375 (400-1)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1¼ 455 (500-1¼)	1400-2 555 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010


ATIS ★
273.45
RED RIVER TOWER
124.9 349.0
GND CON
119.15 275.8
CLNC DEL
119.15 360.7
47° 59′N
1000 x 150
17
G
ELEV
898
175.9°
A
VAR 4.1°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
F
47° 58′N
HOT CARGO
12,351 x 150
A
CONTROL
TOWER
ELEV
900
E
1014
A
TANKS
ELEV
900
FIRE
STATION
BASE
OPS
47° 57′N
1053
FIELD
ELEV
913
355.9°
D
C
B
35
1000 x 150
TANKS
Rwy 17-35
PCN 139 R/A/W/T
97° 25′W
97° 24′W
97° 23′W

HI-ILS or LOC RWY 17

LOC I-AVA	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-5010 [USAF]	GRAND FORKS AFB (KRDR)
111.3	174°	12,351 / 902 / 913		

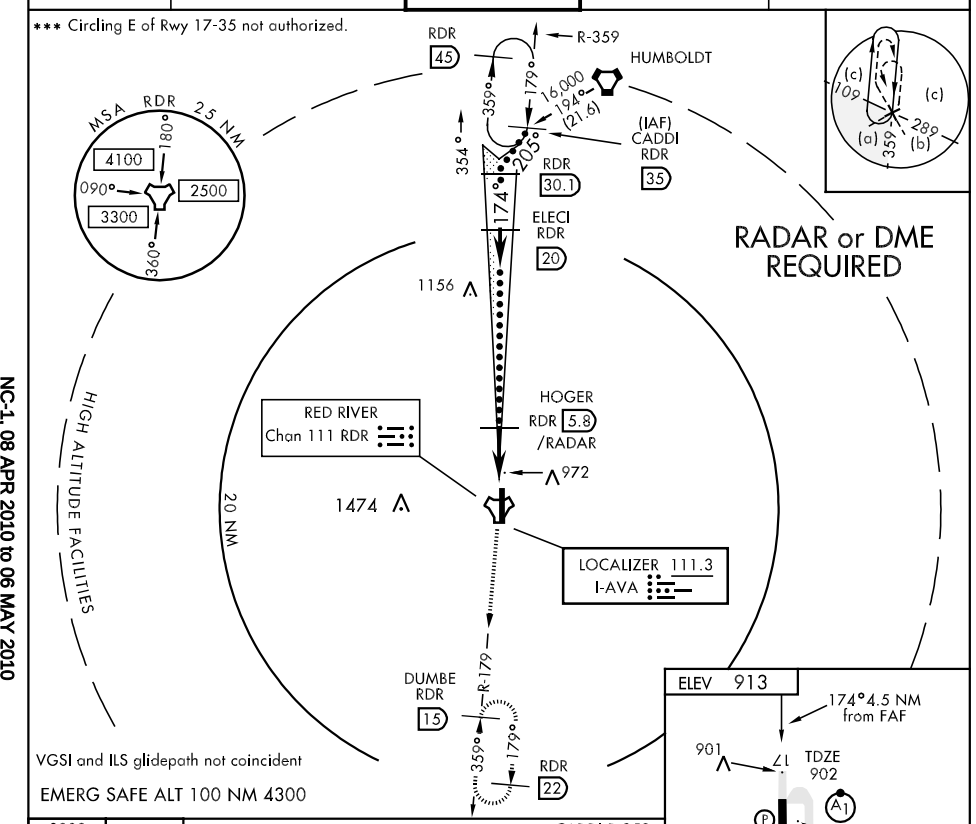
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ mile.

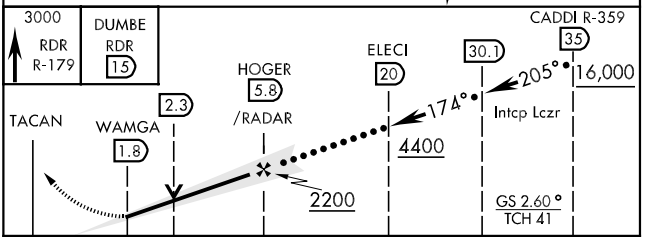
ALSF-1

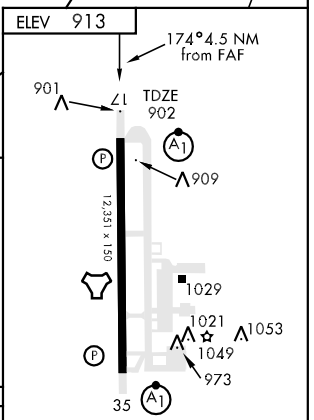
MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7

*** Circling E of Rwy 17-35 not authorized.







CATEGORY	C	D	E
S-ILS 17 *	1102/24	200	(200-½)
S-LOC 17 **	1240/40	338	(400-¾)
CIRCLING***	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.0 NM

Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

NC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC RWY 35

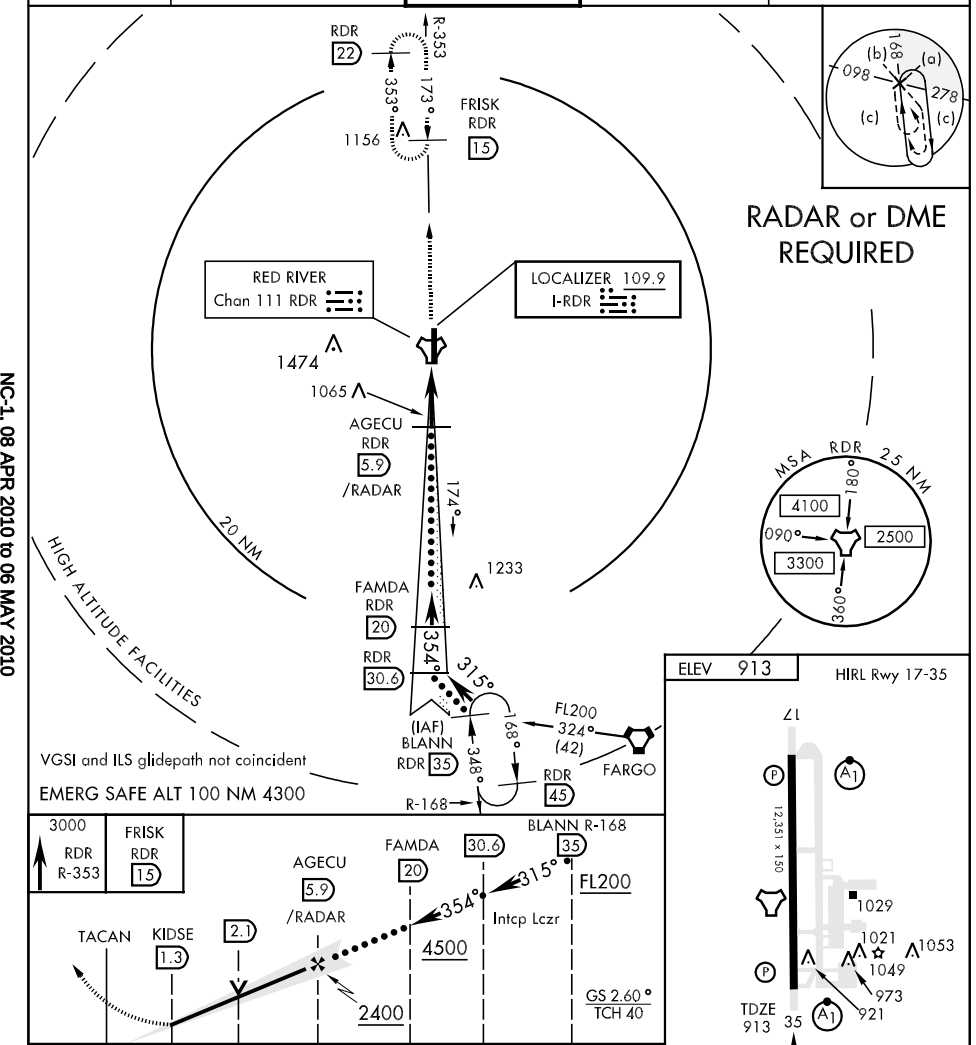
LOC I-RDR	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-5010 [USAF]	GRAND FORKS AFB (KRDR)
109.9	354°	12,351 / 913 / 913		

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, incr CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½.
*** Circling E of Rwy 17-35 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7



CATEGORY	C	D	E
S-ILS 35 *	1113/24 200 (200-½)		
S-LOC 35**	1320/40 407 (500-¾)		1320/50 407 (500-1)
CIRCLING***	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

NC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 17

TACAN RDR Chan 111	APCH CRS 179°	Rwy ldg 12,351 TDZE 902 Arpt Elev 913

JAL-5010 [USAF]

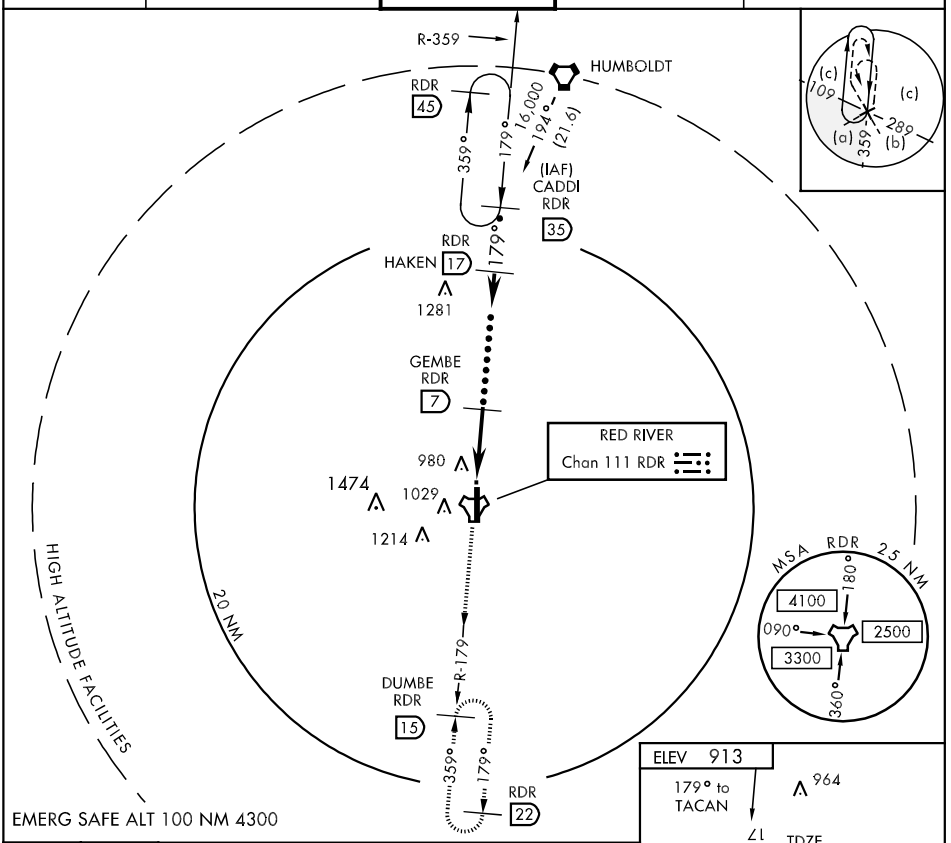
GRAND FORKS AFB (KRDR)

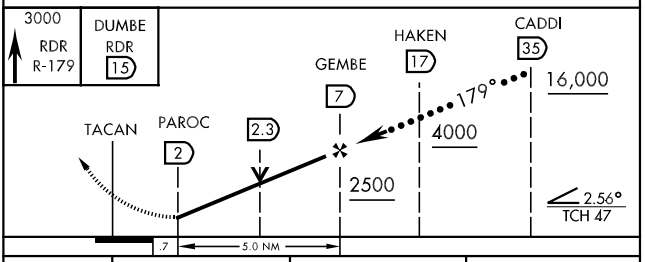
* When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ mile.
** Circling E of Rwy 17-35 not authorized.

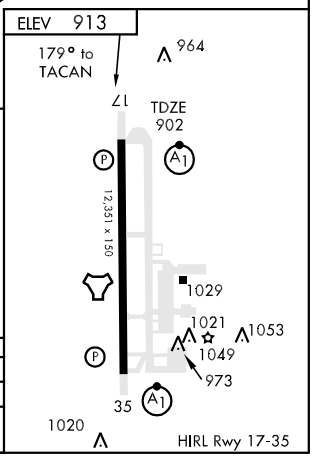
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	C	D	E
S-17 ★	1240/40	338 (400-¾)	
CIRCLING ★★	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 35

TACAN RDR Chan 111	APCH CRS 348°	Rwy ldg 12,351 TDZE 913 Arpt Elev 913

JAL-5010 [USAF]

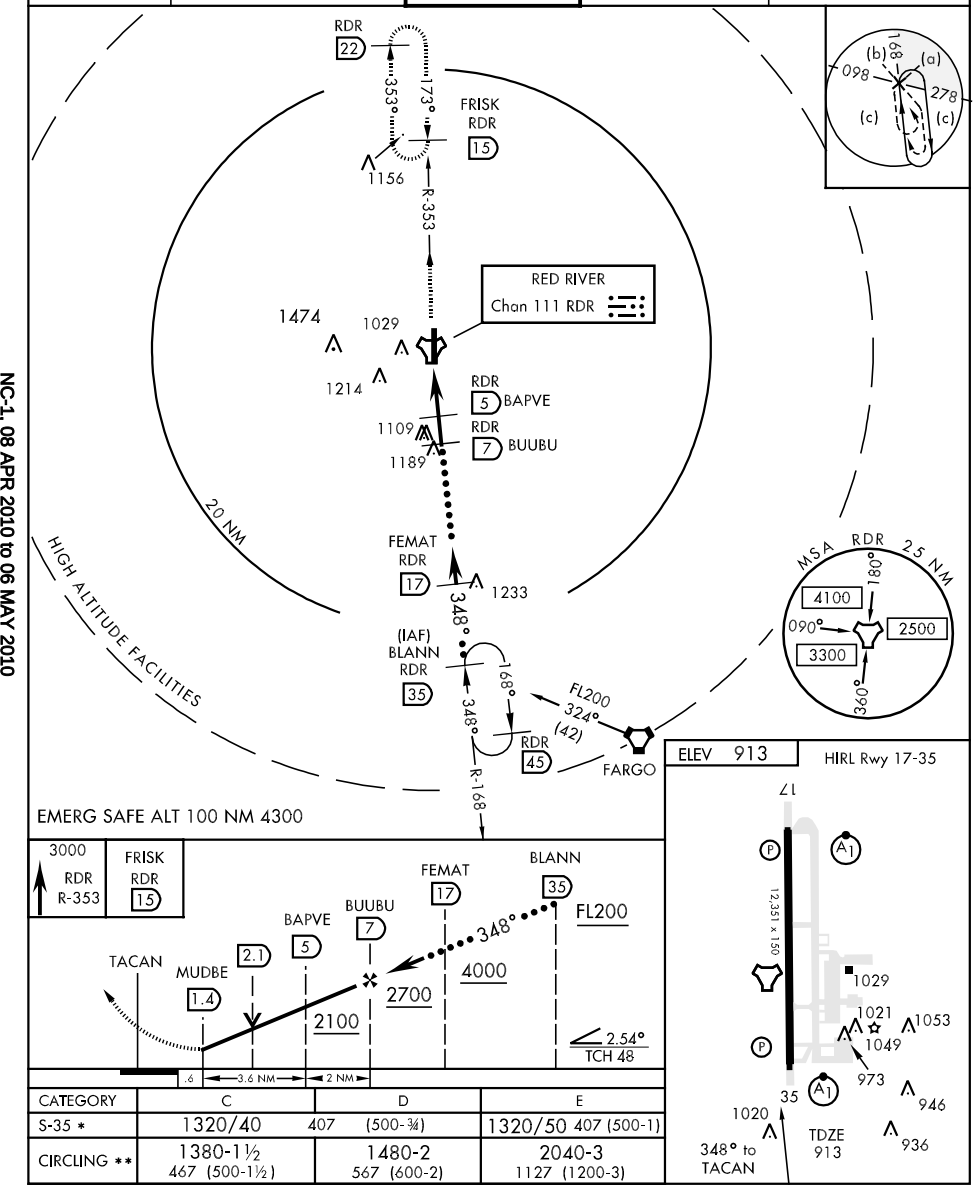
GRAND FORKS AFB (KRDR)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling E of Rwy 17-35 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7



CATEGORY	C	D	E
S-35 ★	1320/40 407 (500-¾)		1320/50 407 (500-1)
CIRCLING ★★	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

ILS or LOC RWY 17

LOC I-AVA	APCH CRS	Rwy ldg 12,351 TDZE 902 Arpt Elev 913
111.3	174°	

AL-5010 [USAF]

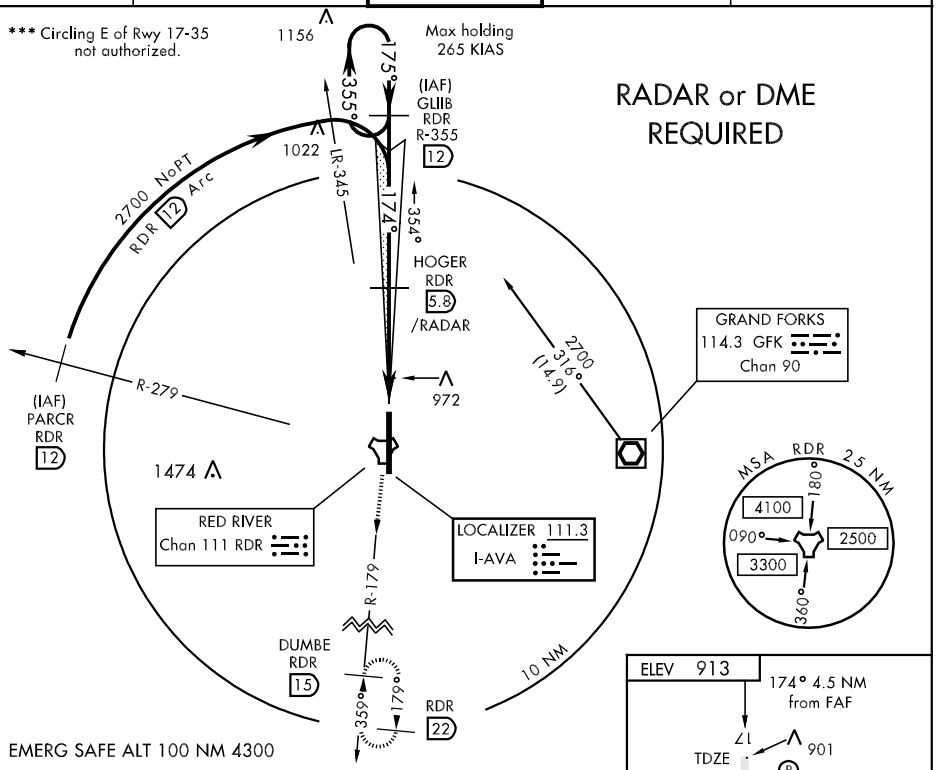
GRAND FORKS AFB (KRDR)

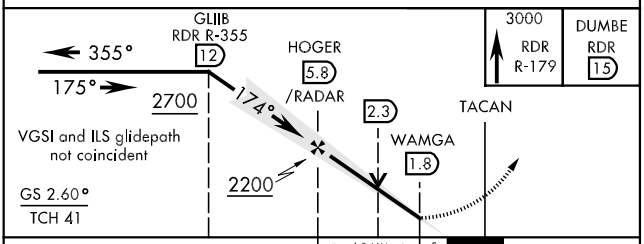
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

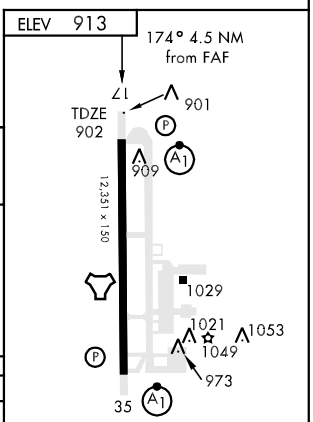
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	A	B	C	D	E
S-ILS 17 *	1102/24		200	(200-½)	
S-LOC 17 **	1240/24 338 (400-½)		1240/40 338 (400-¾)		
CIRCLING ***	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-1, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 35

LOC I-RDR	APCH CRS	Rwy ldg 12,351 TDZE 913 Arpt Elev 913
109.9	354°	

AL-5010 [USAF]

GRAND FORKS AFB (KRDR)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7

*** Circling E of Rwy 17-35 not authorized.

RADAR or DME REQUIRED

RDR 22 — 173° / 353°

FRISK RDR 15

(IAF) PARCR RDR 12

R-353

R-279

LOCALIZER 109.9 I-RDR

GRAND FORKS 114.3 GFK Chan 90

1474

RED RIVER Chan 111 RDR

2700 NoPT RDR 12 Arc

2700 207° (14.7)

10 NM

1065

AGECU RDR 5.9 /RADAR

MSA RDR 2.5 NM
180°
4100
090°
2500
3300
360°

LR-183

354° / 174°

(IAF) HONNE RDR R-173 12

1320

173° / 353°

Max holding 265 KIAS

EMERG SAFE ALT 100 NM 4300

3000 RDR R-353

FRISK RDR 15

HONNE RDR R-173 12

AGECU 5.9 /RADAR

173° / 353°

354°

2700

TACAN

KIDSE 2.1

1.3

2400

VGSI and ILS Glidepath not coincident

GS 2.60°
TCH 40

.5 — 4.6 NM

ELEV 913

HIRL Rwy 17-35

17

12,351 x 150

1029

1021

1053

1049

973

921

TDZE 913

35

354°5.1 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 35 *	1113/24		200	(200-½)	
S-LOC 35 **	1320/24	407 (500-½)	1320/40	407 (500-¾)	1320/50 407 (500-1)
CIRCLING ***	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 17

GRAND FORKS AFB (KRDR)

TACAN RDR Chan 111	APCH CRS 179°	Rwy ldg 12,351 TDZE 902 Arpt Elev 913

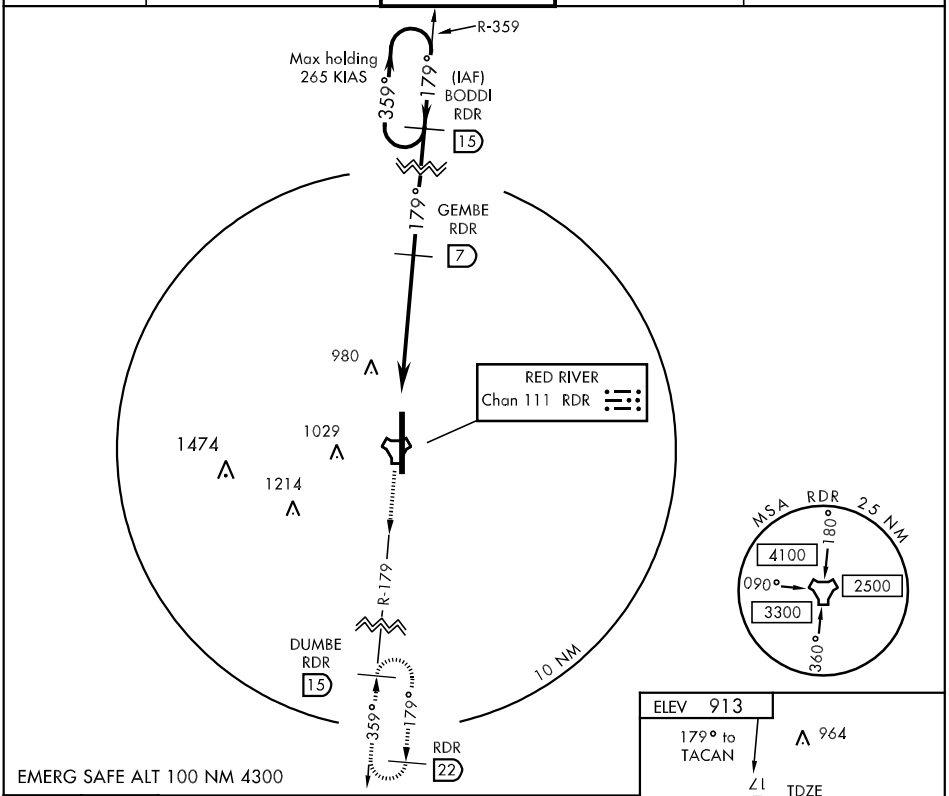
AL-5010 [USAF]

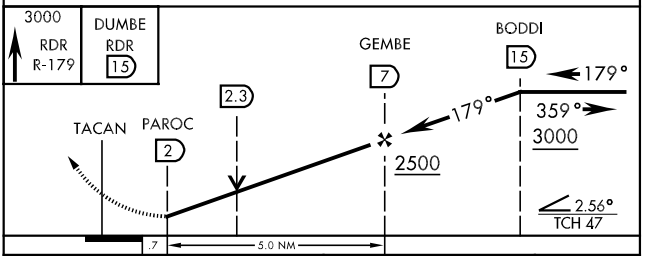
* When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
** Circling E of Rwy 17-35 not authorized.

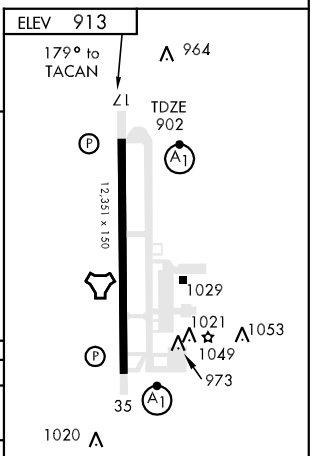
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	A	B	C	D	E
S-17 *	1240/24 338 (400-½)		1240/40 338 (400-¾)		
CIRCLING **	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 35

TACAN RDR Chan 111	APCH CRS 348°	Rwy ldg 12,351 TDZE 913 Arpt Elev 913

AL-5010 [USAF]

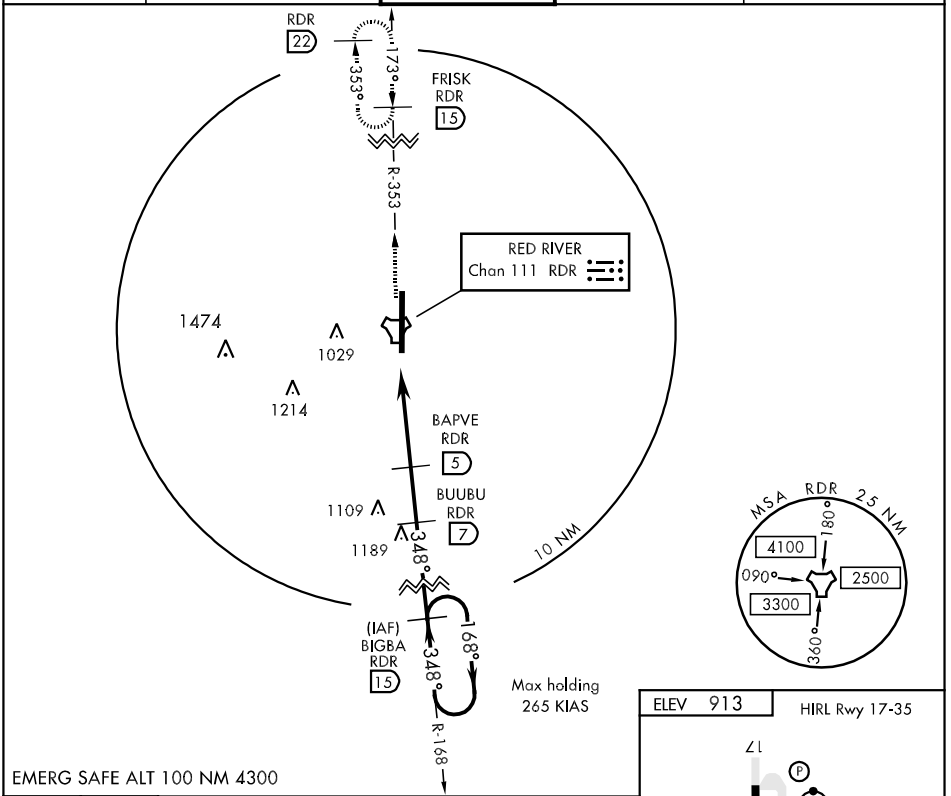
GRAND FORKS AFB (KRDR)

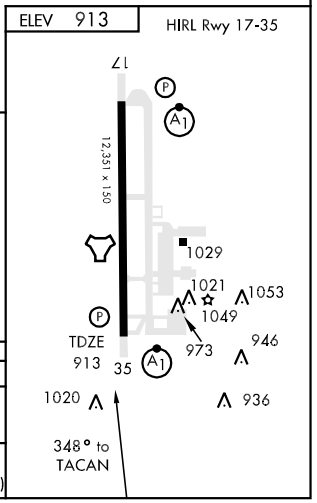
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling E of Rwy 17-35 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7





CATEGORY	A	B	C	D	E
S-35 *	1320/24 407 (500-½)		1320/40 407 (500-¾)		1320/50 407 (500-1)
CIRCLING **	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 08 APR 2010 to 06 MAY 2010

NDB GWR	APP CRS	Rwy Idg	4986
278	344°	TDZE	1256
		Apt Elev	1266

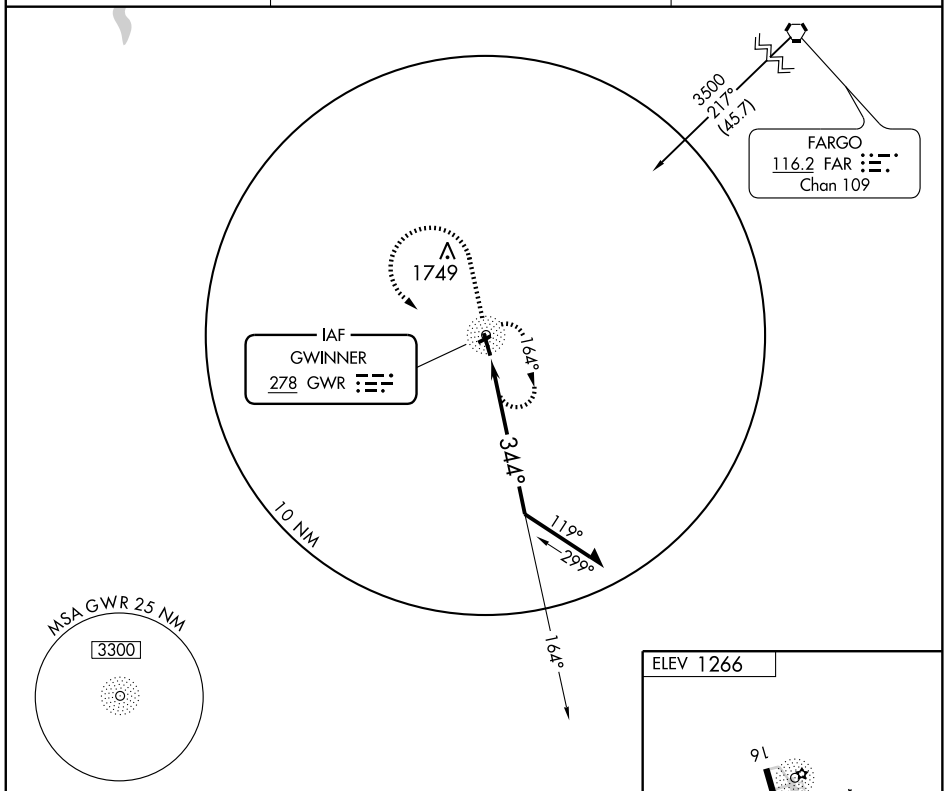
NDB RWY 34

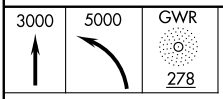
GWINNER-ROGER MELROE FIELD (GWR)

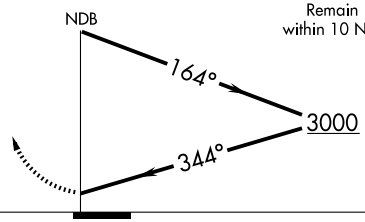
T A NA When local altimeter setting not received, use Fargo altimeter setting and increase all MDA 180 feet. Increase all Cat B visibilities ¼ mile, and all Cat C/D visibilities ¾ mile.

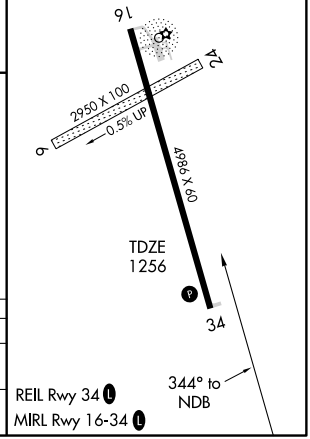
MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct GWR NDB and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L









CATEGORY	A	B	C	D
S-34	1840-1	584 (600-1)	1840-1½ 584 (600-1½)	1840-1¾ 584 (600-1¾)
CIRCLING	1840-1	574 (600-1)	1840-1½ 574 (600-1½)	1840-2 574 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4986
160°	TDZE	1256
	Apt Elev	1266

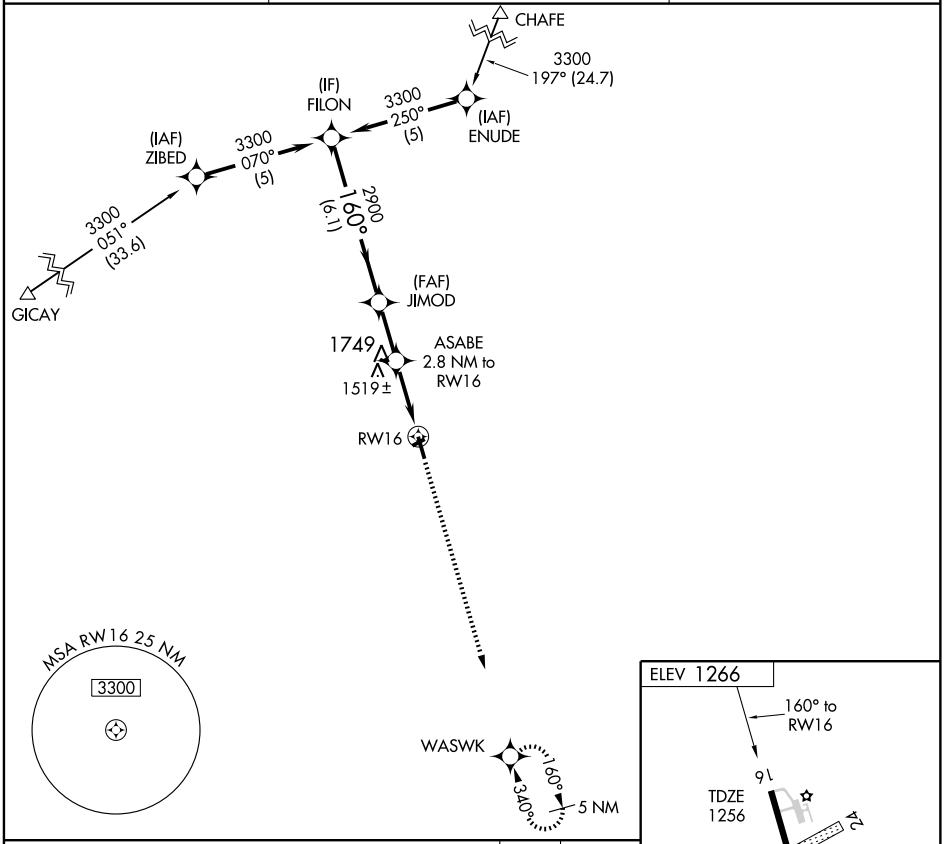
RNAV (GPS) RWY 16

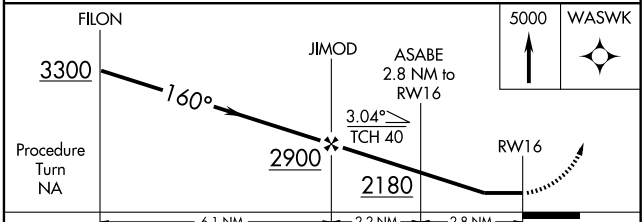
GWINNER-ROGER MELROE FIELD (GWR)

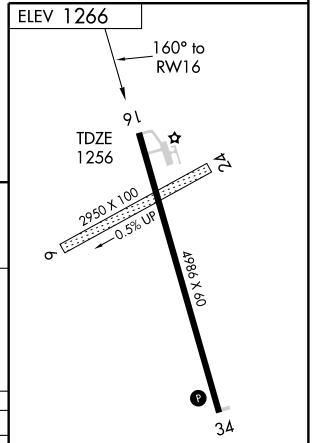
T ANA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fargo altimeter setting and increase all MDA 180 feet. Increase LNAV Cat C/D visibility ½ mile, Circling Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 5000 direct WASWK and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1	524 (600-1)	1780-1½ 524 (600-1½)	1780-1¾ 524 (600-1¾)
CIRCLING	1780-1	514 (600-1)	1780-1½ 514 (600-1½)	1820-2 554 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4986
340°	TDZE	1256
	Apt Elev	1266

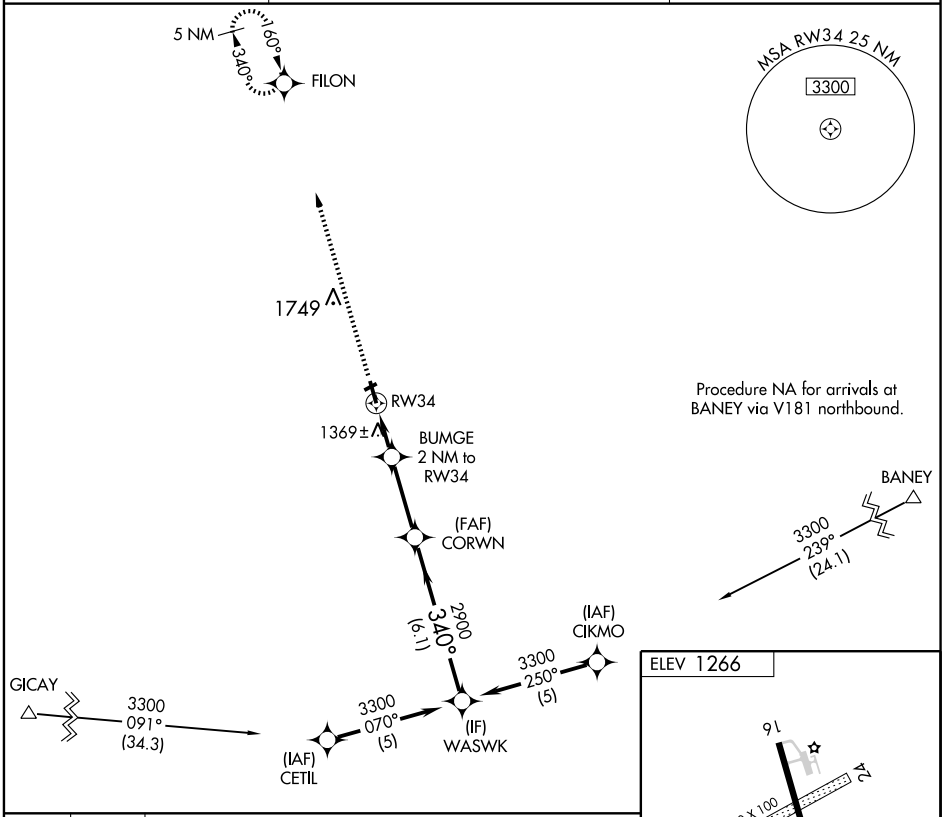
RNAV (GPS) RWY 34

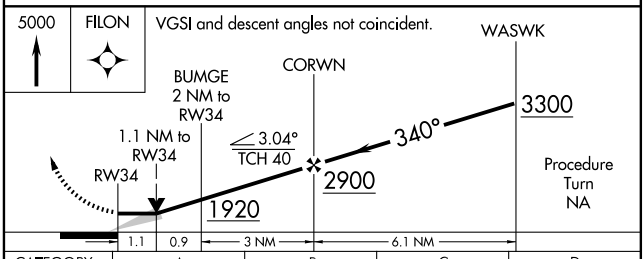
GWINNER-ROGER MELROE FIELD (GWR)

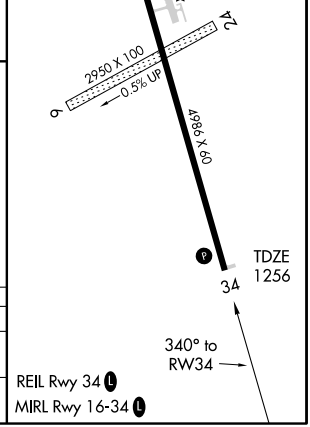
T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fargo altimeter setting and increase all MDA 180 feet. Increase LNAV Cat C/D visibility ½ mile, Circling Cat C/D ¼ mile. VDP NA when using Fargo altimeter setting.

MISSED APPROACH: Climb to 5000 direct FILON and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1620-1 364 (400-1)			1620-1¼ 364 (400-1¼)
CIRCLING	1700-1 434 (500-1)	1720-1 454 (500-1)	1720-1½ 454 (500-1½)	1820-2 554 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
112°	TDZE	1605
	Apt Elev	1605

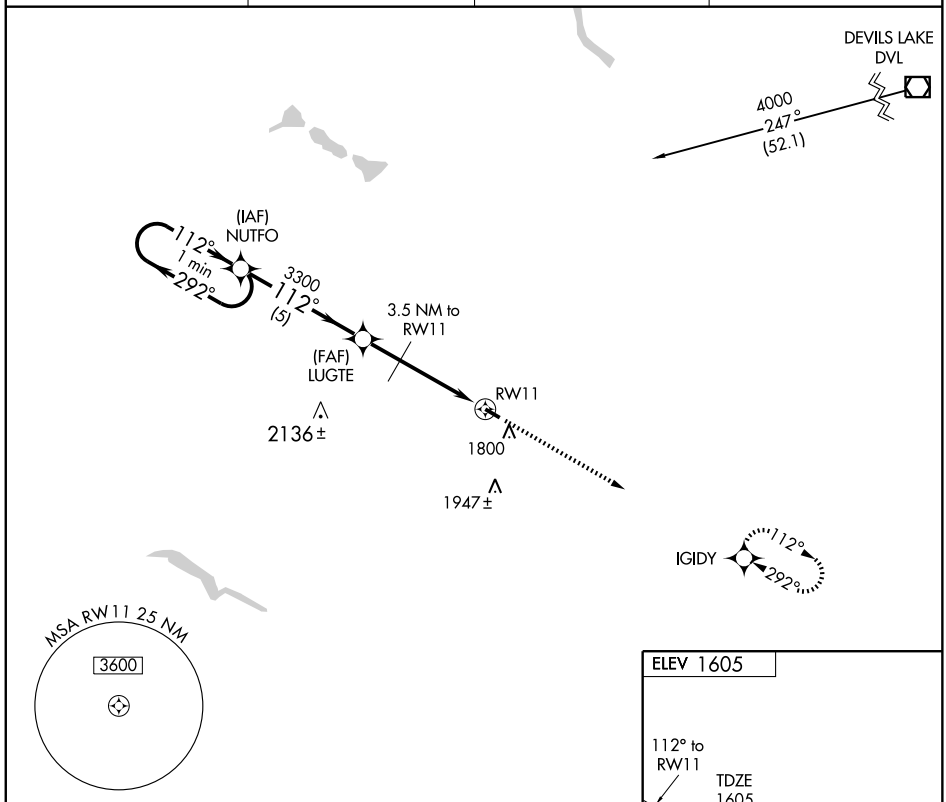
GPS RWY 11
HARVEY MUNI (5H4)

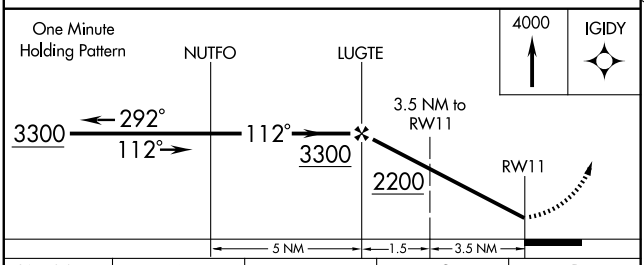
NA

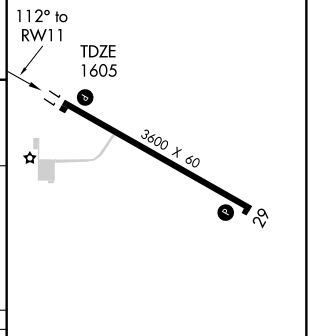
Use Devils Lake altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climb to 4000 direct IGIDY WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	125.875	126.8 256.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	2080-1	475 (500-1)	2080-1¼ 475 (500-1¼)	NA
CIRCLING	2240-1	635 (700-1)	2240-1¾ 635 (700-1¾)	NA

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
292°	TDZE	1605
	Apt Elev	1605

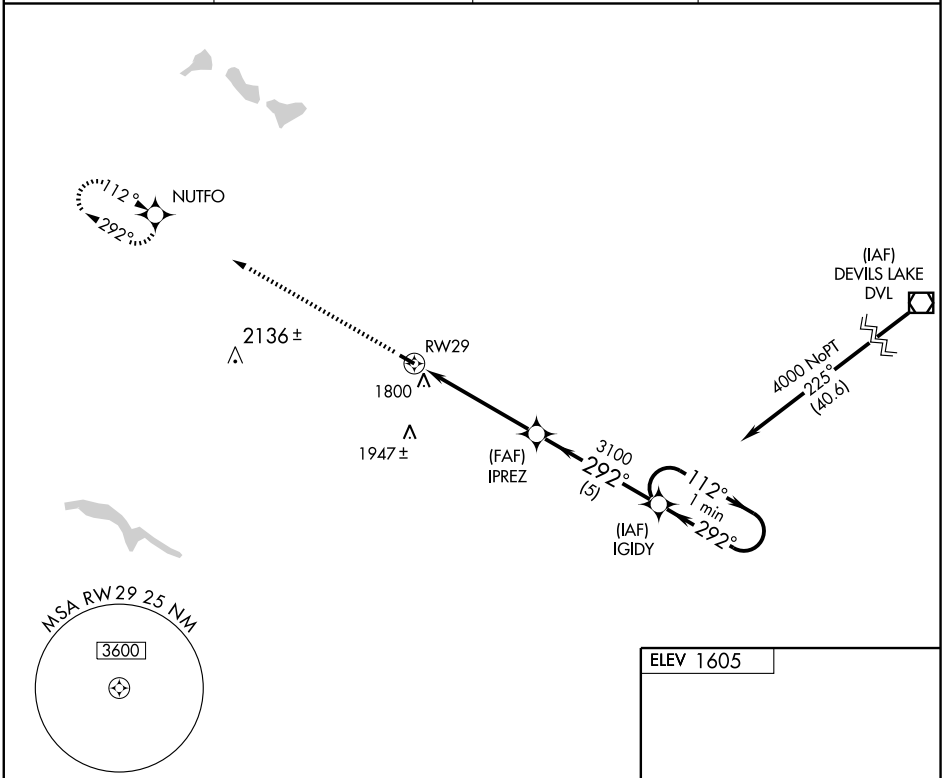
GPS RWY 29
HARVEY MUNI (5H4)

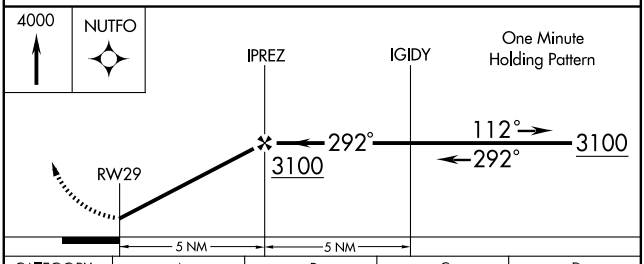
NA

Use Devils Lake altimeter setting.
Procedure not authorized at night.

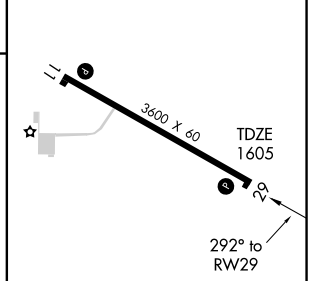
MISSED APPROACH: Climb to 4000 direct NUTFO WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	125.875	126.8 256.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-29	2140-1	535 (600-1)	2140-1½ 535 (600-1½)	NA
CIRCLING	2240-1	635 (700-1)	2240-1¾ 635 (700-1¾)	NA



MIRL Rwy 11-29 L

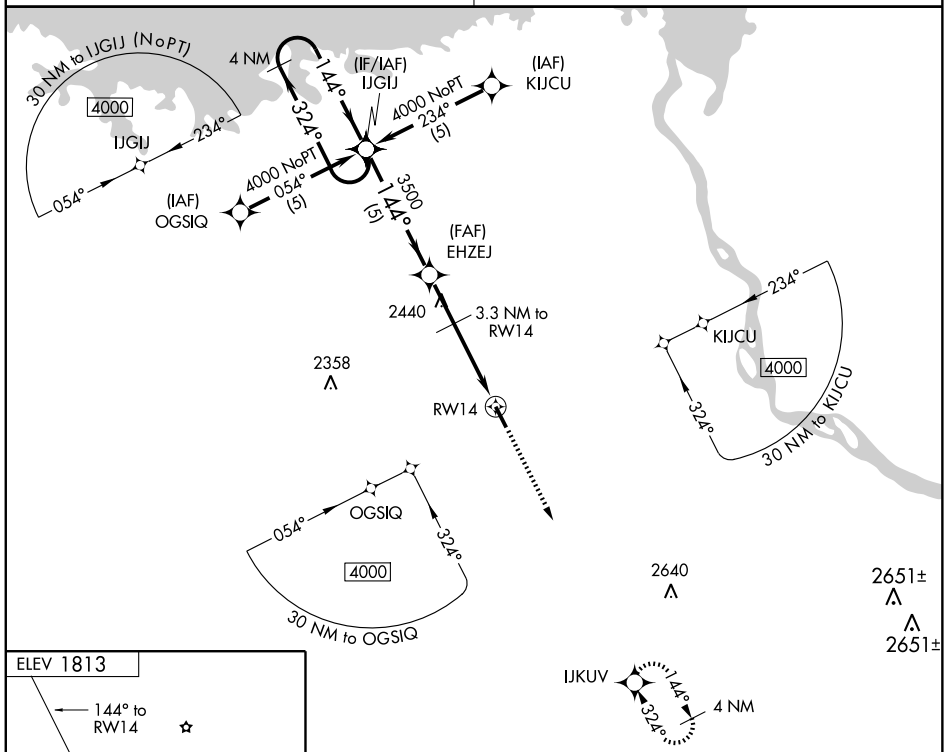
NC-1. 08 APR 2010 to 06 MAY 2010

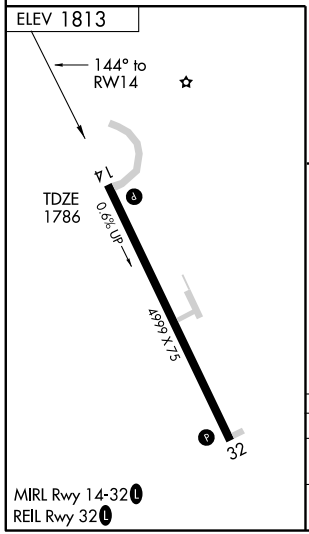
APP CRS	Rwy Idg	4999
144°	TDZE	1786
	Apt Elev	1813

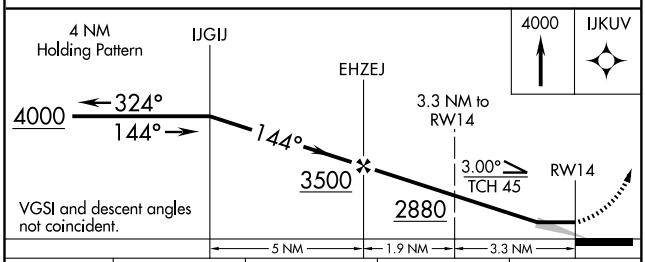
RNAV (GPS) RWY 14

HAZEN/MERCER COUNTY RGNL (HZE)

⚠ NA Use Bismarck, ND altimeter setting. GPS or RNP 0.3-required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct IJKUV WP and hold.
MINNEAPOLIS CENTER **124.25 380.3**	CTAF **122.8** (L)







CATEGORY	A	B	C	D
LNAV MDA	2400-1 614 (600-1)		2400-1¾ 614 (600-1¾)	NA
CIRCLING	2440-1 627 (700-1)	2460-1 647 (700-1)	2460-1¾ 647 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

HAZEN, NORTH DAKOTA

AL-9085 (FAA)

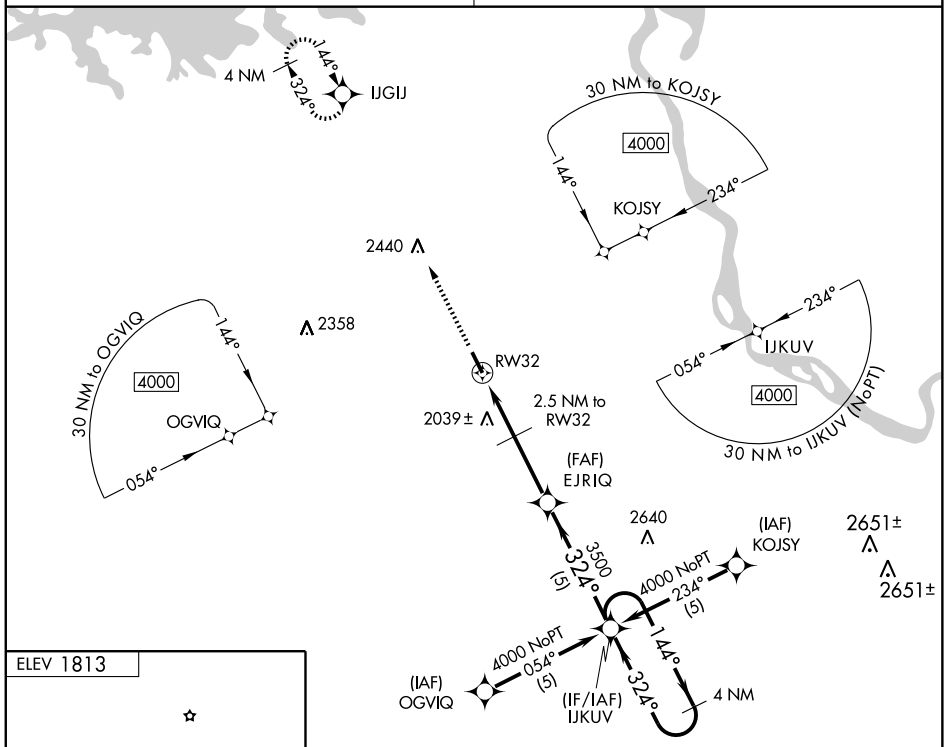
APP CRS	Rwy Idg	4999
324°	TDZE	1813
	Apt Elev	1813

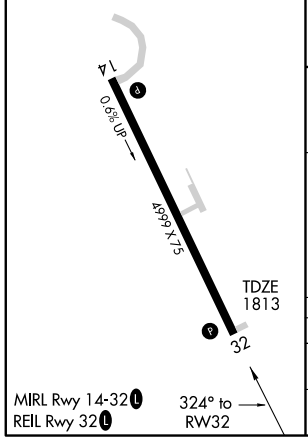
RNAV (GPS) RWY 32

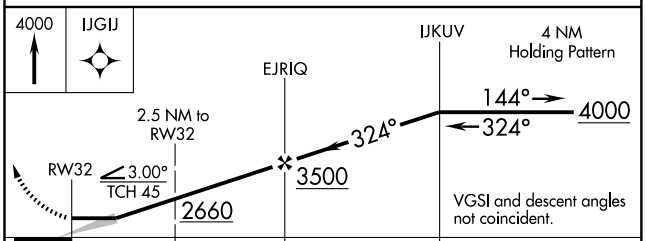
HAZEN/MERCER COUNTY RGNL (HZE)

NA	Use Bismarck, ND altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct IJGIJ WP and hold.

MINNEAPOLIS CENTER	CTAF
124.25 380.3	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	2420-1	607 (700-1)	2420-1¾ 607 (700-1¾)	NA
CIRCLING	2440-1 627 (700-1)	2460-1 647 (700-1)	2460-1¾ 647 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

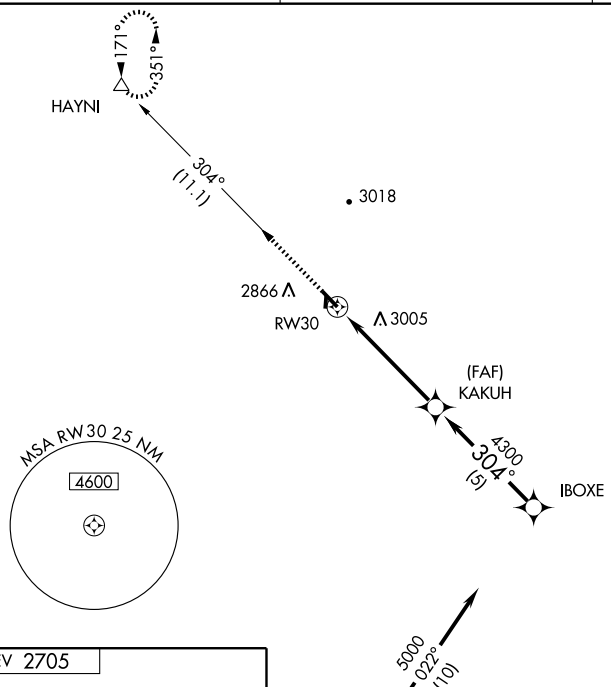
APP CRS		
304°	Rwy Idg	4652
	TDZE	2705
	Apt Elev	2705

GPS RWY 30
HETTINGER MUNI (HEI)

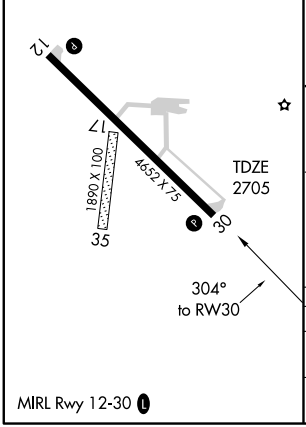
NA

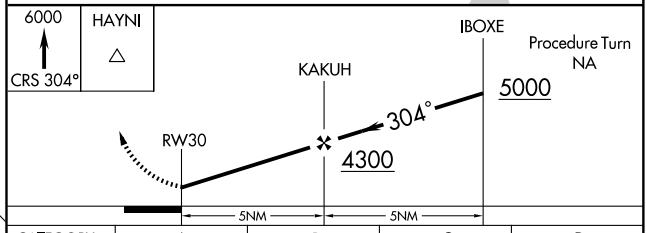
MISSED APPROACH: Climb to 6000 via 304° course to HAYNI WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	124.25 380.3	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-30	3320-1	615 (700-1)	3320-1¾ 615 (700-1¾)	3320-2 615 (700-2)
CIRCLING	3320-1	615 (700-1)	3320-1¾ 615 (700-1¾)	3400-2¼ 695 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
166°	TDZE	905
	Apt Elev	905

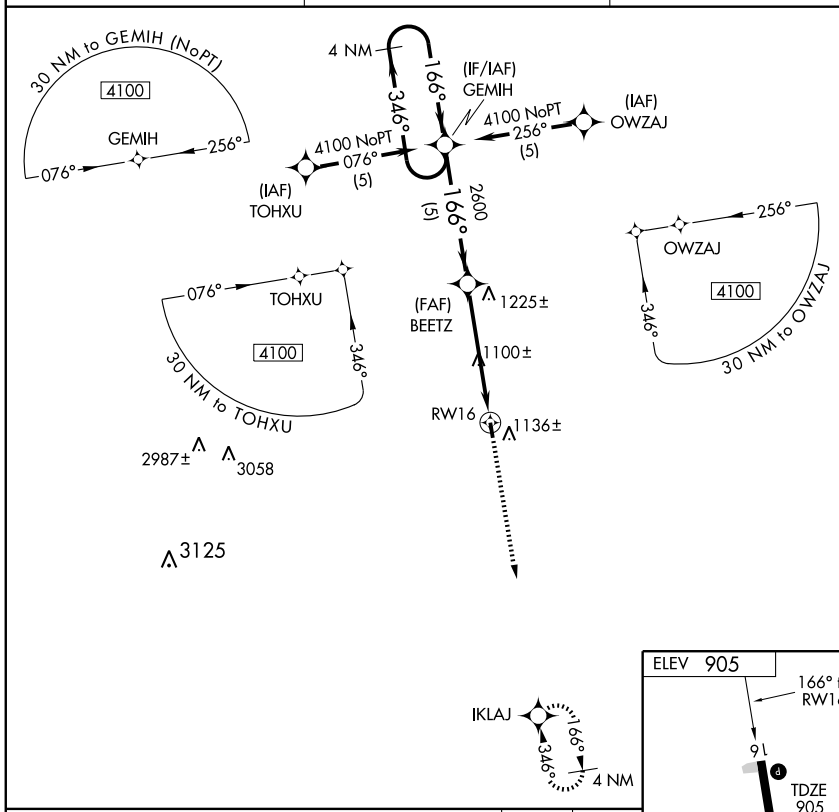
RNAV (GPS) RWY 16
HILLSBORO MUNI (3H4)

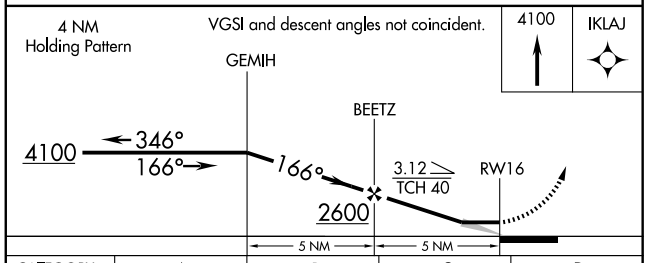
T A NA

DME/DME RNP- 0.3 NA.
Use Fargo altimeter setting.

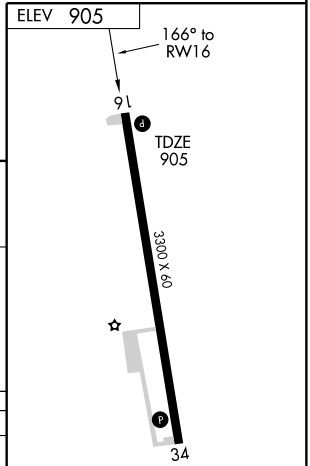
MISSED APPROACH: Climb to 4100 direct IKLAJ WP and hold.

FARGO ASOS	FARGO APP CON ★	CTAF
124.5	120.4 377.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 575 (600-1)		1480-1½ 575 (600-1½)	NA
CIRCLING	1520-1 615 (700-1)		1520-1¾ 615 (700-1¾)	NA



MIRL Rwy 16-34 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3300
346°	TDZE	905
	Apt Elev	905

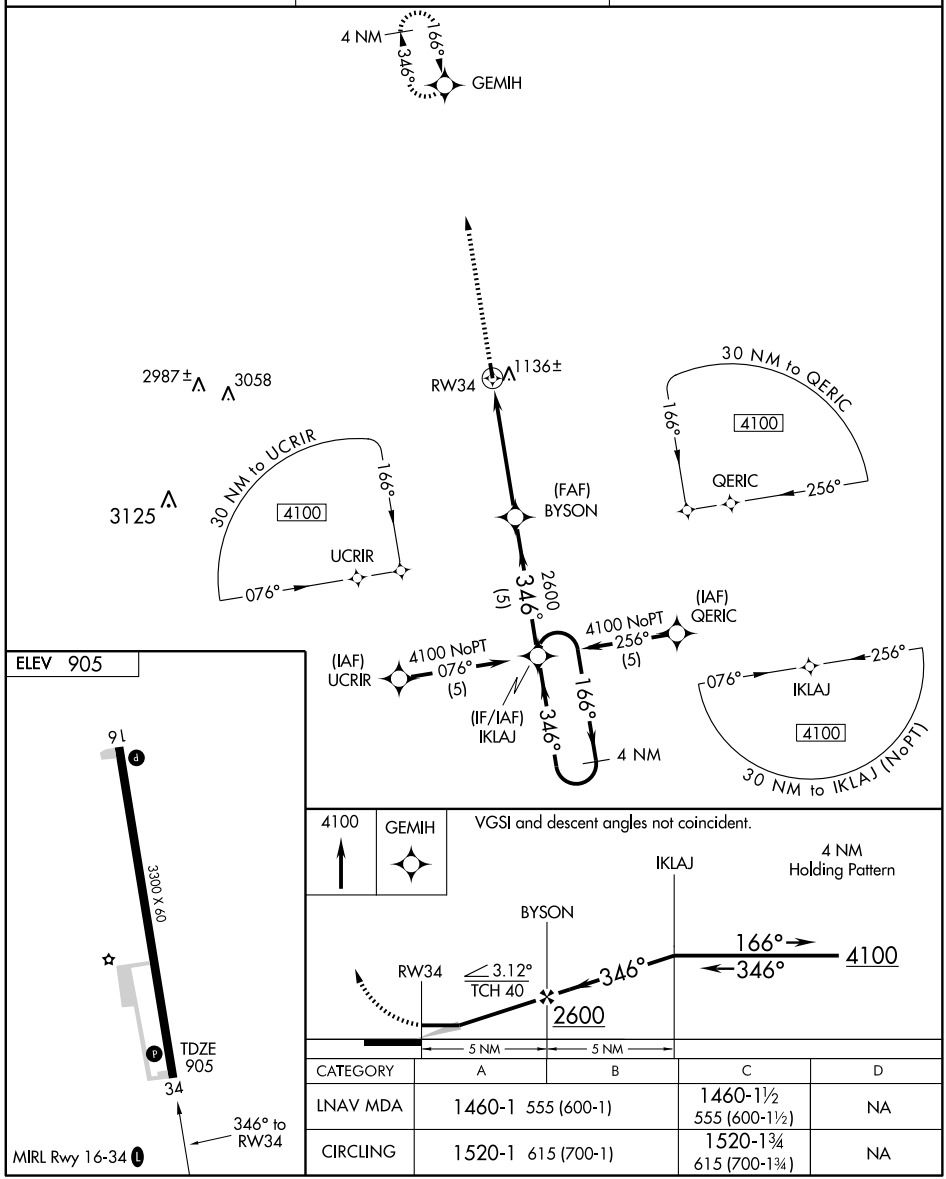
RNAV (GPS) RWY 34
HILLSBORO MUNI (3H4)

T NA

DME/DME RNP- 0.3 NA.
Use Fargo altimeter setting.

MISSED APPROACH: Climb to 4100 direct GEMIH WP and hold.

FARGO ASOS	FARGO APP CON★	CTAF
124.5	120.4 377.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 555 (600-1)		1460-1½ 555 (600-1½)	NA
CIRCLING	1520-1 615 (700-1)		1520-1¾ 615 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-JMS	APP CRS	Rwy Idg 6502
109.3	307°	TDZE 1498
Chan 30		Apt Elev 1500

ILS or LOC RWY 31

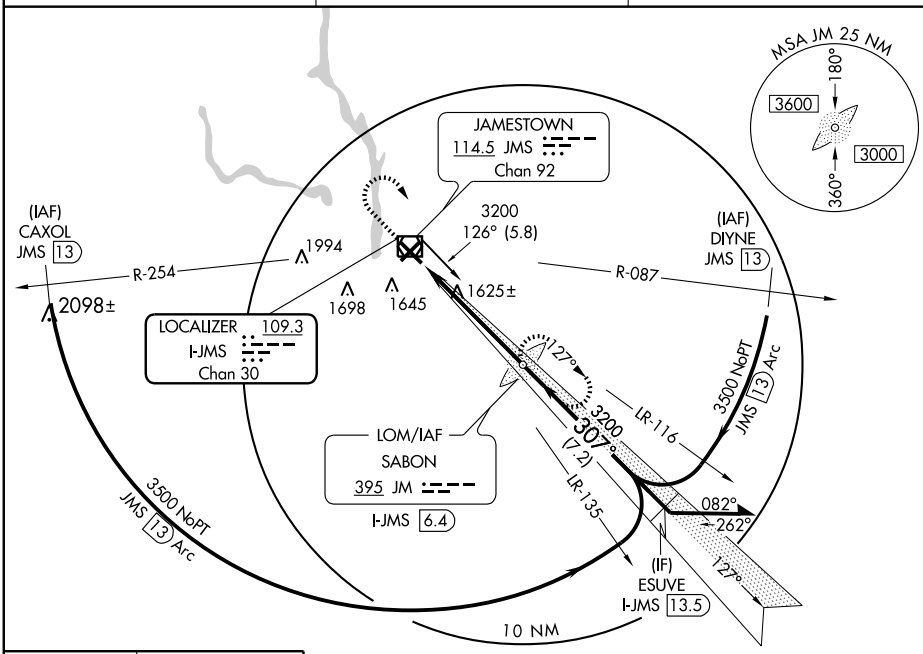
JAMESTOWN RGNL (JMS)

T
NA

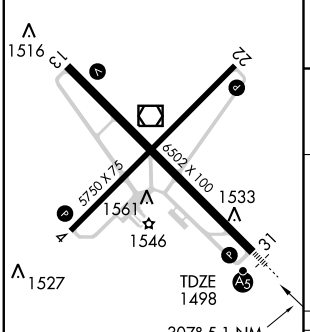
MALSR

MISSED APPROACH: Climb to 3200 then right turn direct SABON LOM/I-JMS 6.4 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



ELEV 1500 D



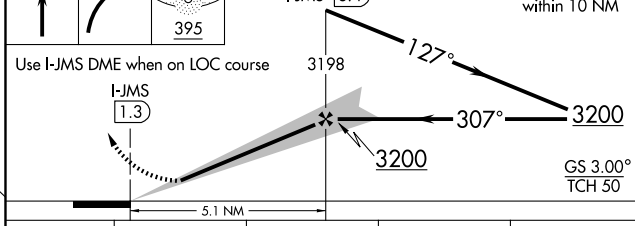
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

DME or ADF REQUIRED



Use I-JMS DME when on LOC course



CATEGORY	A	B	C	D
S-ILS 31	1698-½ 200 (200-½)			
S-LOC 31	1880-½ 385 (400-½)			1880-¾ 385 (400-¾)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-JMS	APP CRS	Rwy Idg	6502
109.3	127°	TDZE	1498
Chan 30		Apt Elev	1498

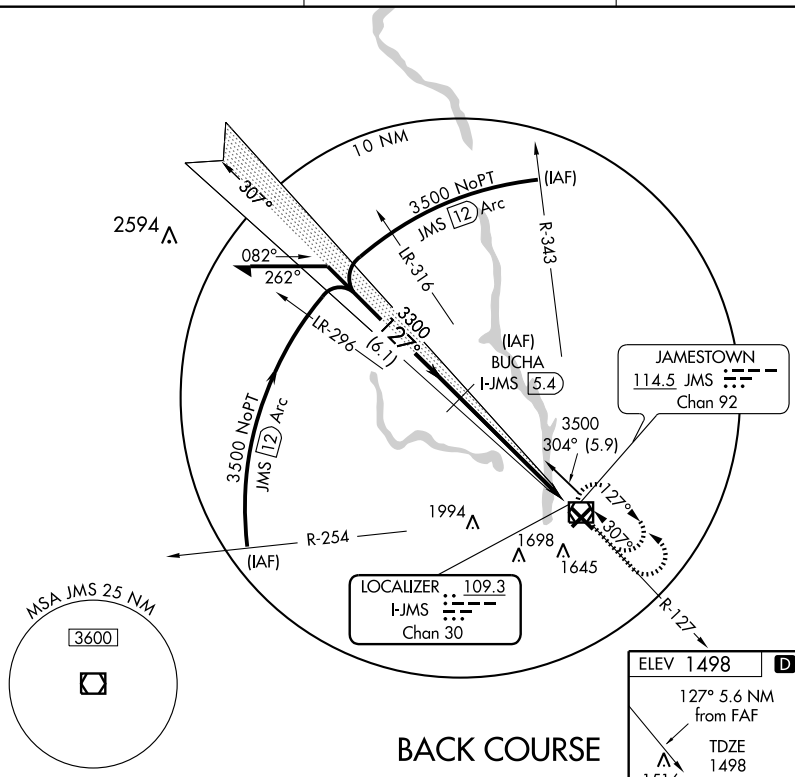
LOC/DME BC RWY 13

JAMESTOWN RGNL (JMS)

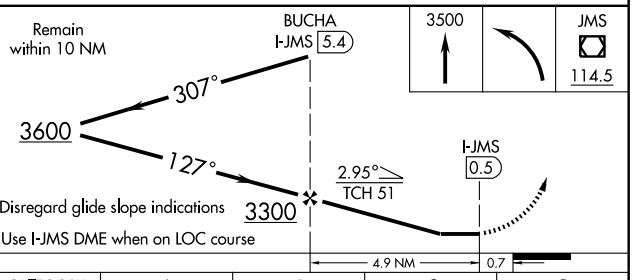
NA

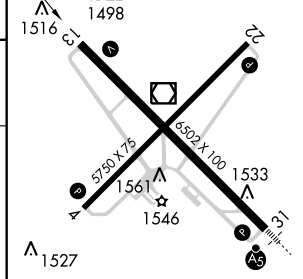
MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



BACK COURSE





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	1860-1 362 (400-1)			1860-1¼ 362 (400-1¼)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOM JM	APP CRS	Rwy Idg	6502
395	307°	TDZE	1495
		Apt Elev	1498

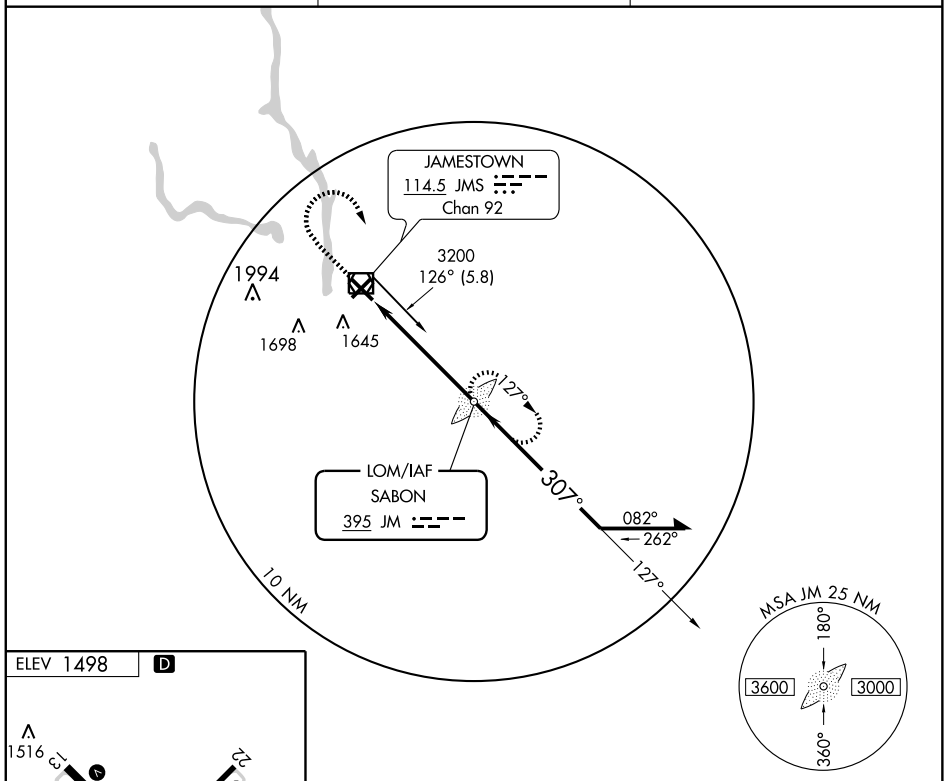
NDB RWY 31
JAMESTOWN RGNL (JMS)

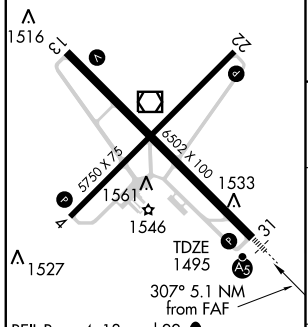
T
NA

MALSR

MISSED APPROACH: Climb to 3200 then right turn direct JM LOM and hold.

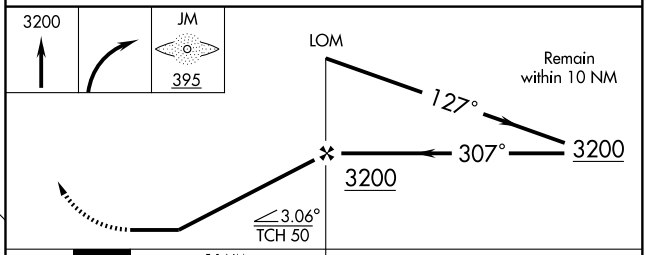
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-31	1940-¾ 445 (500-¾)			1940-1¼ 445 (500-1¼)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

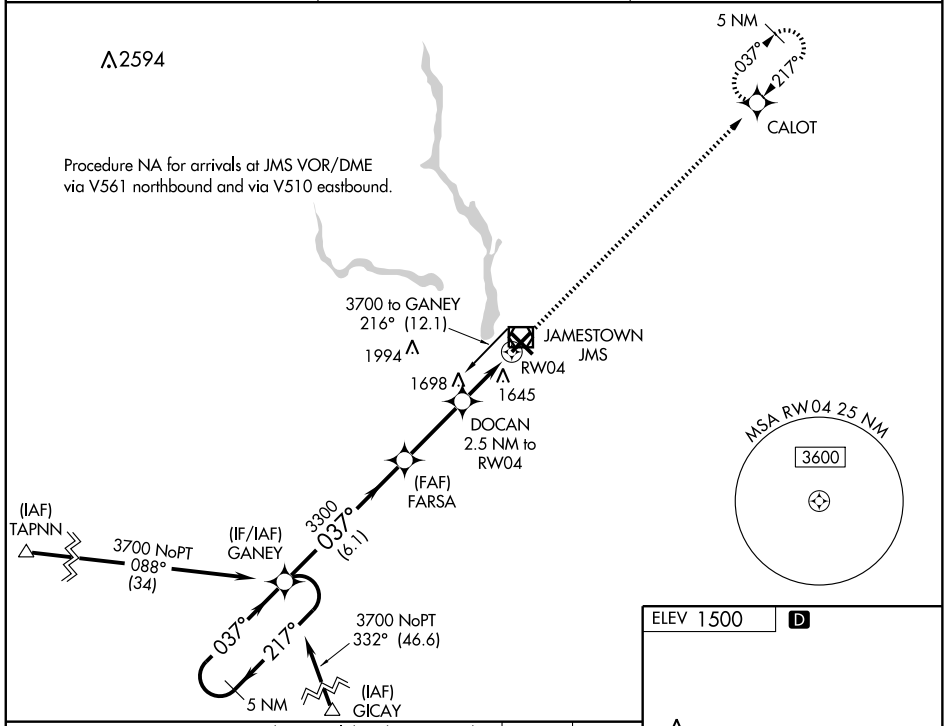
WAAS CH 97505 W04A	APP CRS 037°	Rwy Idg 5750 TDZE 1496 Apt Elev 1500

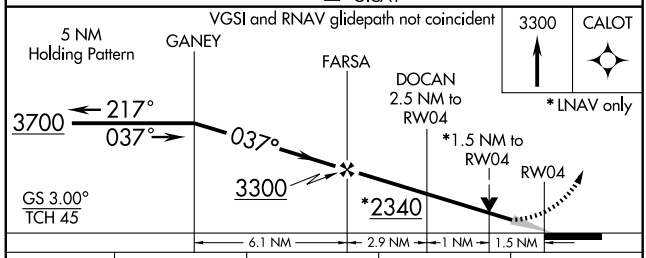
RNAV (GPS) RWY 4
JAMESTOWN RGNL (JMS)

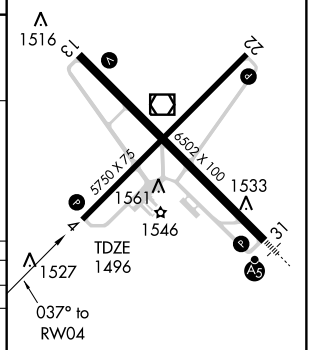
T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP-0.3 NA. VDP NA when using Devils Lake altimeter setting. If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

MISSED APPROACH: Climb to 3300 direct CALOT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1746-1	250 (300-1)		
LNAV/VNAV DA	1930-1½	434 (500-1½)		
LNAV MDA	2000-1	504 (500-1)	2000-1½	504 (500-1½)
CIRCLING	2000-1	500 (500-1)	2000-1½ 500 (500-1½)	2060-2 560 (600-2)

REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

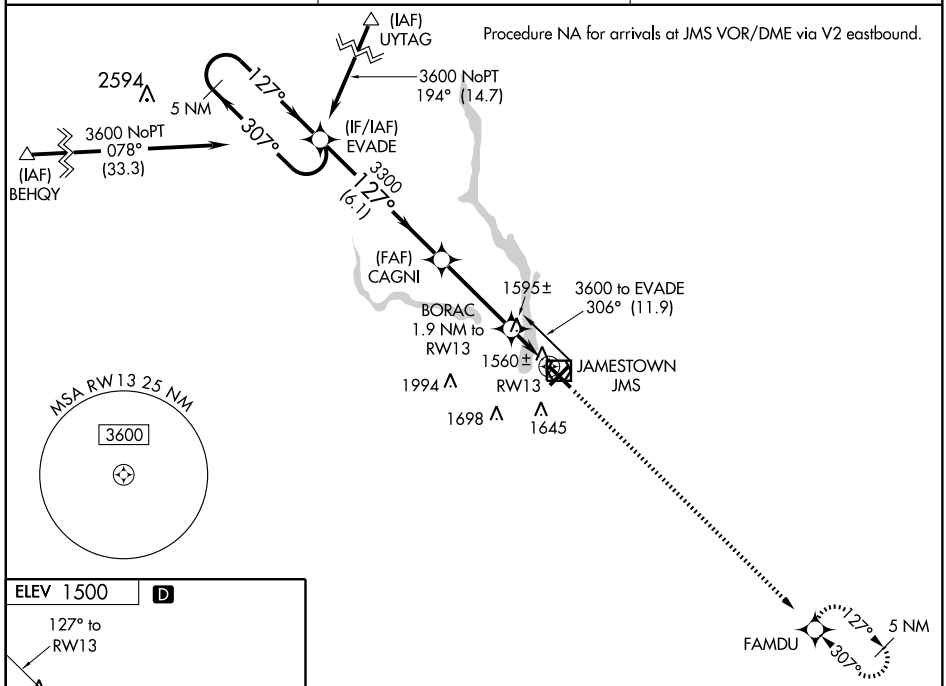
WAAS CH 65805 W13A	APP CRS 127°	Rwy Idg 6502	TDZE 1500	Apt Elev 1500

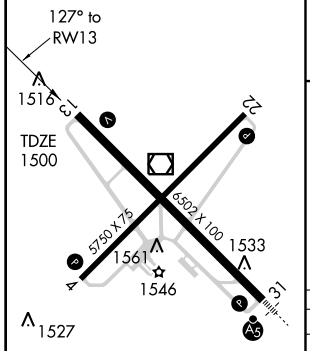
RNAV (GPS) RWY 13
JAMESTOWN RGNL (JMS)

T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Devils Lake altimeter setting.
If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

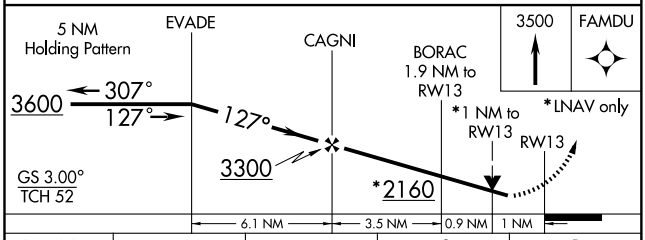
MISSED APPROACH: Climb to 3500 direct FAMDU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1787-1 287 (300-1)			
LNAV/VNAV DA	1820-1 320 (400-1)			
LNAV MDA	1860-1 360 (400-1)			1860-1¼ 360 (400-1¼)
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5750
CH 70505	217°	TDZE	1500
W22A		Apt Elev	1500

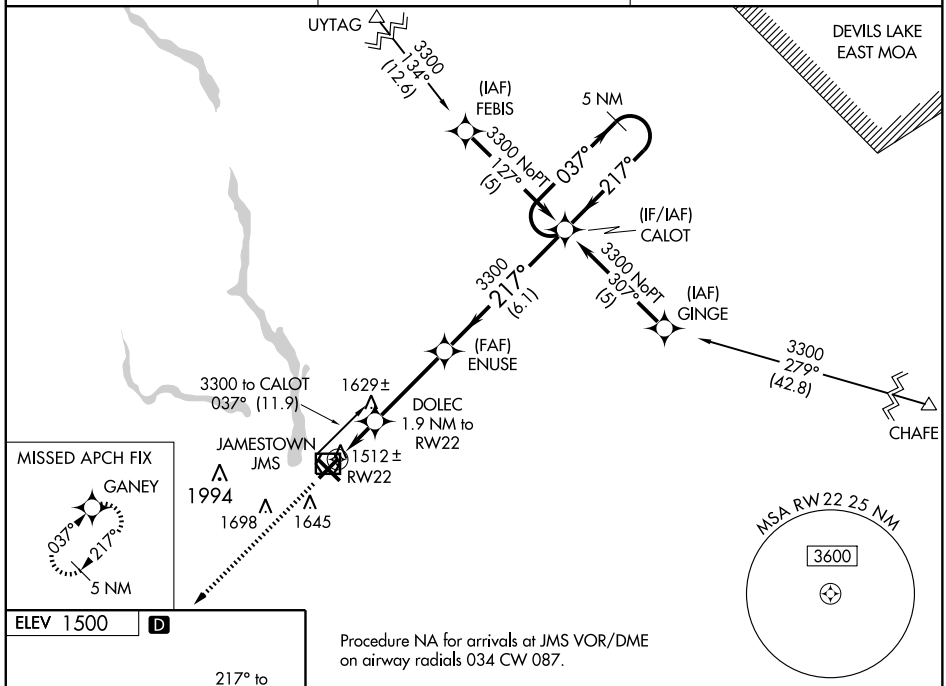
RNAV (GPS) RWY 22

JAMESTOWN RGNL (JMS)

T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP- 0.3 NA. VDP NA when using Devils Lake altimeter setting. If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

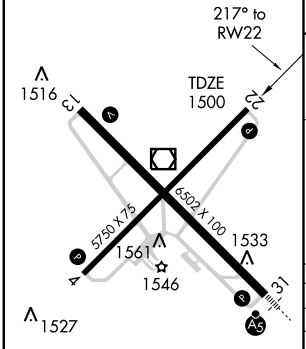
MISSED APPROACH: Climb to 3700 direct GANEY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L

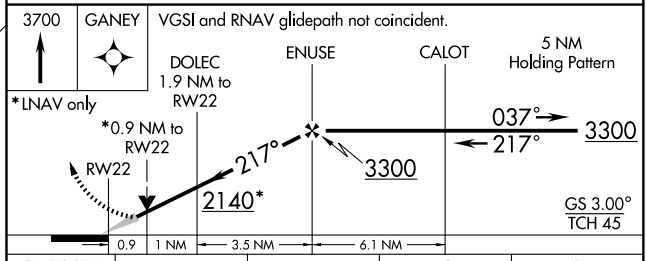


ELEV 1500 D

Procedure NA for arrivals at JMS VOR/DME on airway radials 034 CW 087.



REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1750-1 250 (300-1)			
LNAV/VNAV DA	1772-1 272 (300-1)			
LNAV MDA	1800-1 300 (300-1)			
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 66014 W31A	APP CRS 307°	Rwy Idg 6502 TDZE 1498 Apt Elev 1500

RNAV (GPS) RWY 31

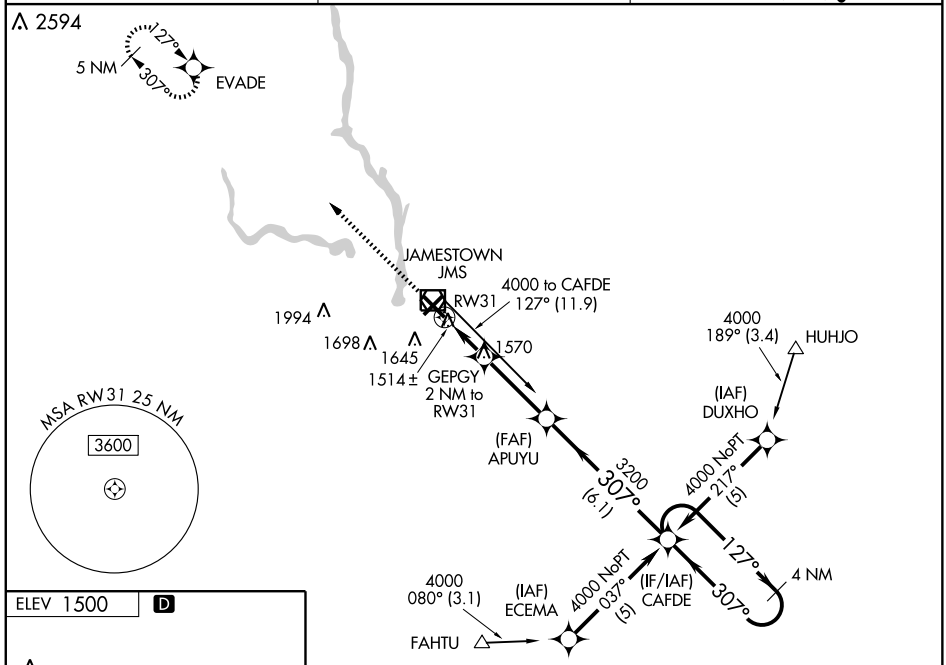
JAMESTOWN RGNL (JMS)

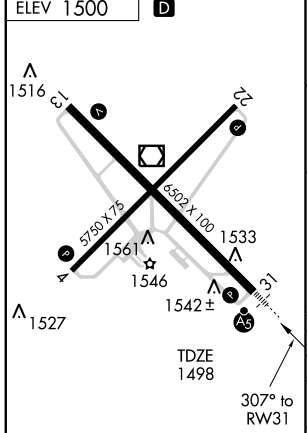
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Devils Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all DA 172 feet, all MDA 180 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, Circling Cats C and D visibility ¼ mile. VDP NA with Devils Lake altimeter setting.
For inoperative MALSR when using Devils Lake altimeter setting increase LPV all Cats visibility to 1¼ mile. Inoperative table does not apply to LNAV Cats C and D when using Devils Lake altimeter setting.

MALSR

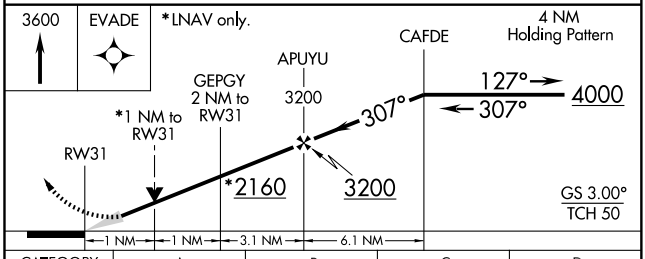
MISSED APPROACH: Climb to 3600 direct EVADE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1698-½ 200 (200-½)			
LNAV/VNAV DA	1836-¾ 338 (400-¾)			
LNAV MDA	1880-½ 382 (400-½)			1880-1 382 (400-1)
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME JMS	APP CRS	Rwy Idg	6502
114.5	117°	TDZE	1500
Chan 92		Apt Elev	1500

VOR RWY 13
JAMESTOWN RGNL (JMS)

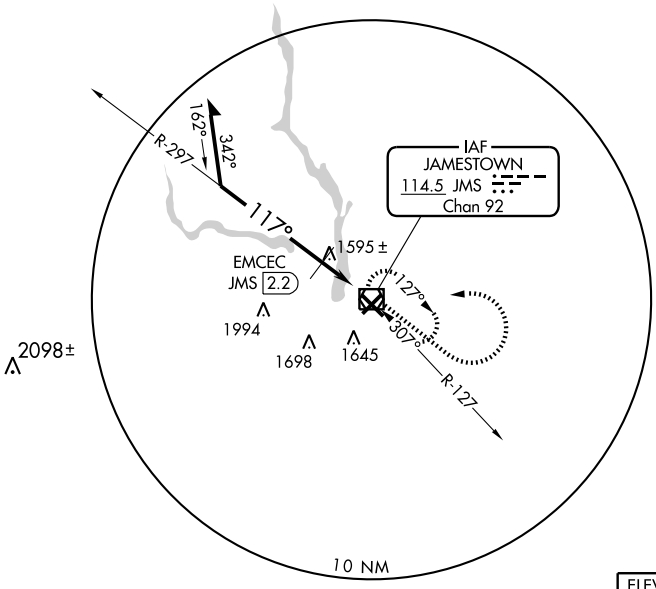
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.

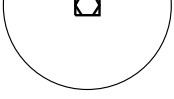
MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

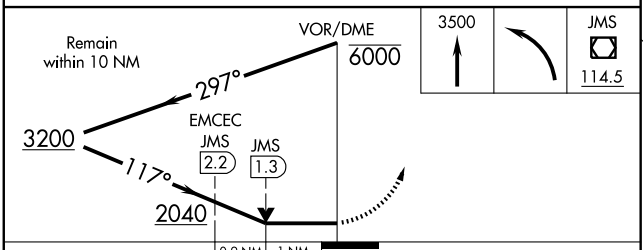
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L

Procedure NA for arrivals at JMS VOR/DME via V561 northbound.

DEVILS LAKE EAST MOA

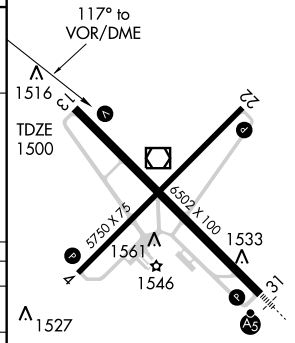






CATEGORY	A	B	C	D
S-13	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2040-1¾ 540 (600-1¾)
CIRCLING	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2060-2 560 (600-2)
EMCEC FIX MINIMUMS				
S-13	1860-1 360 (400-1)			1860-1¼ 360 (400-1¼)
CIRCLING	1960-1	460 (500-1)	1960-1½ 460 (500-1½)	2060-2 560 (600-2)

ELEV 1500 D



REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME JMS	APP CRS	Rwy Idg	6502
114.5	311°	TDZE	1498
Chan 92		Apt Elev	1500

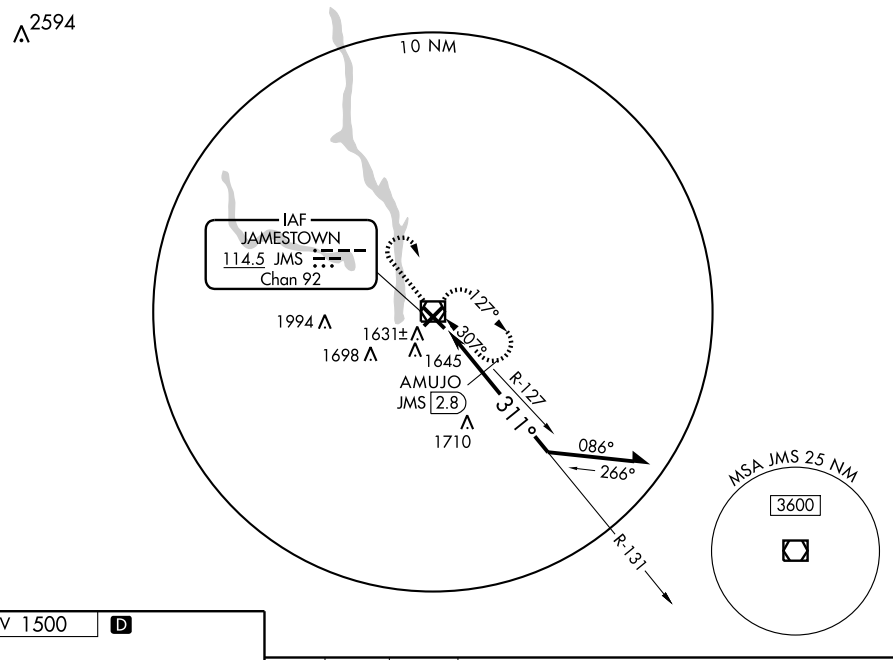
VOR RWY 31
JAMESTOWN RGNL (JMS)

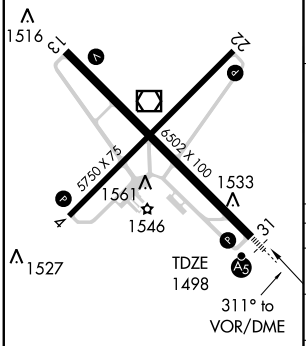
For inoperative MALSR, increase AMUJO FIX minimums S-31 Cat D visibility to 1¼ mile. VDP NA with Devils Lake altimeter setting. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDA 180 feet, increase S-31 Cats C and D visibility ¾ mile, Circling Cats C and D visibility ½ mile, increase AMUJO FIX minimums S-31 Cat C and Circling Cats C and D visibility ¼ mile.

MALSR

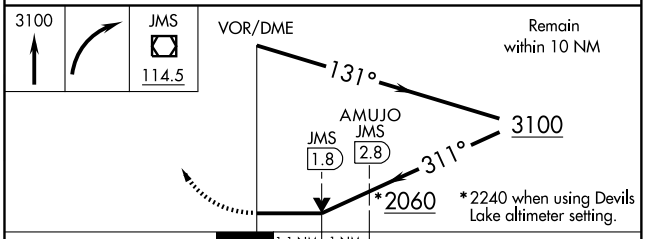
MISSED APPROACH: Climb to 3100 then right turn direct JMS VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	2060-½	562 (600-½)	2060-1 562 (600-1)	2060-1¼ 562 (600-1¼)
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	2060-2 560 (600-2)
AMUJO FIX MINIMUMS				
S-31	1900-½	402 (400-½)	1900-¾ 402 (400-¾)	1900-1 402 (400-1)
CIRCLING	1960-1	460 (500-1)	1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

KENMARE, NORTH DAKOTA

AL-9453 (FAA)

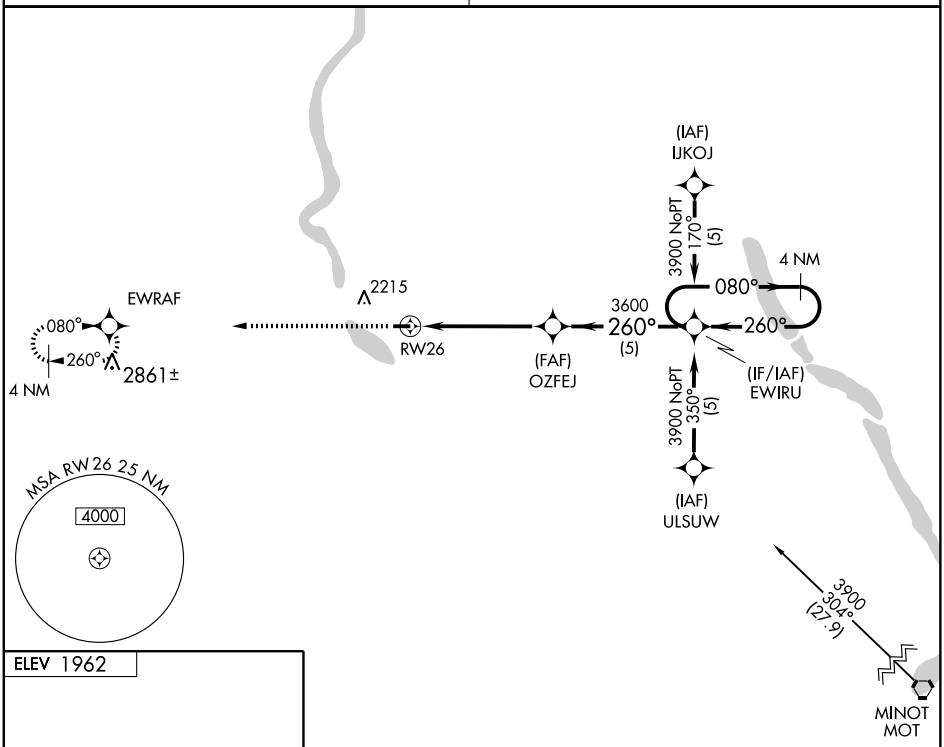
APP CRS	Rwy Idg	3700
260°	TDZE	1960
	Apt Elev	1962

RNAV (GPS) RWY 26

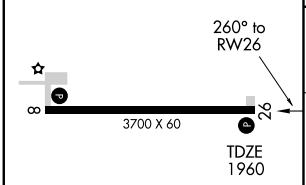
KENMARE MUNI (7K5)

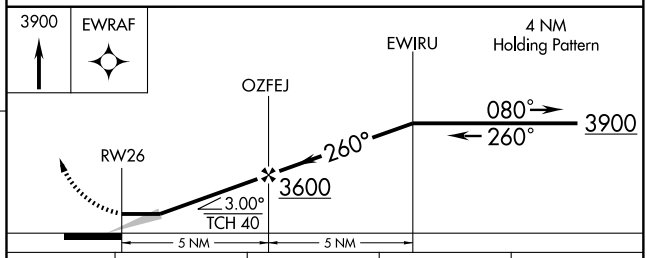
NA	Use Minot Intl altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3900 direct EWRAF WP and hold.

MINOT APP CON ★	CTAF
119.6 363.8	122.8 L



ELEV 1962





CATEGORY	A	B	C	D
LNAV MDA	2420-1	460 (500-1)	NA	
CIRCLING	2580-1 618 (700-1)	2640-1 678 (700-1)	NA	

MIRL Rwy 8-26 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME BIS 116.5 Chan 112	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1944

VOR or GPS-A

MANDAN MUNI (Y19)

NA
ASR

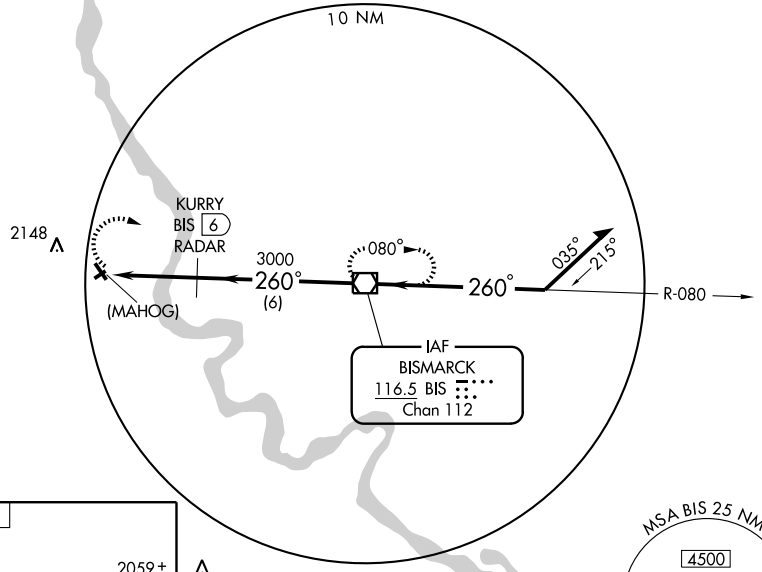
Use Bismarck altimeter setting.

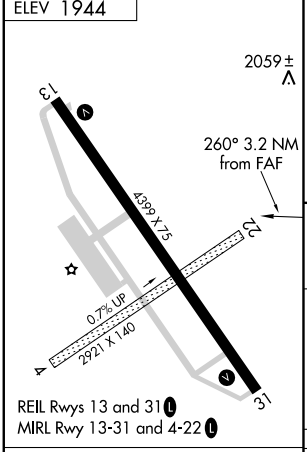
MISSED APPROACH: Climbing right turn to 3500 direct BIS VOR/DME and hold.

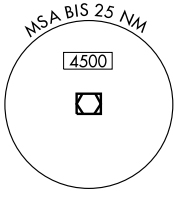
AWOS-3	BISMARCK APP CON ★	UNICOM
118.225	126.3 298.9	122.8 (CTAF) L

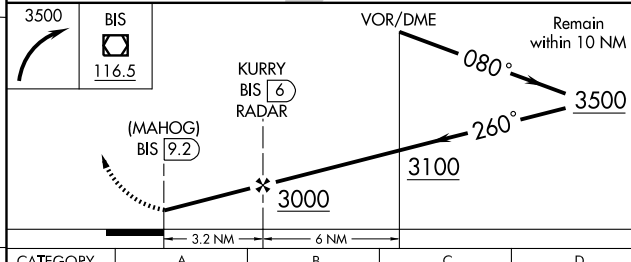
NoPT for arrivals on BIS VOR/DME airway radials 029 clockwise to 159.

DME or RADAR REQUIRED





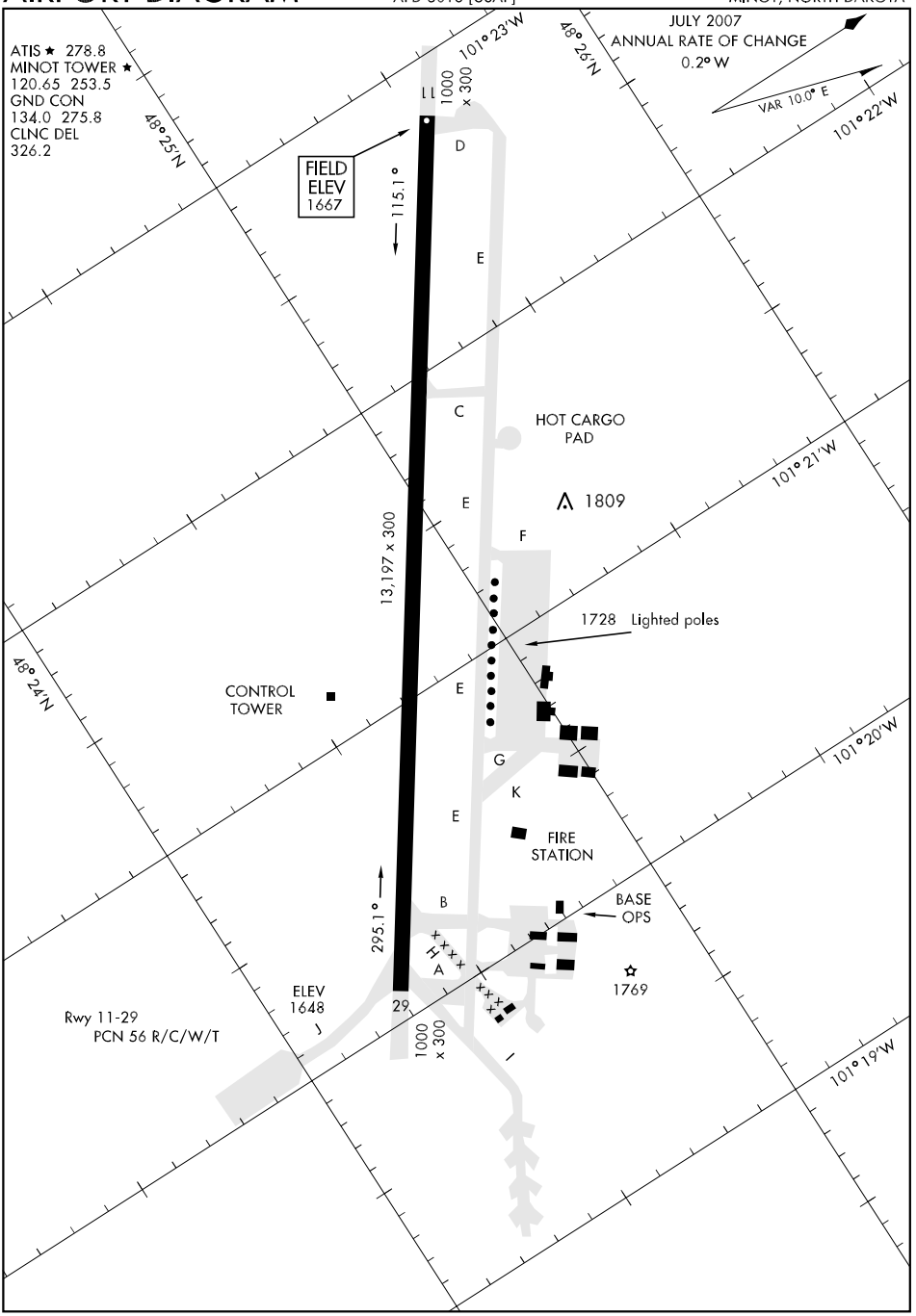




FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
CIRCLING	2420-1 478 (500-1)	2500-1 558 (600-1)	2500-1½ 558 (600-1½)	2500-2 558 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010



NC-1, 08 APR 2010 to 06 MAY 2010

COPTER TACAN 122°

TACAN MIB Chan 96	APCH CRS 122°	Rwy ldg 13,197 TDZE 1667 Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)

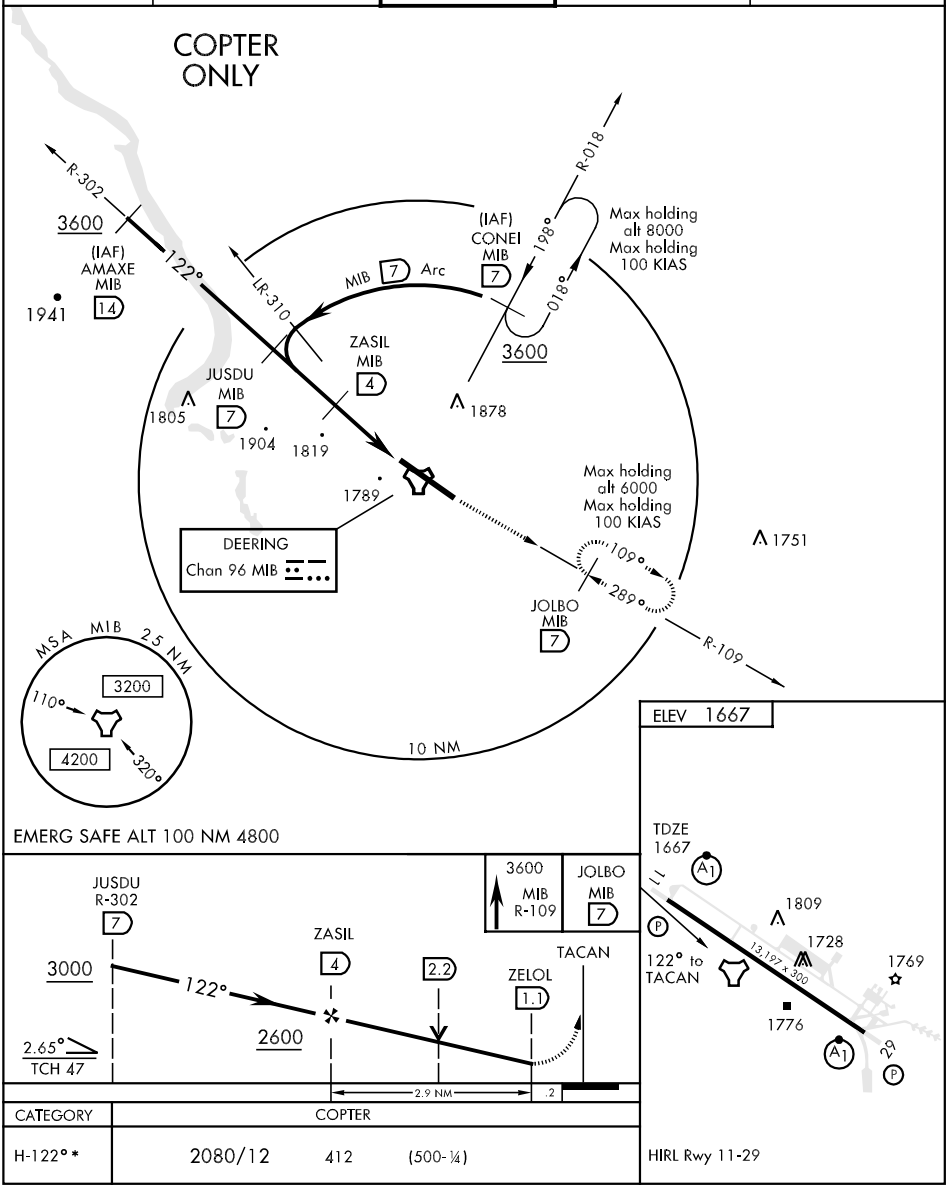
* When ALS inop, increase RVR to 24 and vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 3600 via MIB R-109 direct JOLBO MIB 7 DME and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

NC-1, 08 APR 2010 to 06 MAY 2010



CATEGORY	COPTER		
H-122°*	2080/12	412	(500-¼)

HIRL Rwy 11-29

COPTER TACAN 289°

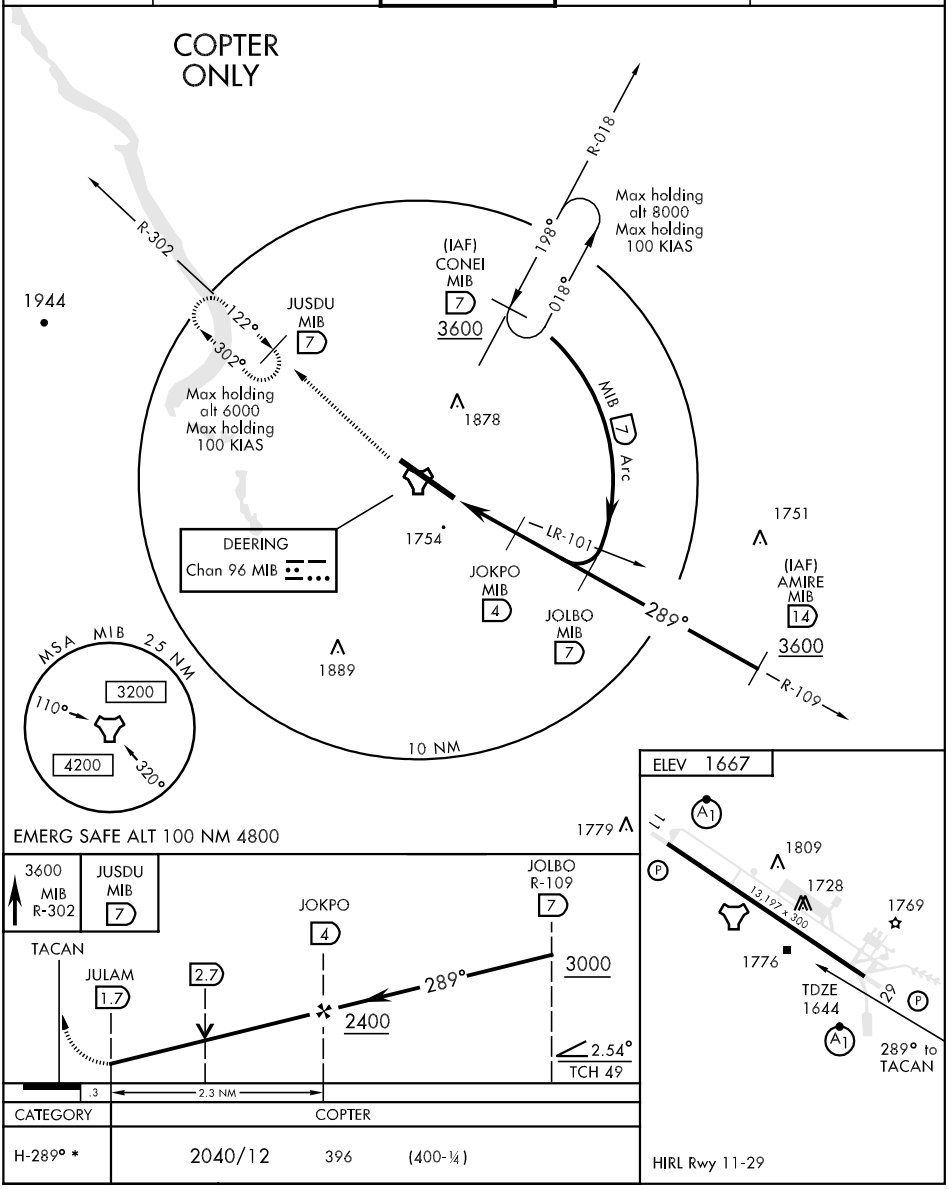
TACAN MIB Chan 96	APCH CRS 289°	Rwy ldg 13,197 TDZE 1644 Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)

* When ALS inop, increase RVR to 24 and vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 3600 via MIB R-302 direct JUSDU MIB 7 DME and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



CATEGORY	COPTER		
H-289° *	2040/12	396	(400-¼)

HI-ILS RWY 11

LOC I-MJW	APCH CRS	Rwy ldg 13,197 TDZE 1667 Arpt Elev 1667
109.9	115°	

JAL-5013 [USAF]

MINOT AFB (KMIB)

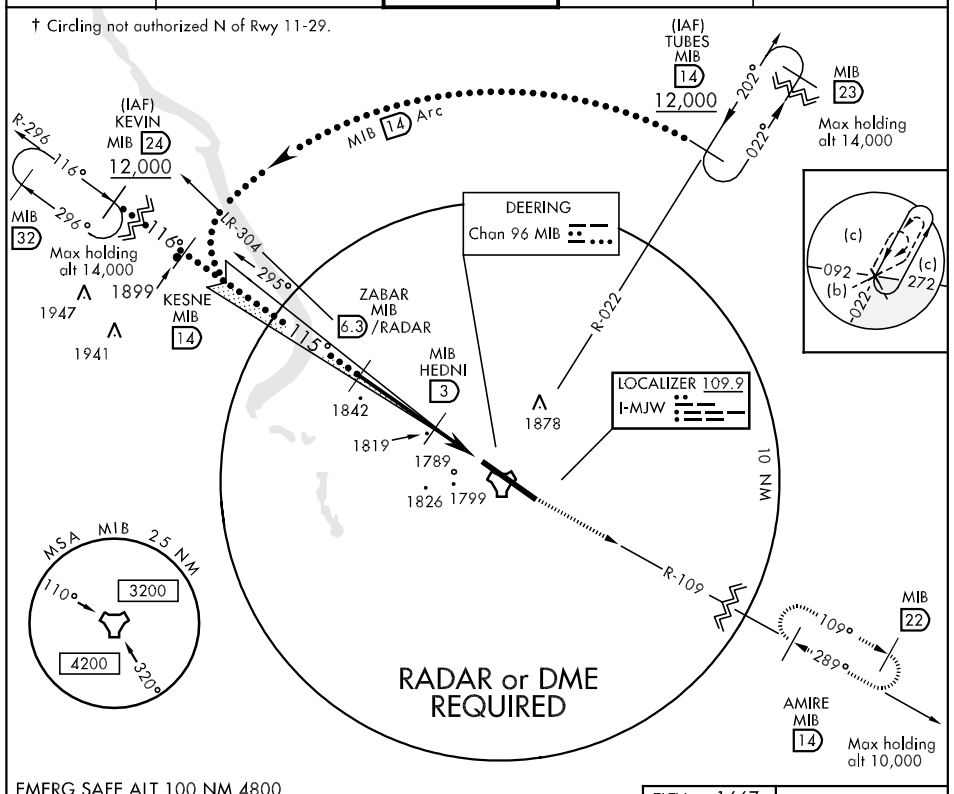
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

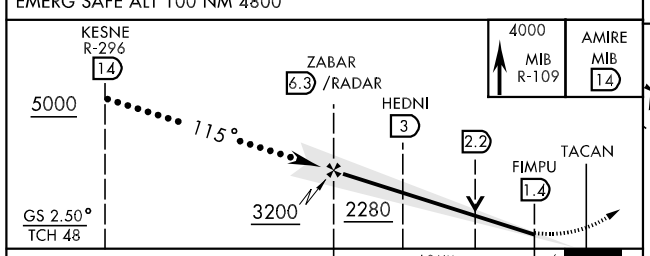
MISSED APPROACH: Climb to 4000 via MIB R-109 direct AMIRE and hold.

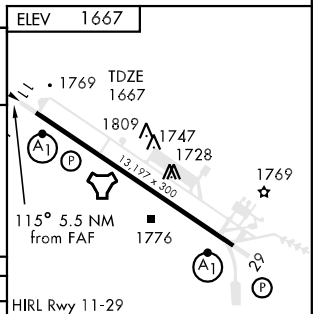
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

† Circling not authorized N of Rwy 11-29.



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-ILS 11 *	1867/24	200	(200-½)
S-LOC 11 **	2060/40 393	(400-¾)	2060/50 393 (400-1)
CIRCLING †	2120-1½ 453 (500-1½)	2220-2 553	(600-2)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

NC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 29

LOC I-MIB	APCH CRS	Rwy ldg 13,197 TDZE 1644 Arpt Elev 1667
109.9	295°	

JAL-5013 [USAF]

MINOT AFB (KMIB)

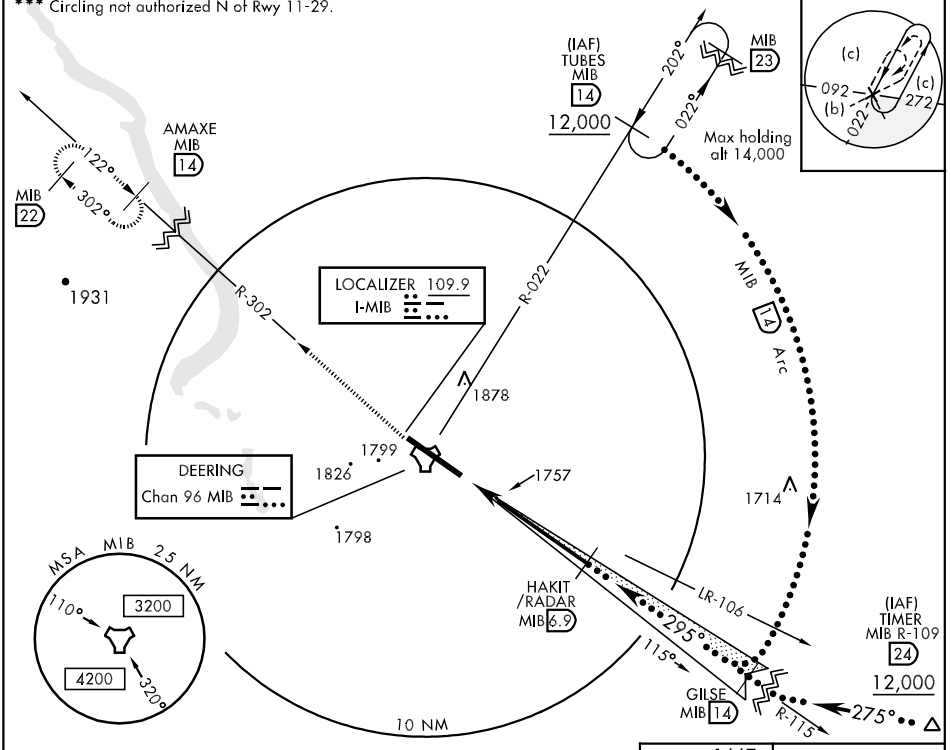
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

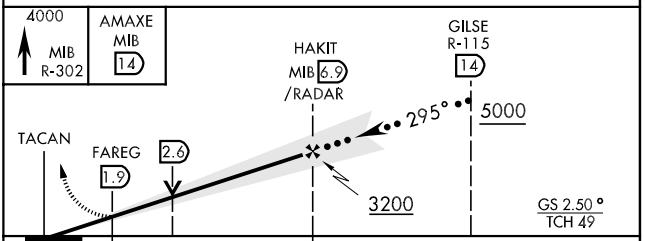
MISSED APPROACH: Climb to 4000 via MIB R-302 direct AMAXE and hold.

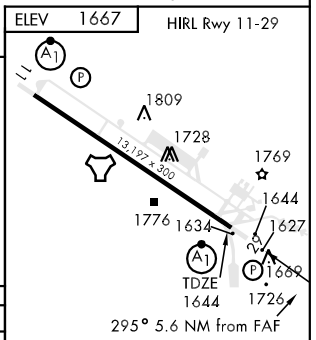
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

*** Circling not authorized N of Rwy 11-29.



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-ILS 29*	1844/24	200	(200-½)
S-LOC 29**	2020/40	376	(400-¾)
CIRCLING***	2120-1½ 453 (500-1½)	2220-2 553	(600-2)

FAF to MAP 5.0 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 11

TACAN MIB Chan 96	APCH CRS 122°	Rwy ldg 13,197 TDZE 1667 Arpt Elev 1667

JAL-5013 [USAF]

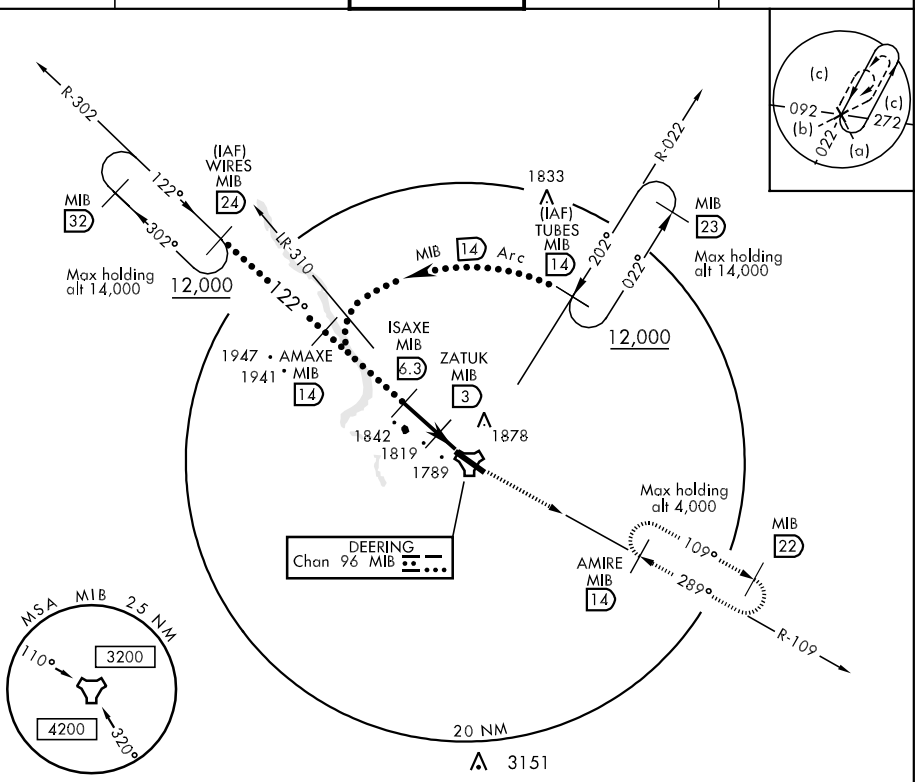
MINOT AFB (KMIB)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized N of Rwy 11-29.

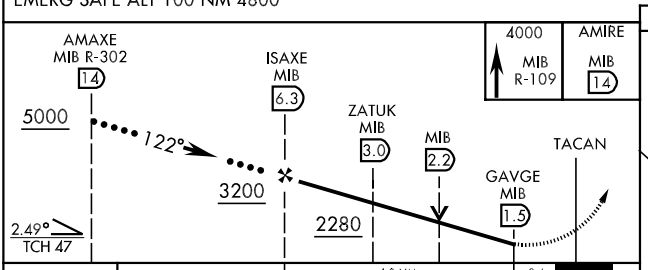
ALSF-1

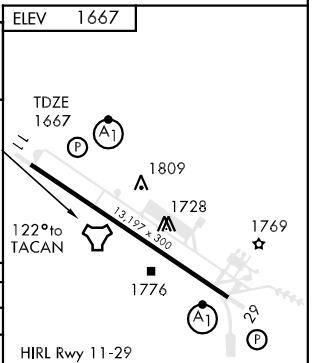
MISSED APPROACH: Climb to 4000 via MIB R-109 direct AMIRE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-11 *	2080/40 413 (500-¾)		2080/50 413 (500-1)
CIRCLING **	2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

HI-TACAN RWY 29

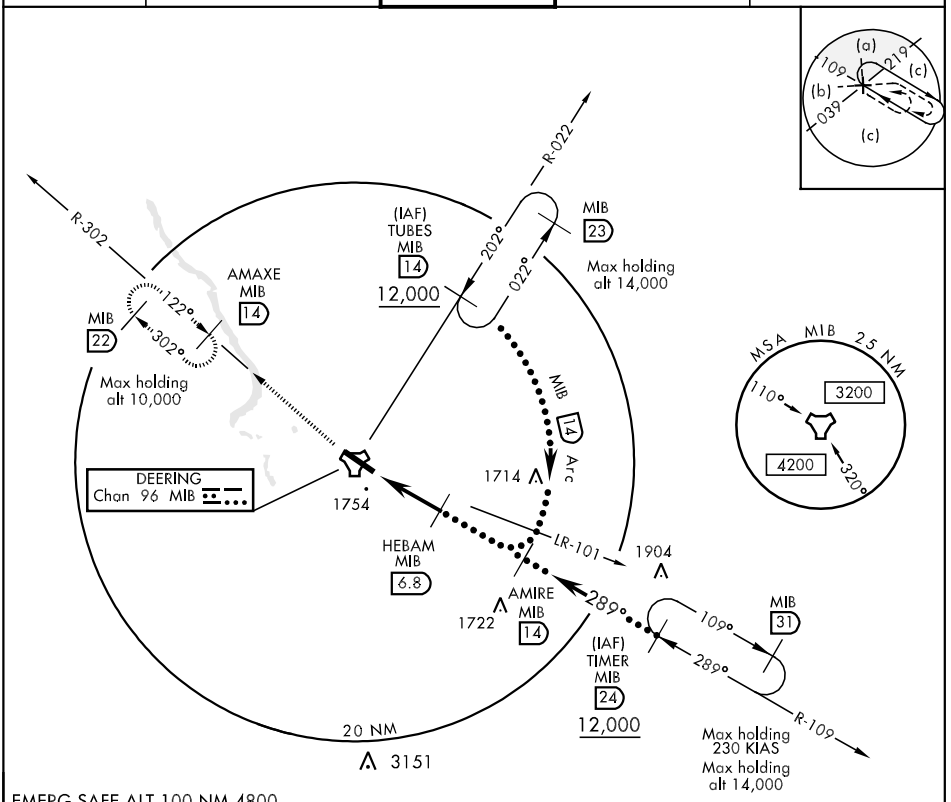
TACAN MIB Chan 96	APCH CRS 289°	Rwy ldg 13,197 TDZE 1644 Arpt Elev 1667	JAL-5013 [USAF]	MINOT AFB (KMIB)

* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized N of Rwy 11-29.

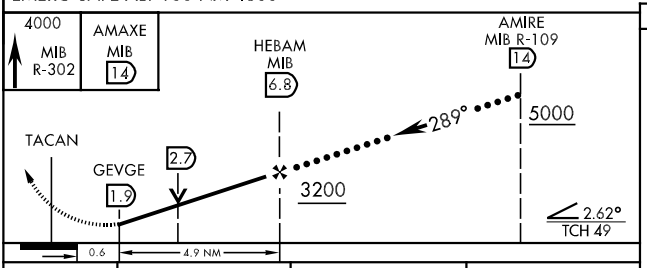
ALSF-1

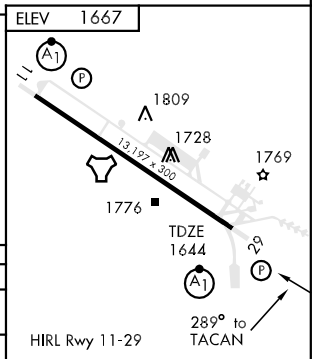
MISSED APPROACH: Climb to 4000 via MIB R-302 direct AMAXE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-29 *	2040/40 396 (400-¾)		2040/50 396 (400-1)
CIRCLING **	2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

ILS RWY 11

LOC I-MJW	APCH CRS	Rwy ldg 13,197 / TDZE 1667 / Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)
109.9	115°			

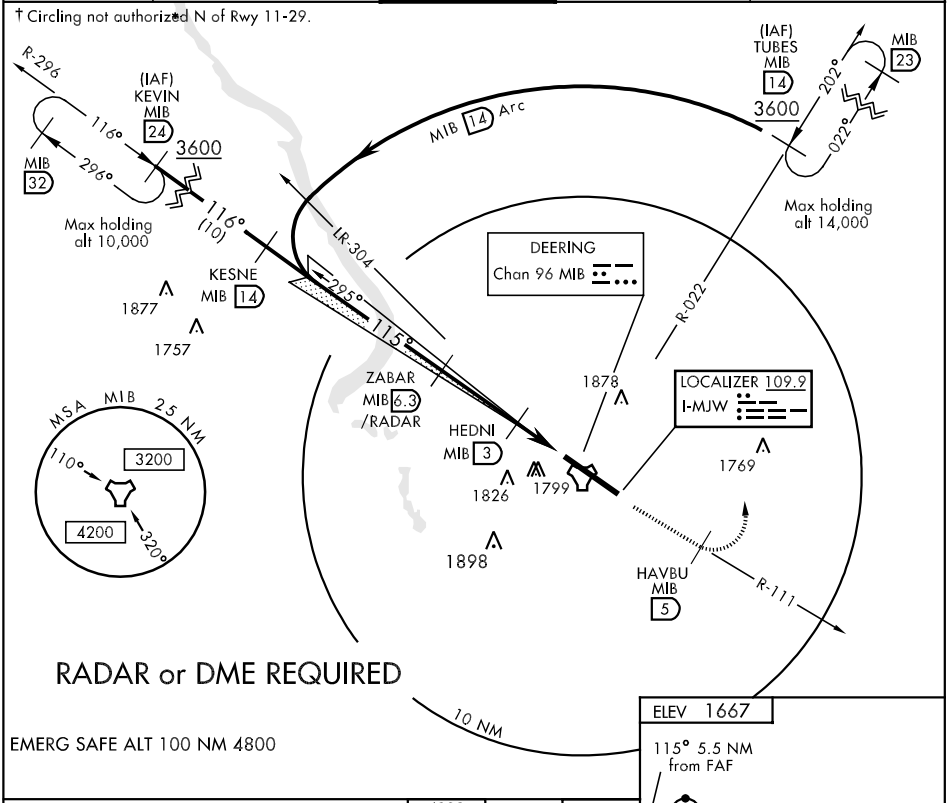
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

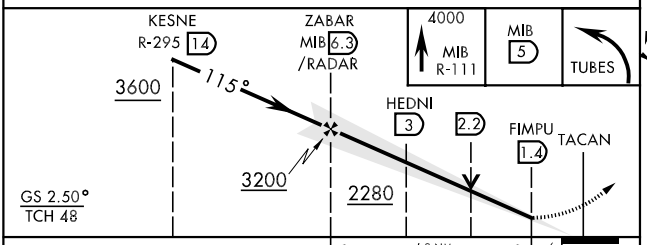
ALSF-1

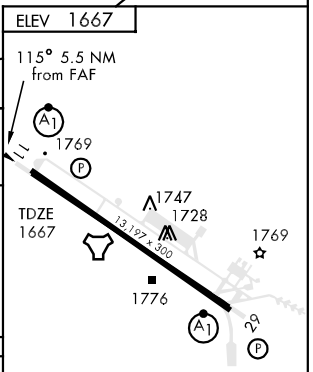
MISSED APPROACH: Climb to 4000 via MIB R-111 at 5 DME turn left direct TUBES and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

† Circling not authorized N of Rwy 11-29.







CATEGORY	A	B	C	D	E
S-ILS 11 *	1867/24	200 (200-½)			
S-LOC 11 **	2060/24 393 (400-½)		2060/40 393 (400-¾)		2060/50 393 (400-1)
CIRCLING †	2120-1 453 (500-1)		2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

HIRL Rwy 11-29

LOC FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1, 08 APR 2010 to 06 MAY 2010

ILS RWY 29

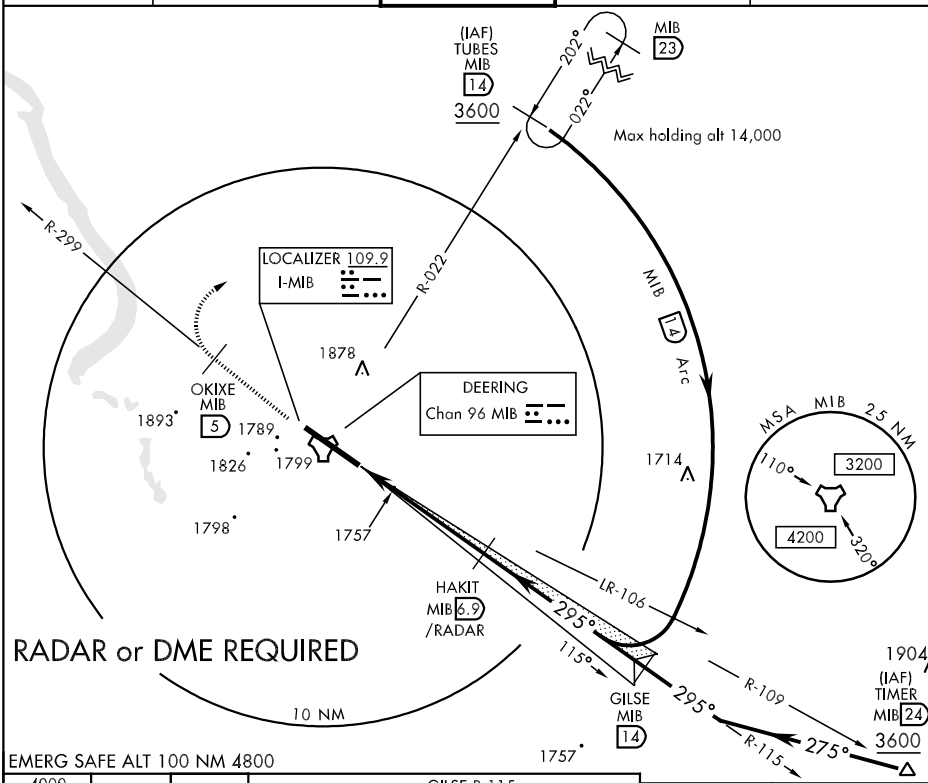
LOC I-MIB	APCH CRS	Rwy ldg 13,197 TDZE 1644 Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)
109.9	295 °			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling N not authorized.

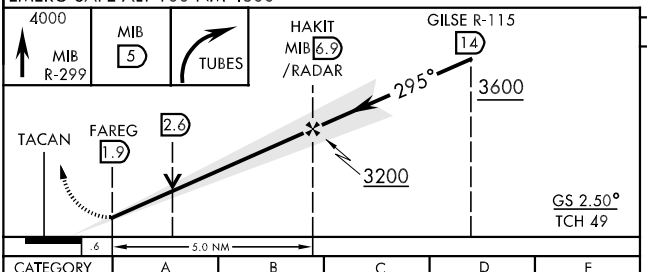
ALSF-1

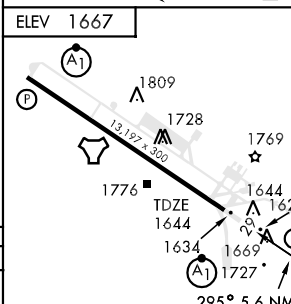
MISSED APPROACH: Climb to 4000 via MIB R-299. At 5 DME turn right direct TUBES and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



EMERG SAFE ALT 100 NM 4800





HIRL Rwy 11-29

CATEGORY	A	B	C	D	E
S-ILS 29 *	1844/24	200 (200-½)			
S-LOC 29 **	2020/24 376 (400-½)		2020/40 376 (400-¾)		
CIRCLING***	2120-1 453 (500-1)		2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

LOC FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

TACAN RWY 11

TACAN MIB Chan 96	APCH CRS 122°	Rwy ldg 13,197 TDZE 1667 Arpt Elev 1667

AL-5013 [USAF]

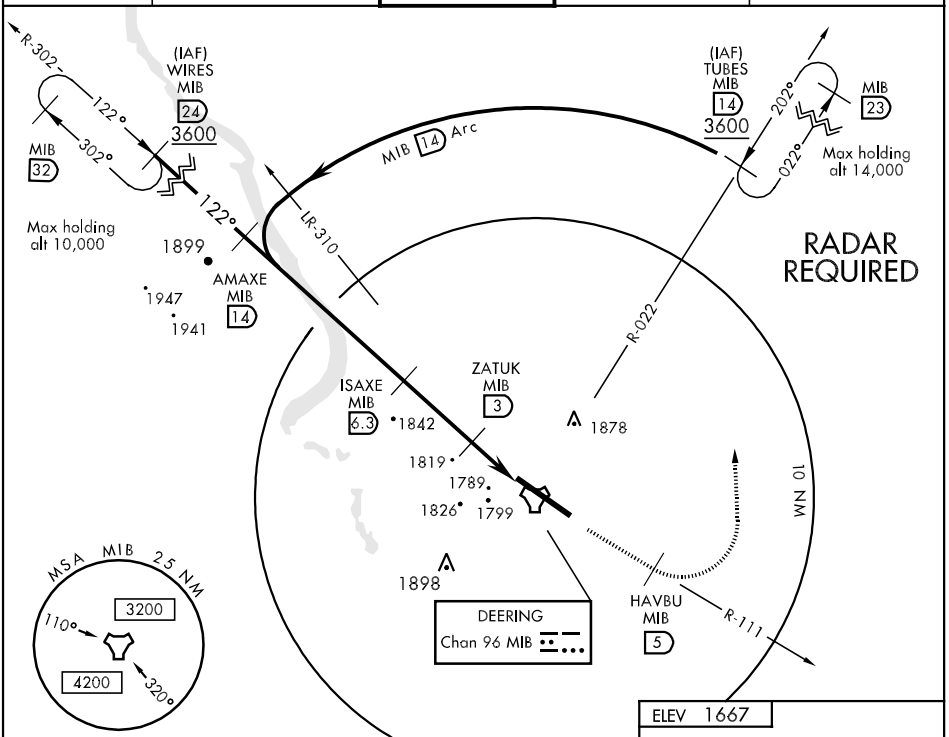
MINOT AFB (KMIB)

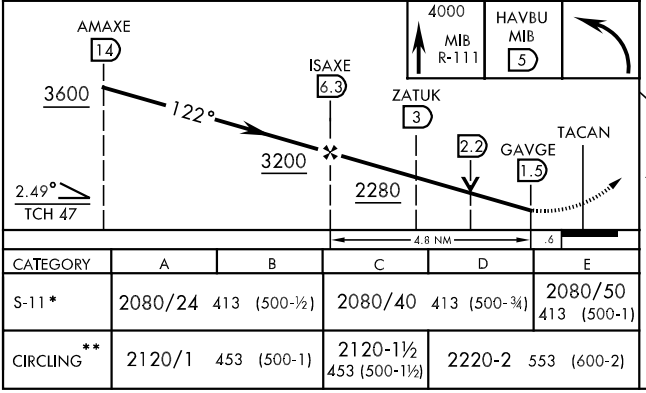
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling N not authorized.

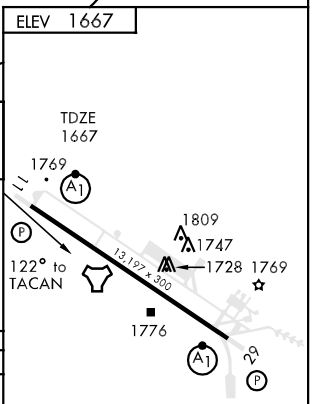
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via MIB R-111 at 5 DME turn left direct TUBES and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2







CATEGORY	A	B	C	D	E
S-11*	2080/24 413 (500-½)		2080/40 413 (500-¾)		2080/50 413 (500-1)
CIRCLING**	2120/1 453 (500-1)		2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

HIRL Rwy 11-29

NC-1, 08 APR 2010 to 06 MAY 2010

TACAN RWY 29

TACAN	APCH CRS	Rwy ldg	13,197
MIB		TDZE	1644
Chan 96	289°	Arpt Elev	1667

AL-5013 [USAF]

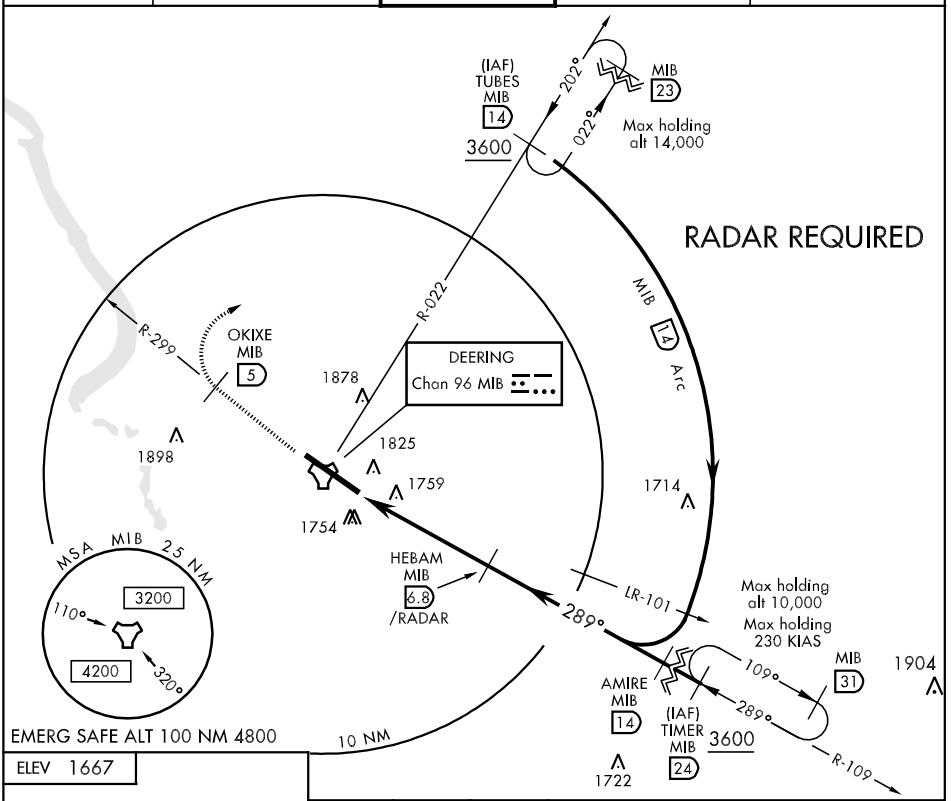
MINOT AFB (KMIB)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling N not authorized.

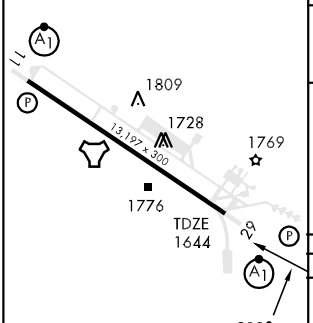
ALSF-1

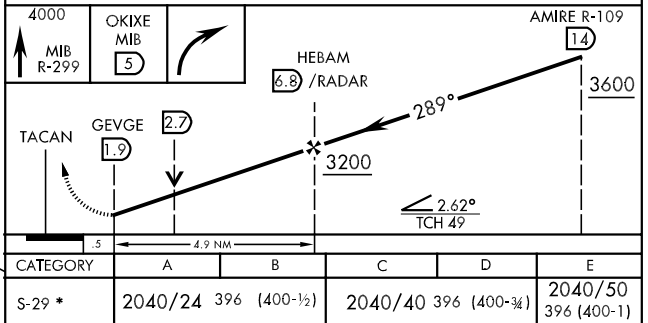
MISSED APPROACH: Climb to 4000 via MIB R-299. At OKIXE turn right direct TUBES and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



ELEV 1667





CATEGORY	A	B	C	D	E
S-29 *	2040/24 396 (400-½)		2040/40 396 (400-¾)		2040/50 396 (400-1)
CIRCLING**	2120-1 453 (500-1)		2120-1½ 453 (500-1½)	2220-2 553 (600-2)	

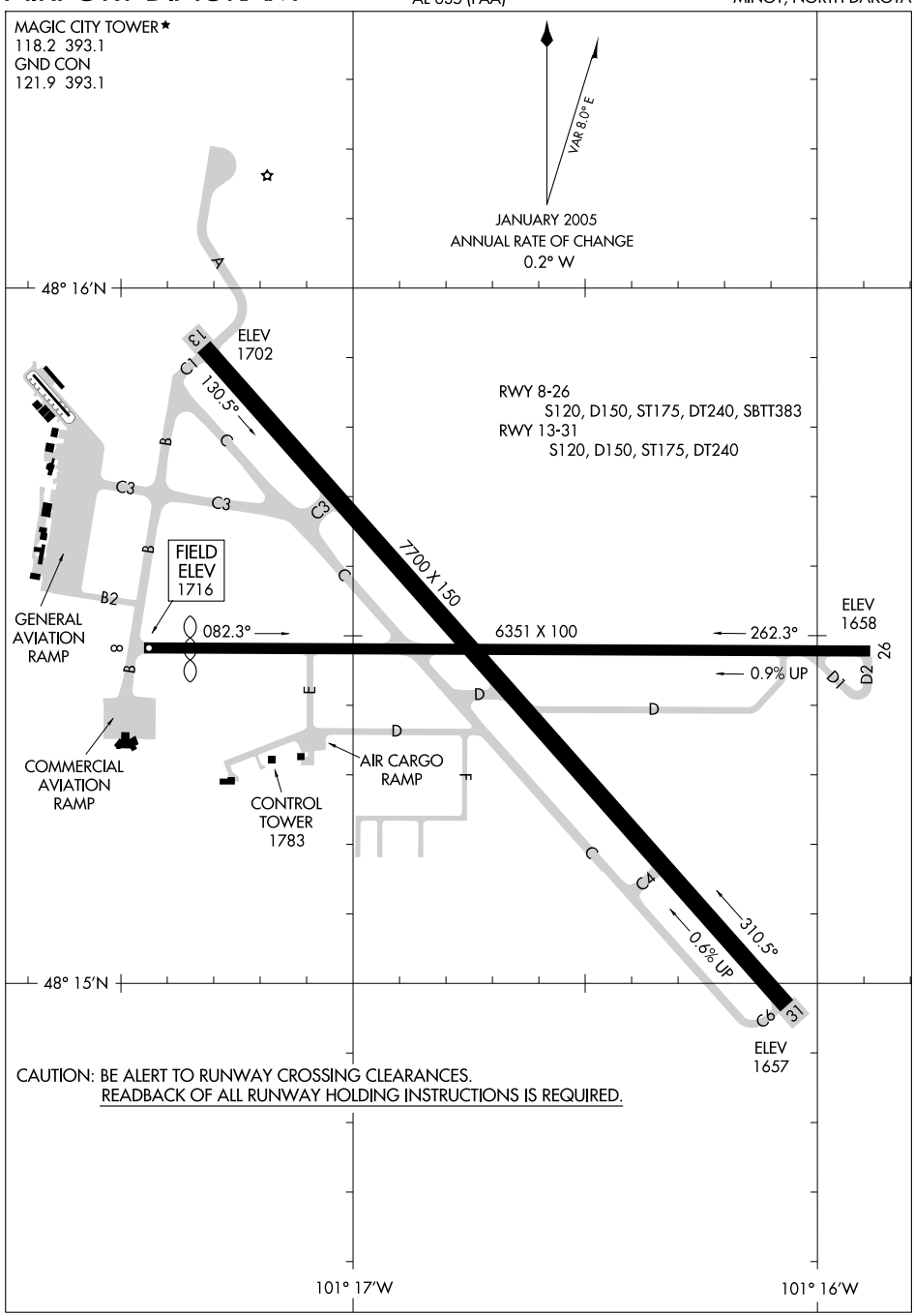
NC-1, 08 APR 2010 to 06 MAY 2010

09015

AIRPORT DIAGRAM

AL-635 (FAA)

MINOT INTL (MOT)
MINOT, NORTH DAKOTA



NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MOT	APP CRS	Rwy Idg	7700
111.9	308°	TDZE	1673
Chan 56		Apt Elev	1716

ILS or LOC RWY 31

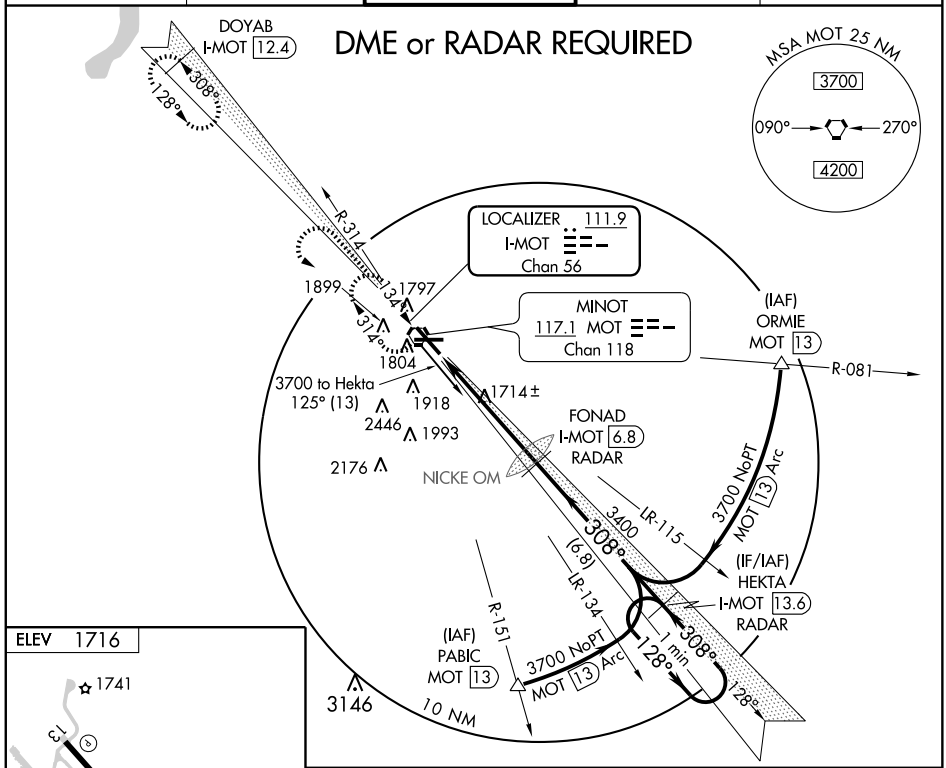
MINOT INTL (MOT)

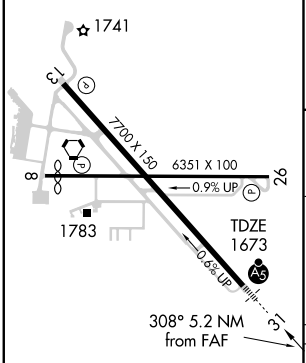
If local altimeter setting not received use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Minot AFB altimeter setting. DME or RADAR required. For inoperative MALSR increase S-ILS 31 Cat E visibility to RVR 4000, and S-LOC 31 Cats D and E visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3700 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON *	MAGIC CITY TOWER *	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95

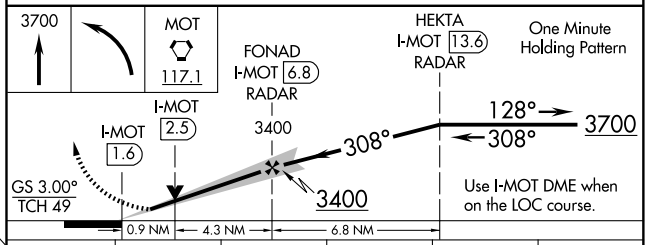




REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 31	* 1873/24 200 (200-½)				
S-LOC 31	1980/24 307 (300-½)			1980/40 307 (300-¾)	
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)	2800-3 1084 (1100-3)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-MOT	APP CRS	Rwy Idg	7700
111.9	128°	TDZE	1702
Chan 56		Apt Elev	1716

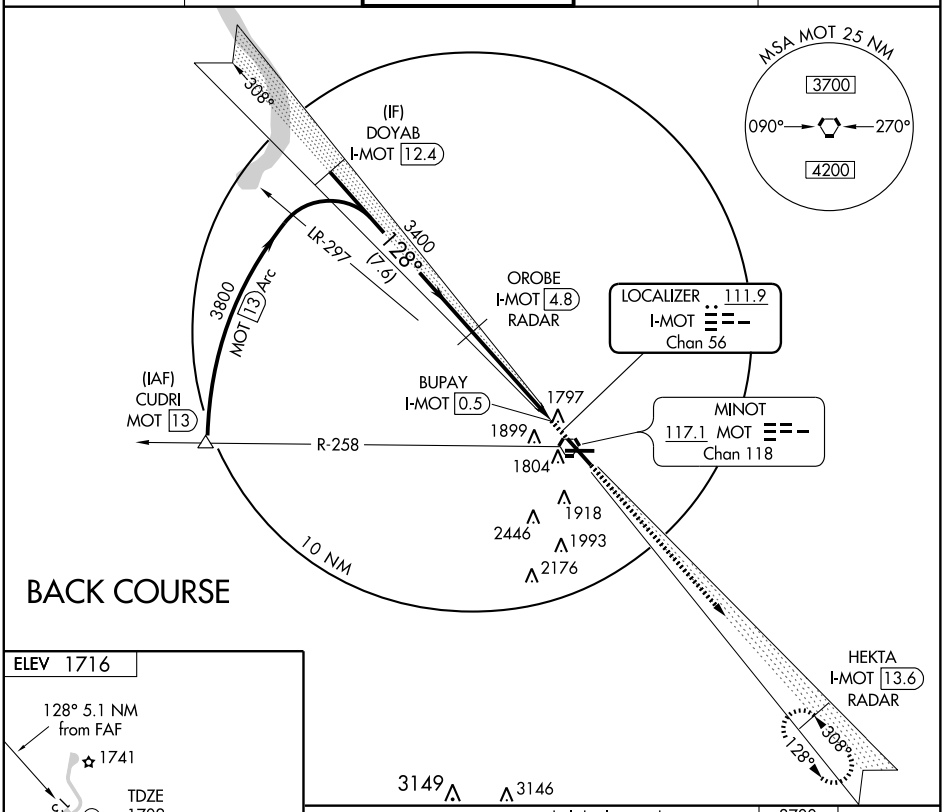
LOC/DME BC RWY 13

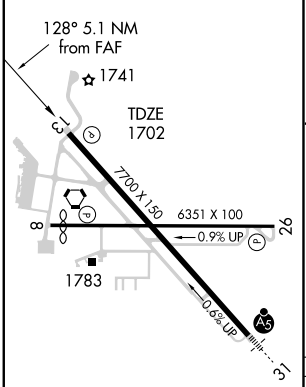
MINOT INTL (MOT)

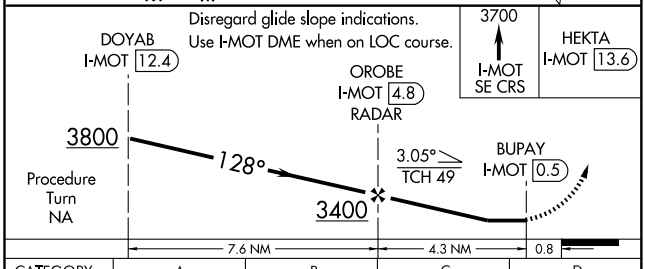
If local altimeter not received use Minot AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 via I-MOT LOC SE course to HEKTA/I-MOT 13.6 DME/RADAR and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
S-13	2060-1 358 (400-1)			2060-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS Chan **97616** **W08A**	APP CRS **080°**	Rwy Idg **5958** TDZE **1712** Apt Elev **1716**

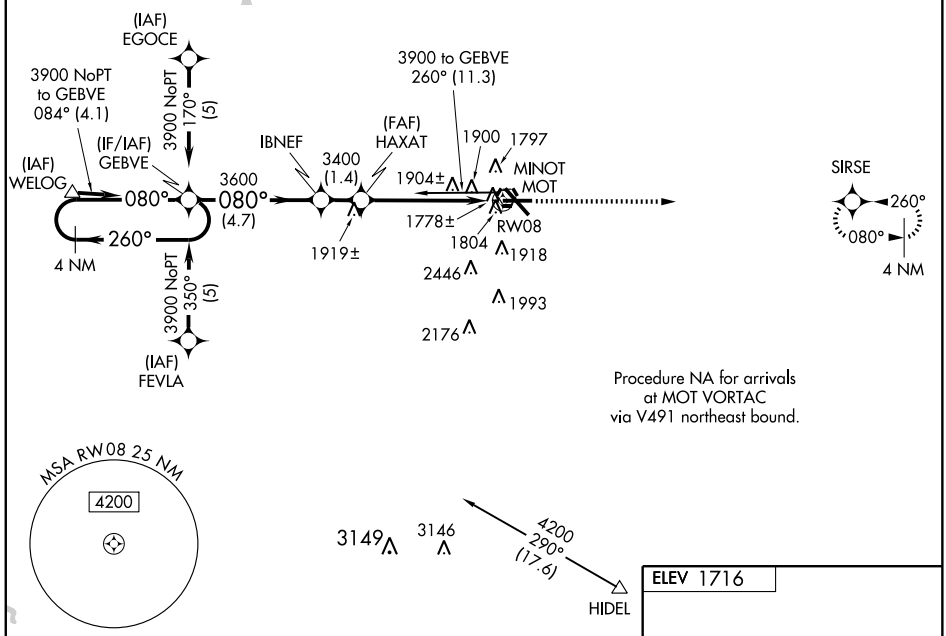
RNAV (GPS) RWY 8
MINOT INTL (MOT)

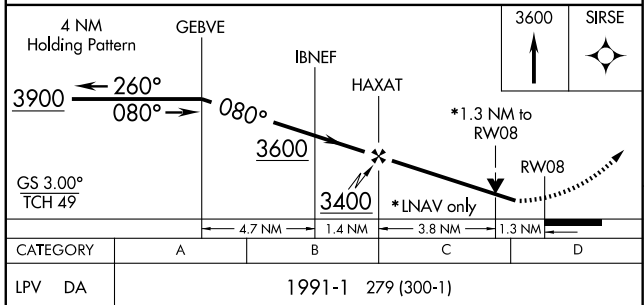
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Minot AFB altimeter setting. VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct SIRSE and hold.

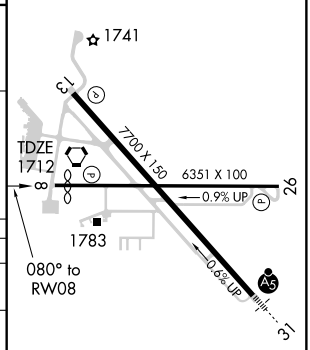
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) (L) **393.1**	**121.9 393.1**	**122.95**

RADAR required for procedure entry at EGOCE.





CATEGORY	A	B	C	D
LPV DA	1991-1 279 (300-1)			
LNAV/VNAV DA	2218-1¾ 506 (600-1¾)			
LNAV MDA	2160-1 448 (500-1)		2160-1¼ 448 (500-1¼)	2160-1½ 448 (500-1½)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)



REIL Rwy 8 and 26 (L)
HIRL Rwys 8-26 and 13-31 (L)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS Chan **70399** W13A	APP CRS **128°**	Rwy Idg **7700** TDZE **1702** Apt Elev **1716**

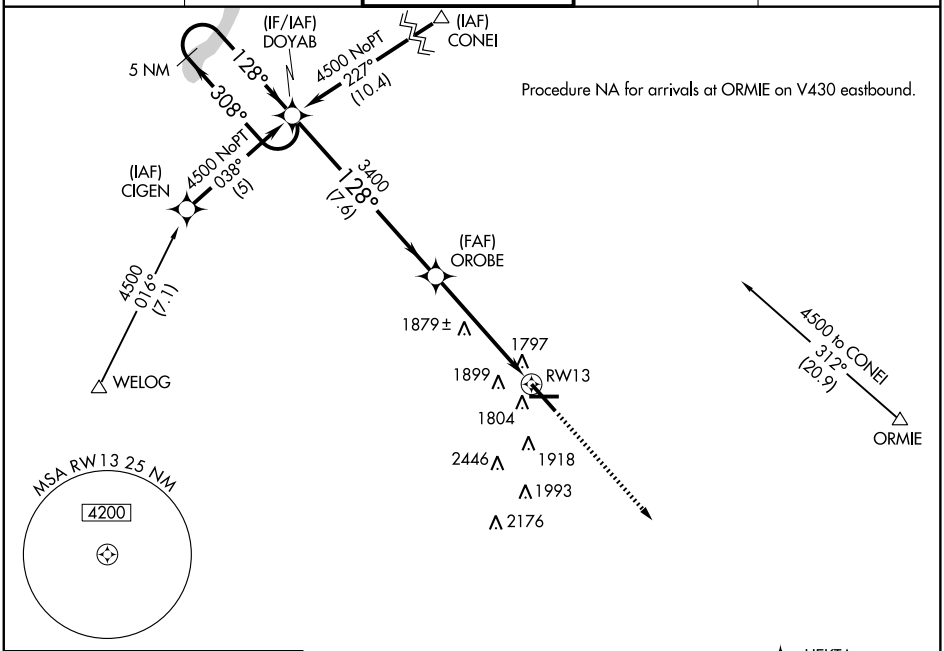
RNAV (GPS) RWY 13

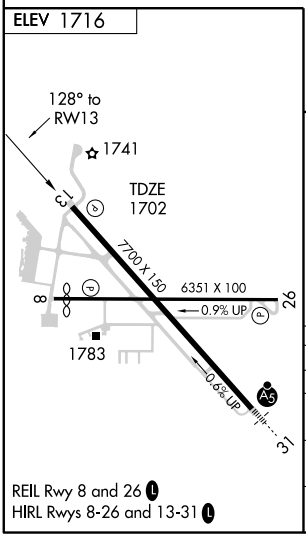
MINOT INTL (MOT)

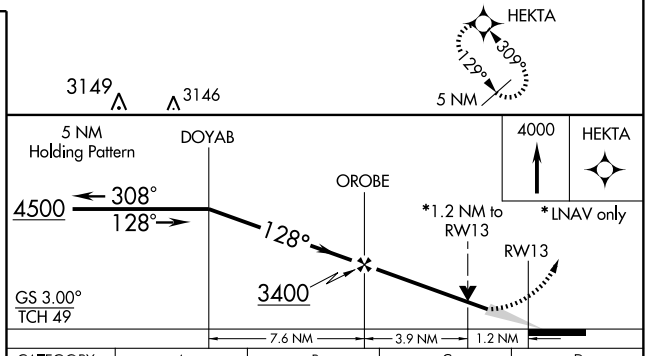
If local altimeter not received, use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -18°C (0°F). VDP and Baro-VNAV NA when using Minot AFB altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HEKTA and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) L **393.1**	**121.9 393.1**	**122.95**







CATEGORY	A	B	C	D
LPV DA	2021-1 319 (400-1)			
LNAV/ VNAV DA	2164-1½ 462 (500-1½)			
LNAV MDA	2140-1 438 (500-1)		2140-1¼ 438 (500-1¼)	2140-1½ 438 (500-1½)
CIRCLING	2200-1½ 484 (500-1½)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS Chan **56516** **W26A**	APP CRS **260°**	Rwy Idg **6351** TDZE **1682** Apt Elev **1716**

RNAV (GPS) RWY 26

MINOT INTL (MOT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minot AFB altimeter setting. VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct GEBVE and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) **L 393.1**	**121.9 393.1**	**122.95**

MISSED APCH FIX

GEBVE
080°
260°
4 NM

RADAR required for procedure entry at UCARI.

(IAF) UCARI
3600 NoPT 170° (5)
(IF/IAF) SIRSE
3600 to SIRSE 081° (12.2)
(FAF) REMRE
3400
260° (6.1)
260°
080°
4 NM
3600 NoPT 266° (37.7)
(IAF) BALTA
3600 NoPT 350° (5)
(IAF) TIZTO
MINOT MOT
RW26
1797
1899
1804
1789±
1918
2446
1993
2176
3149
3146
3600 034° (12)
HIDEL

MSA RW26 25 NM
4200

ELEV 1716

1741
13
260° to RW26
7700 X 150
6351 X 100
0.9% UP
0.6% UP
8
26
31
TDZE 1682
1783

3900
GEBVE
*LNAV only
*1 NM to RW26
RW26
REMRE
SIRSE
4 NM Holding Pattern
260°
080°
260°
3600
3400
GS 3.00°
TCH 50
1 NM
4.2 NM
6.1 NM

CATEGORY	A	B	C	D
LPV DA	1932-1 250 (300-1)			
LNAV/VNAV DA	1932-1 250 (300-1)			
LNAV MDA	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS Chan 66099 W31A	APP CRS 308°	Rwy Idg 7700	TDZE 1673	Apt Elev 1716

RNAV (GPS) RWY 31

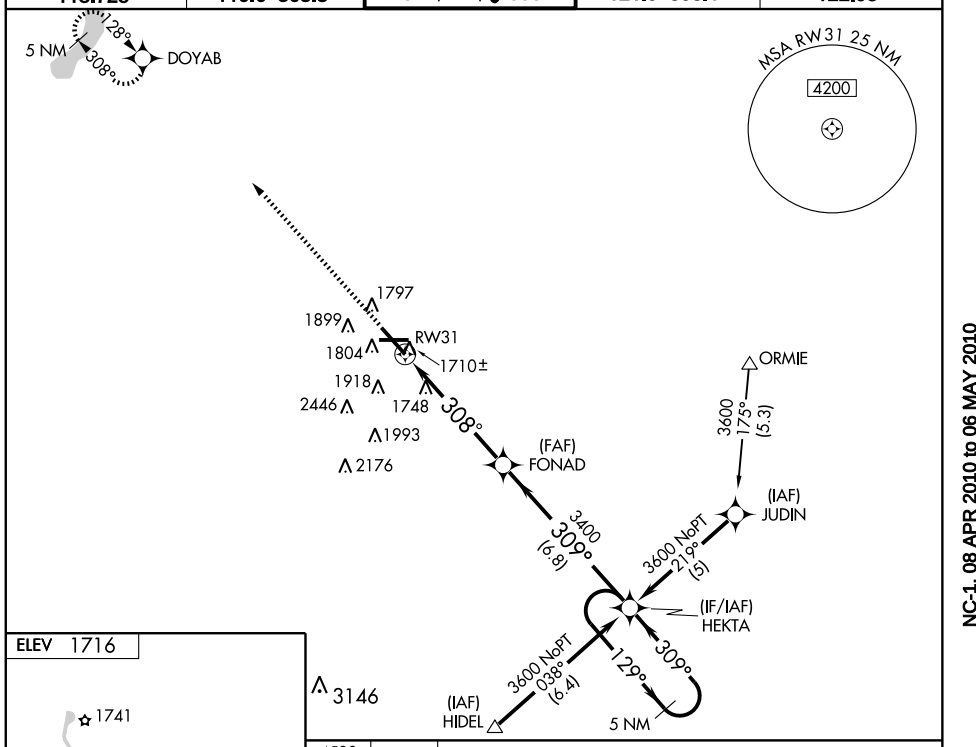
MINOT INTL (MOT)

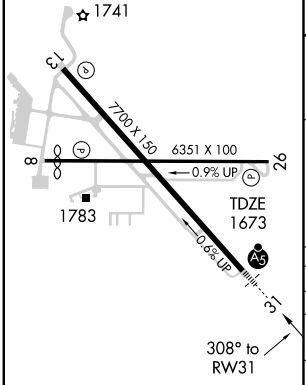
▼ If local altimeter setting not received use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -18°C (0°F). VDP and Baro-VNAV NA when using Minot AFB altimeter setting. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat D visibility to RVR 5000. Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

MALSR

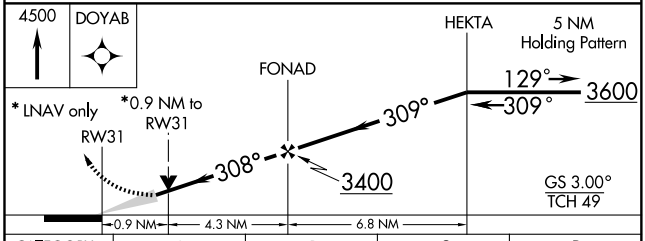
MISSED APPROACH: Climb to 4500 direct DOYAB and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95





REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1923/24 250 (300-½)			
LNAV/VNAV DA	1960/24 287 (300-½)			1960/40 287 (300-¾)
LNAV MDA	2000/24 327 (300-½)			2000/50 327 (300-1)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

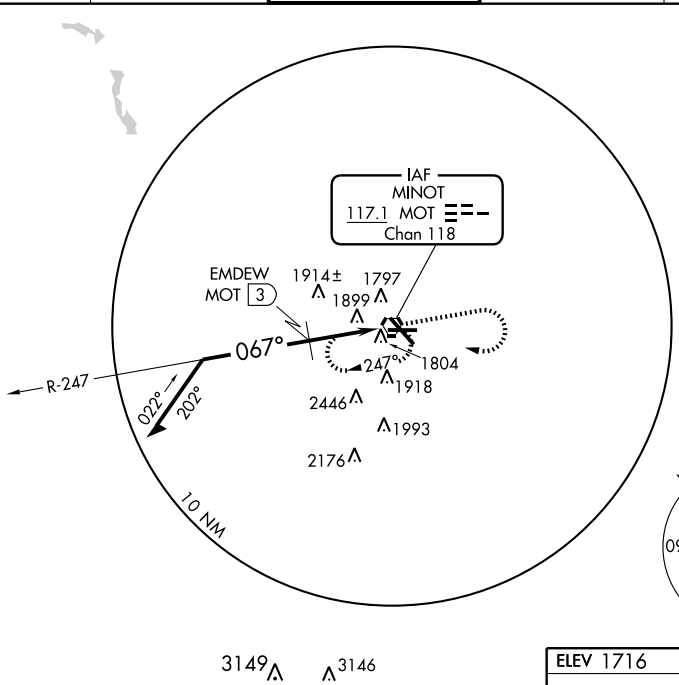
VORTAC MOT	APP CRS		
117.1	067°	Rwy Idg	5958
Chan 118		TDZE	1712
		Apt Elev	1716

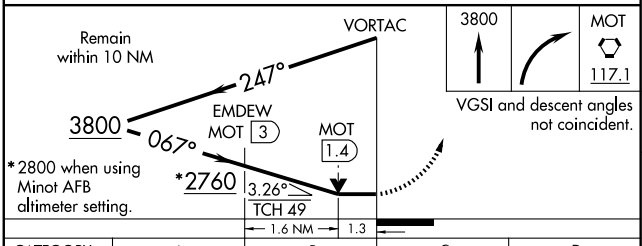
VOR RWY 8
MINOT INTL (MOT)

VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all MDA 40 feet; EMDEW FIX minimums increase S-8 and Circling Cat C visibility ¼ mile.

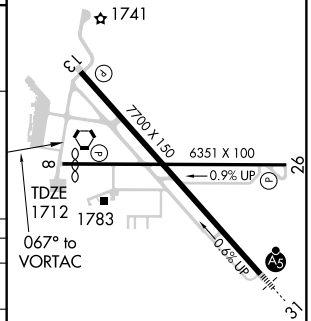
MISSED APPROACH: Climb to 3800 then right turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95





CATEGORY	A	B	C	D
S-8	2760-1¼ 1048 (1100-1¼)	2760-1½ 1048 (1100-1½)	2760-3 1048 (1100-3)	
CIRCLING	2760-1¼ 1044 (1100-1¼)	2760-1½ 1044 (1100-1½)	2760-3 1044 (1100-3)	
EMDEW FIX MINIMUMS				
S-8	2180-1 468 (500-1)		2180-1¼ 468 (500-1¼)	2180-1½ 468 (500-1½)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)



REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

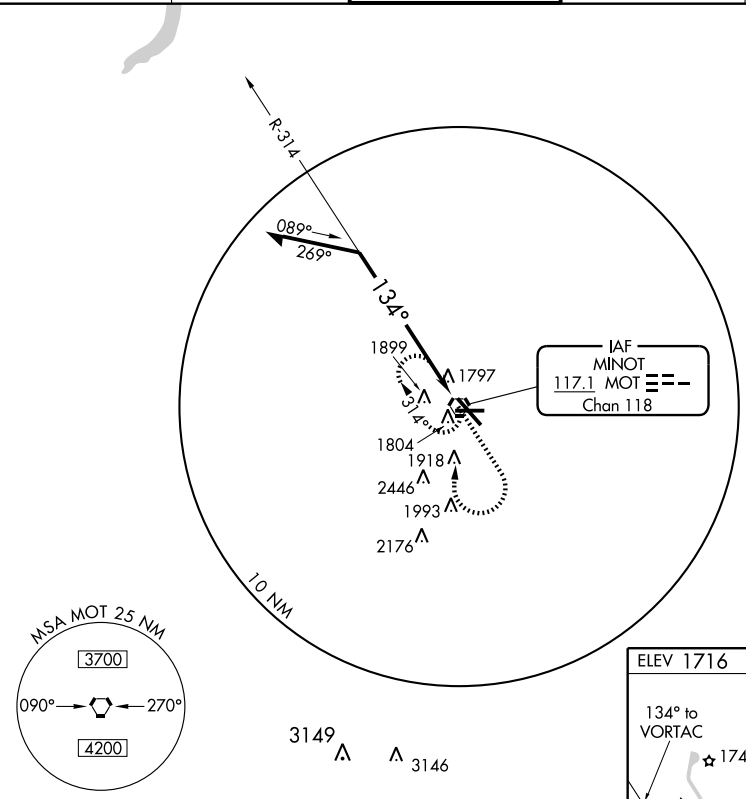
NC-1. 08 APR 2010 to 06 MAY 2010

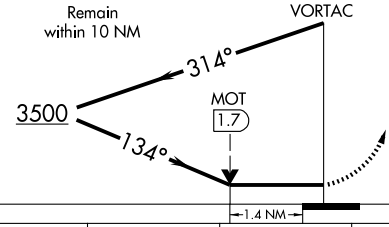
VORTAC MOT	APP CRS	Rwy Idg	7700
117.1	134°	TDZE	1702
Chan 118		Apt Elev	1716

VOR RWY 13
MINOT INTL (MOT)

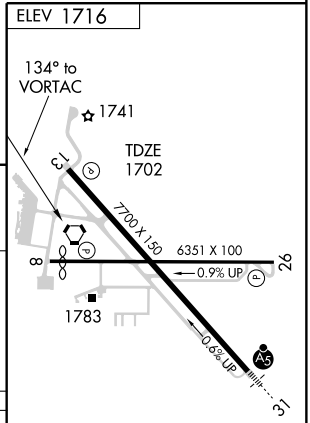
MISSED APPROACH: Climb to 3500 then right turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95





3500		MOT 117.1



CATEGORY	A	B	C	D
S-13	2200-1	498 (500-1)	2200-1¼ 498 (500-1¼)	2200-1½ 498 (500-1½)
CIRCLING	2200-1	484 (500-1)	2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR RWY 26

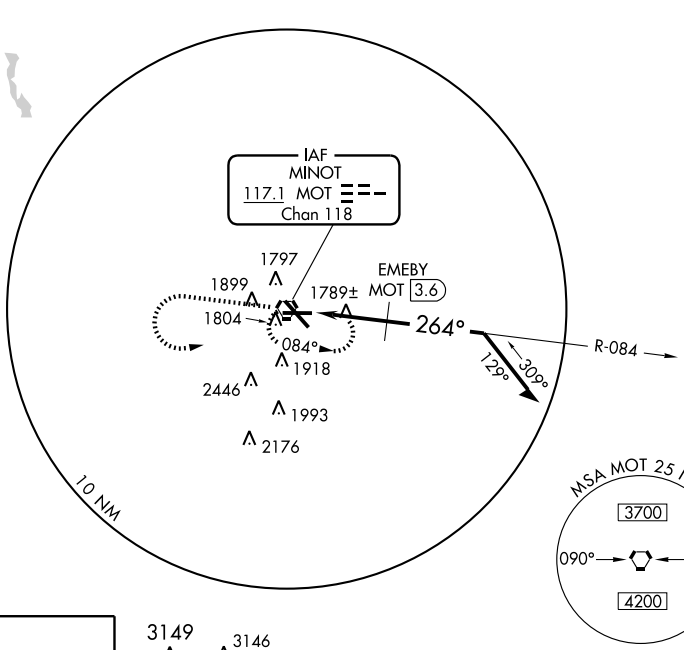
MINOT INTL (MOT)

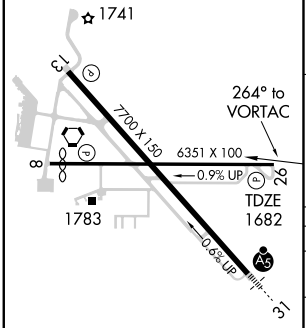
VORTAC MOT 117.1 Chan 118	APP CRS 264°	Rwy Idg 6351 TDZE 1682 Apt Elev 1716

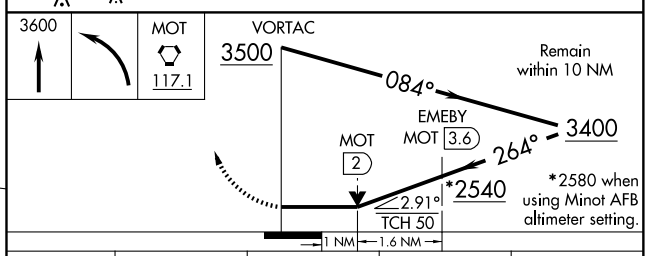
VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all MDA 40 feet; increase S-26 and Circling Cats A/C/D visibility ¼ mile, and EMEBY FIX minimums Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) Ⓛ 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
S-26	2540-1 858 (900-1)	2540-1¼ 858 (900-1¼)	2540-2½ 858 (900-1½)	2540-2¾ 858 (900-2¾)
CIRCLING	2540-1 824 (900-1)	2540-1¼ 824 (900-1¼)	2540-2½ 824 (900-1½)	2540-2¾ 824 (900-2¾)
EMEBY FIX MINIMUMS				
S-26	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 Ⓛ
HIRL Rwys 8-26 and 13-31 Ⓛ

NC-1. 08 APR 2010 to 06 MAY 2010

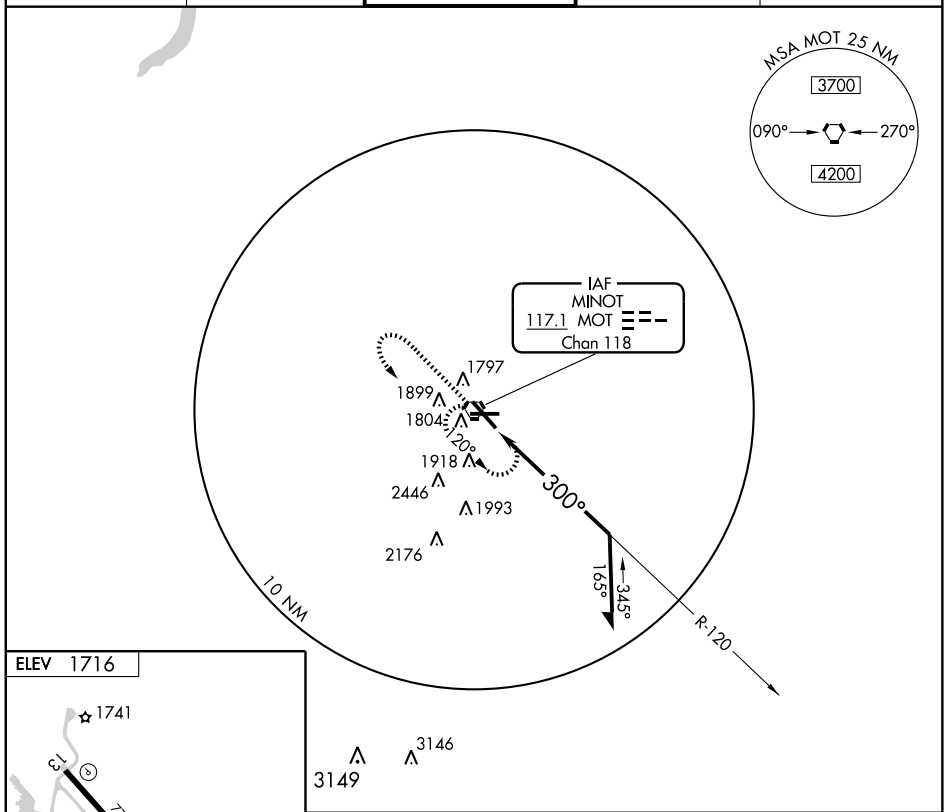
VORTAC MOT	APP CRS	Rwy Idg	7700
117.1	300°	TDZE	1673
Chan 118		Apt Elev	1716

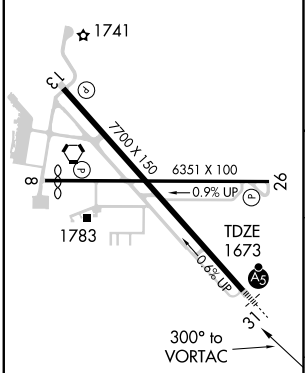
VOR RWY 31
MINOT INTL (MOT)

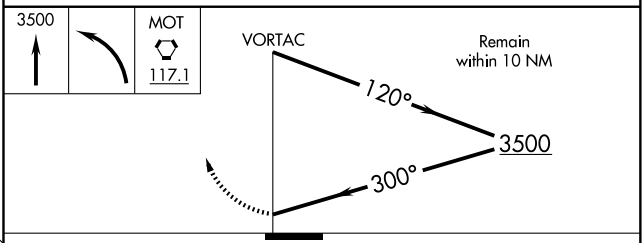
MALSR

MISSED APPROACH: Climb to 3500 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
S-31	2200/24	527 (500-½)	2200/50 527 (500-1)	2200/60 527 (500-1¼)
CIRCLING	2200-1	484 (500-1)	2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

MOHALL, NORTH DAKOTA

AL-6052 (FAA)

RNAV (GPS) RWY 31

MOHALL MUNI (HBC)

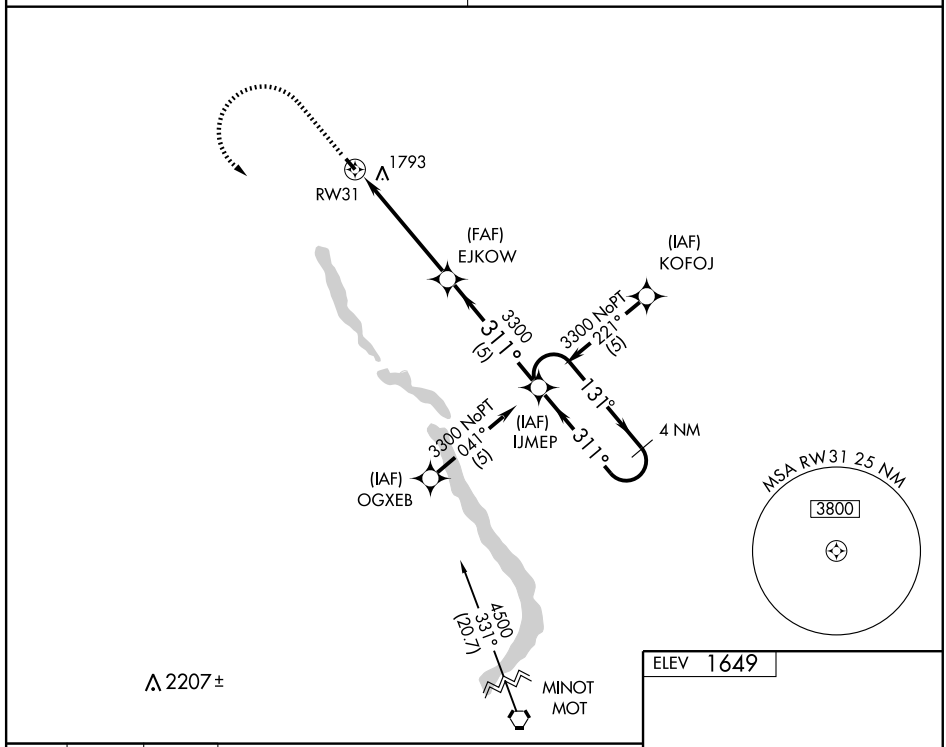
APP CRS	Rwy Idg	3121
311°	TDZE	1649
	Apt Elev	1649

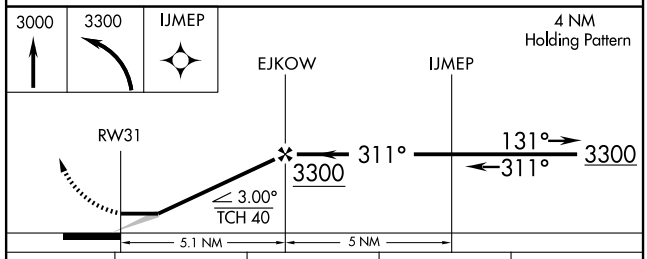
NA Use Minot Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct IJMEP WP and hold.

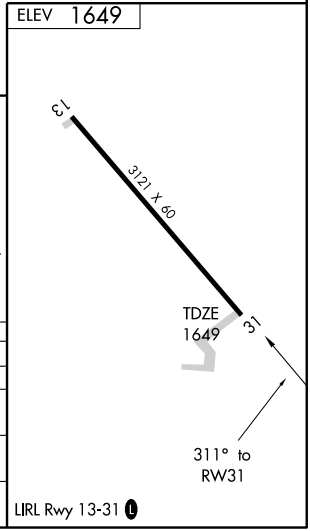
MINOT APP CON ★
119.6 363.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2180-1 531 (600-1)		2180-1½ 531 (600-1½)	NA
CIRCLING	2240-1 591 (600-1)		2240-1½ 591 (600-1½)	NA



NC-1. 08 APR 2010 to 06 MAY 2010

MOHALL, NORTH DAKOTA

AL-6052 (FAA)

VORTAC MOT	APP CRS	Rwy Idg	3121
117.1	329°	TDZE	1649
Chan 118		Apt Elev	1649

VOR/DME RWY 31

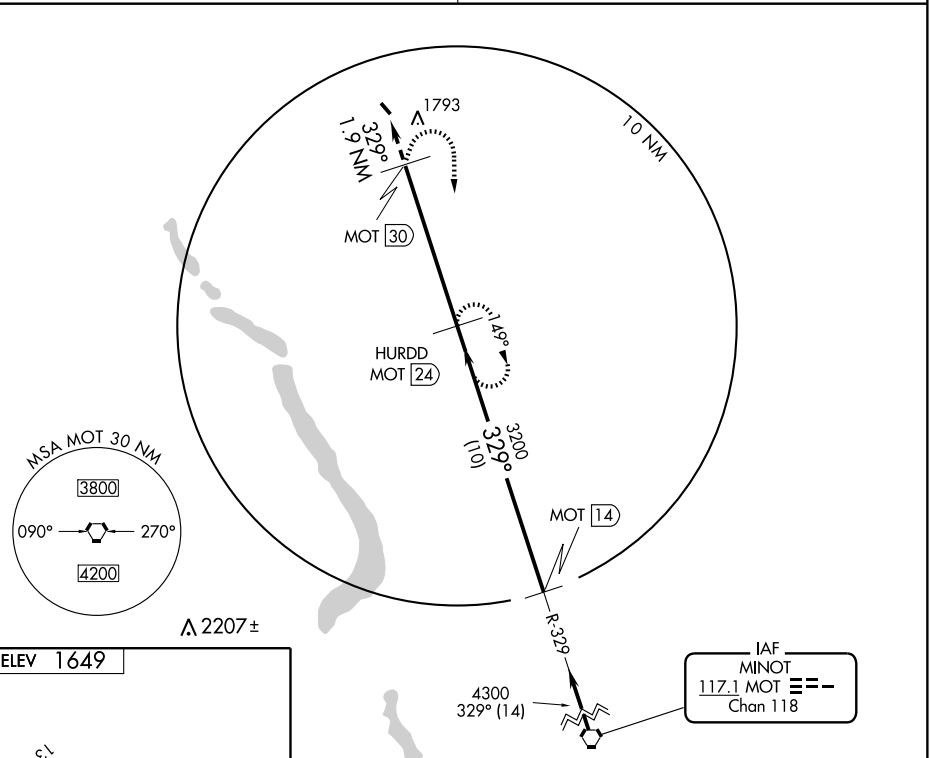
MOHALL MUNI (HBC)

NA Use Minot Intl altimeter setting.

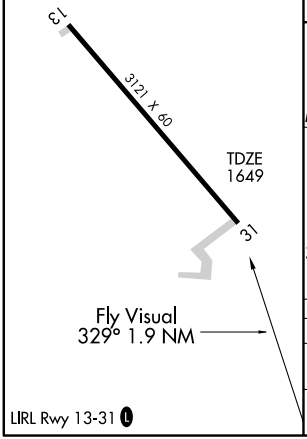
MISSED APPROACH: Climbing right turn to 3200 via MOT R-329 to HURDD 24 DME and hold.

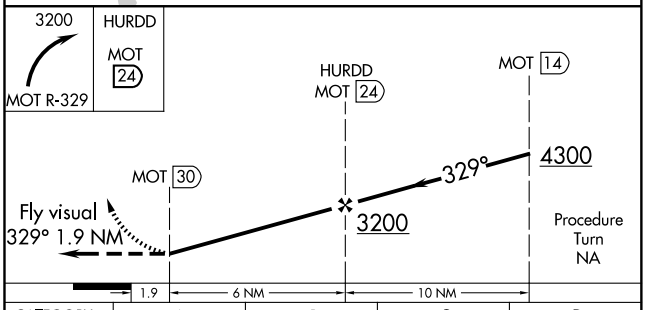
MINOT APP CON * 119.6 363.8

UNICOM 122.8 (CTAF) L



ELEV 1649





CATEGORY	A	B	C	D
S-31	2800-2	1151 (1200-2)	2800-3 1151 (1200-3)	NA
CIRCLING	2800-2	1151 (1200-2)	2800-3 1151 (1200-3)	NA

LIRL Rwy 13-31 L

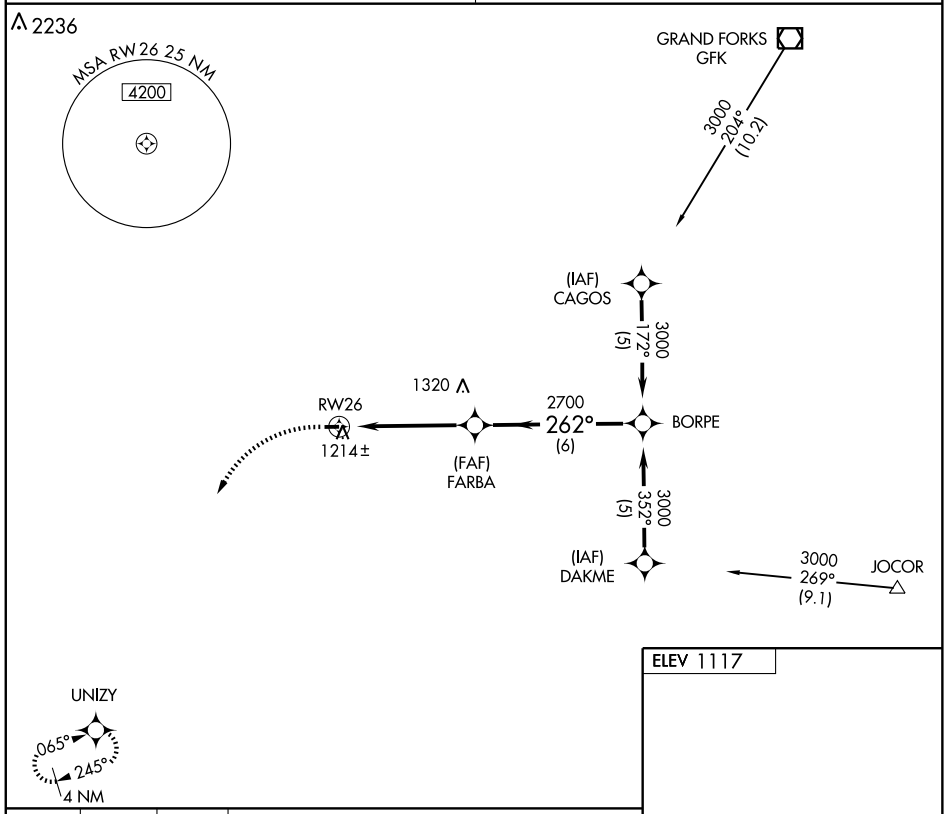
NC-1. 08 APR 2010 to 06 MAY 2010

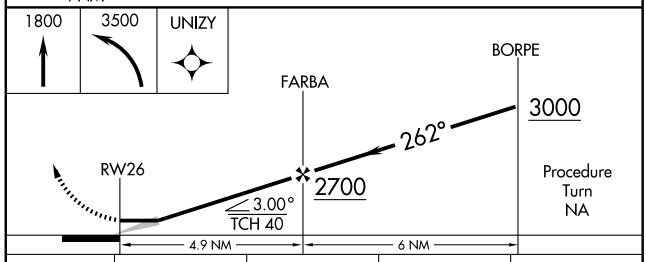
APP CRS		
262°	Rwy Idg	3160
	TDZE	1117
	Apt Elev	1117

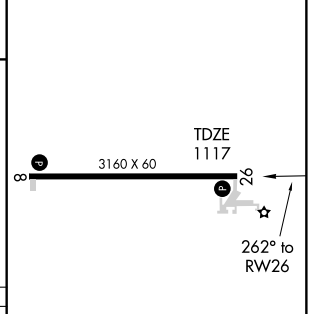
RNAV (GPS) RWY 26

NORTHWOOD MUNI-VINCE FIELD (4V4)

NA DME/DME RNP- 0.3 NA. Use Grand Forks Intl altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct UNIZY WP and hold.
GRAND FORKS APP CON **118.1 318.1**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	543 (600-1)	NA	
CIRCLING	1720-1	603 (700-1)	NA	

MIRL Rwy 8-26 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
305°	Rwy Idg	3505
	TDZE	1335
	Apt Elev	1335

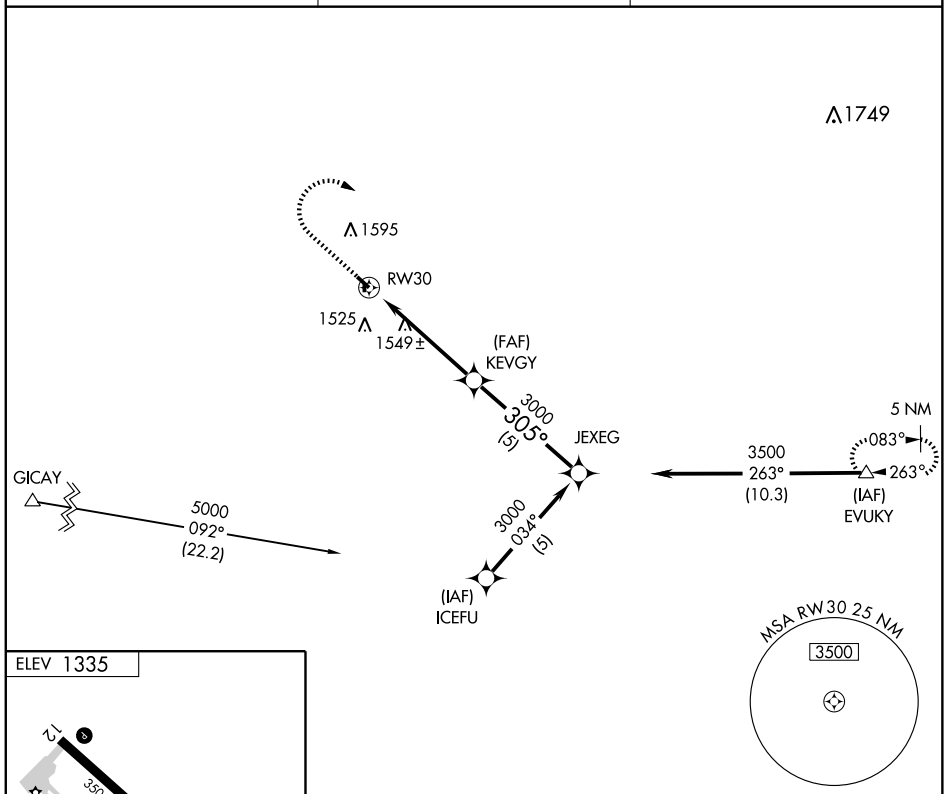
GPS RWY 30
OAKES MUNI (2D5)

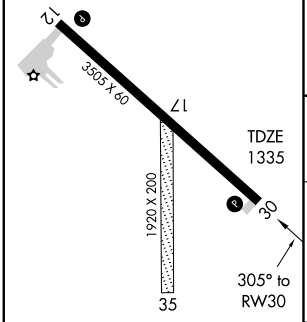
NA

Use Aberdeen altimeter setting.

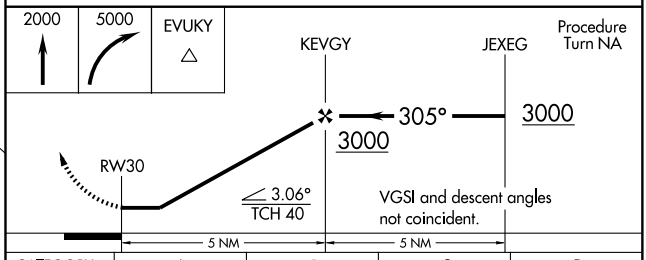
MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct EVUKY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.675	124.2 270.3	122.9 (L)





MIRL Rwy 12-30 (L)



CATEGORY	A	B	C	D
S-30	1920-1	585 (600-1)	1920-1½ 585 (600-1½)	NA
CIRCLING	1920-1	585 (600-1)	2020-2 685 (700-2)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC HML	APP CRS	Rwy Idg	3800
112.4	301°	TDZE	795
Chan 71		Apt Elev	795

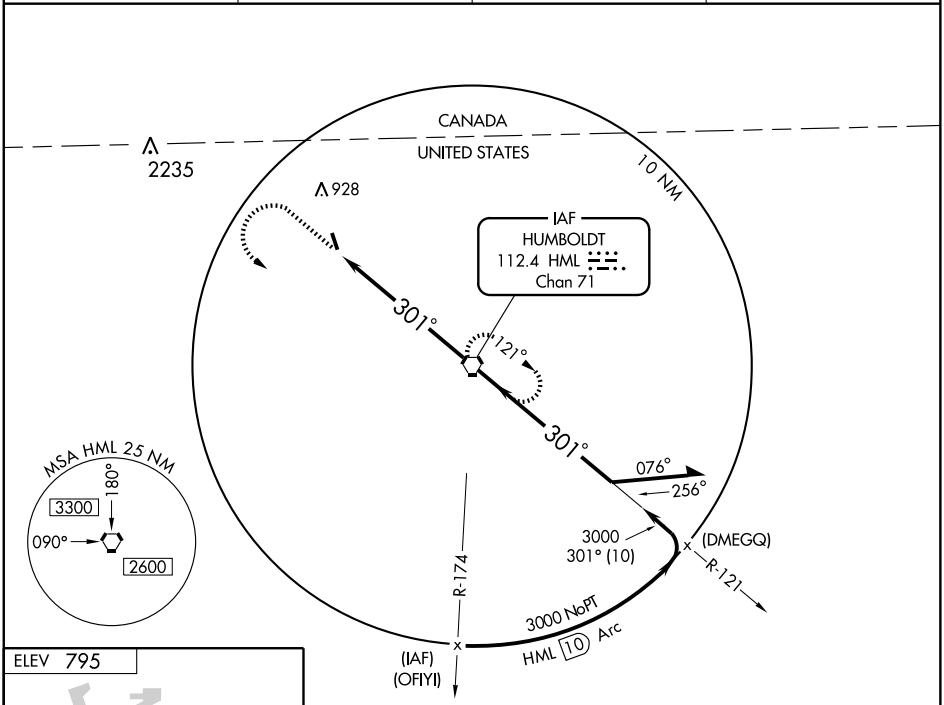
VOR or GPS RWY 33

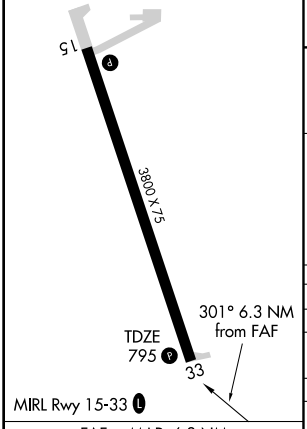
PEMBINA MUNI (PMB)

T
ANA — Obtain local altimeter setting on CTAF; when not received use Hallock altimeter setting.

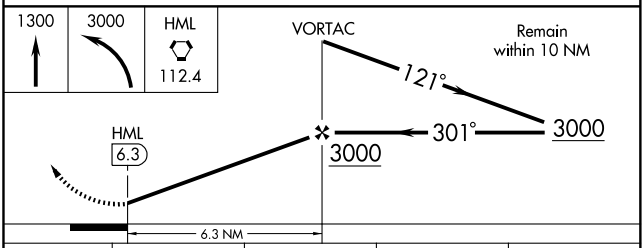
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct HML VORTAC and hold.

HALLOCK AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
126.475	132.15 269.6	122.1R	122.8 (CTAF) L





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-33		1180-1	385 (400-1)	NA
CIRCLING	1200-1 405 (500-1)	1300-1 505 (600-1)	1300-1½ 505 (600-1½)	NA
HALLOCK ALTIMETER SETTING MINIMUMS				
S-33	1220-1	425 (500-1)	1220-1¼ 425 (500-1¼)	NA
CIRCLING	1260-1 465 (500-1)	1360-1 565 (500-1)	1360-1½ 565 (500-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
322°	Rwy Idg	4300
	TDZE	1818
	Apt Elev	1822

GPS RWY 32
ROLLA MUNI (Ø6D)

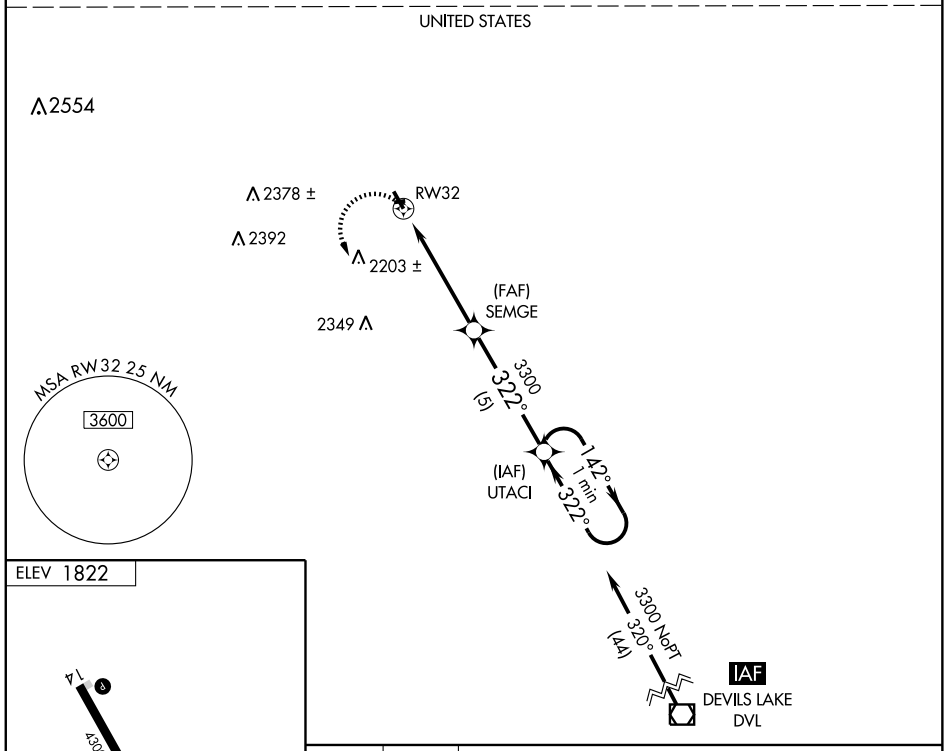
NA

Use Devils Lake altimeter setting.
IAF ARM APPROACH MODE PRIOR TO IAF.

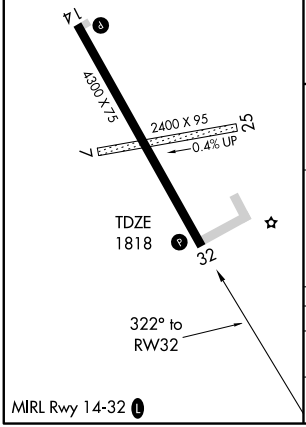
MISSED APPROACH: Climbing left turn to 4000 direct UTACI WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.125	125.875	127.6 279.6	122.8 (CTAF) L

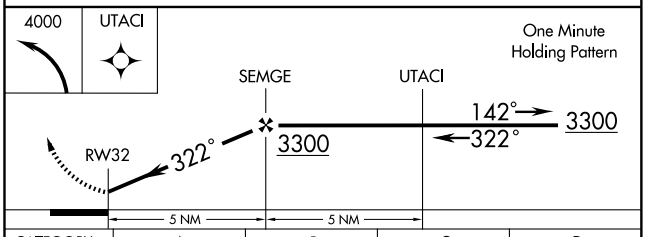
CANADA
UNITED STATES



ELEV 1822



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-32	2340-1	522 (600-1)	2340-1½ 522 (600-1½)	2340-1¾ 522 (600-1¾)
CIRCLING	2460-1	638 (700-1)	2480-1¾ 658 (700-1¾)	2660-2¾ 838 (900-2¾)

NC-1. 08 APR 2010 to 06 MAY 2010

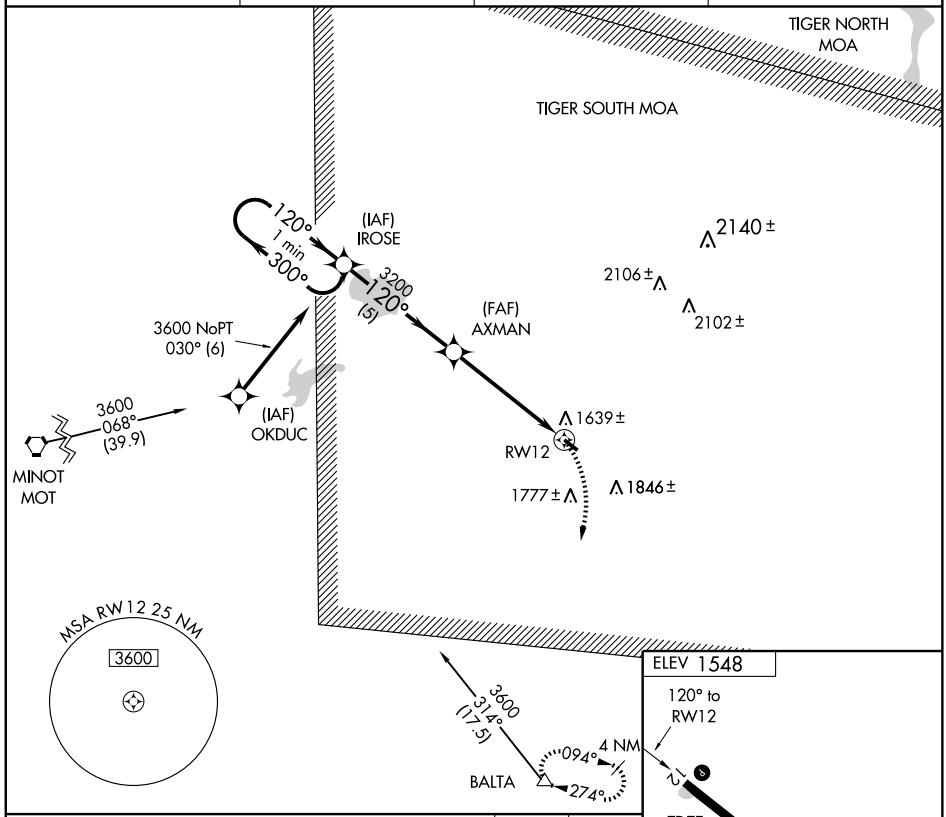
APP CRS	Rwy Idg	3604
120°	TDZE	1540
	Apt Elev	1548

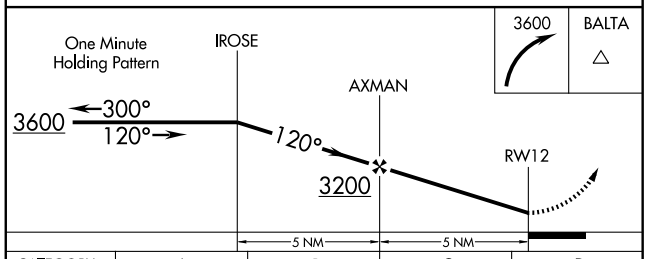
GPS RWY 12
RUGBY MUNI (RUG)

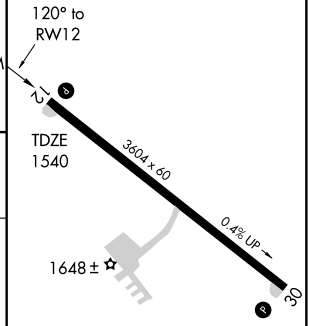
NA Use Devils Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 direct BALTA WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	GRAND FORKS RADIO	UNICOM
118.475	125.875	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	2020-1	480 (500-1)	2020-1¼ 480 (500-1¼)	NA
CIRCLING	2160-1	612 (700-1)	2160-1¾ 612 (700-1¾)	NA

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3604
301°	TDZE	1548
	Apt Elev	1548

GPS RWY 30
RUGBY MUNI (RUG)

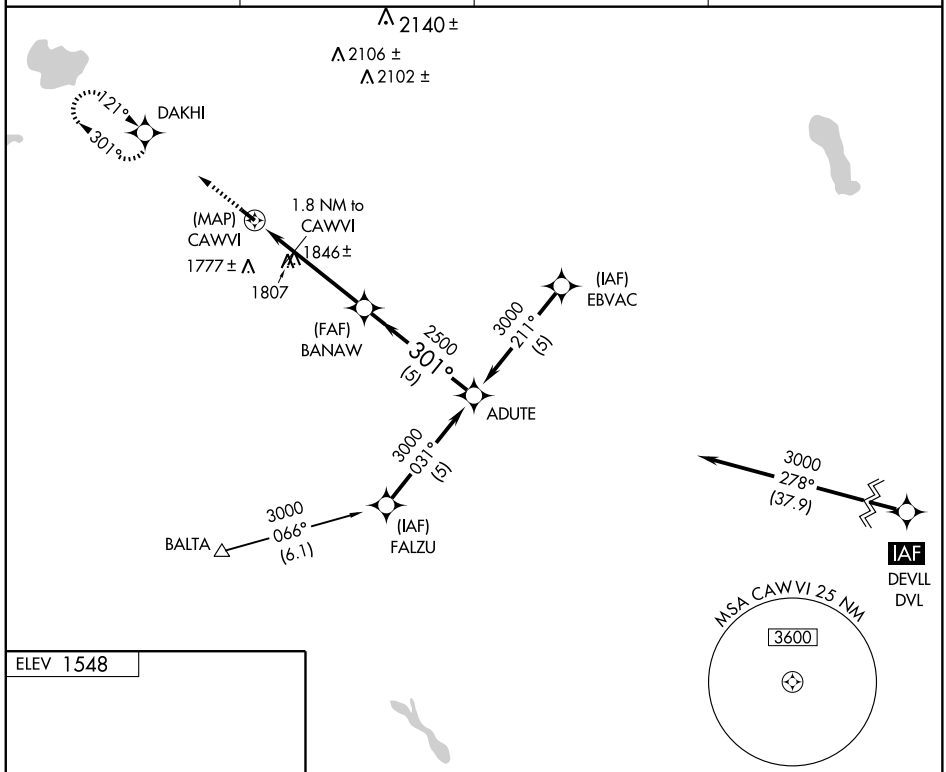
NA

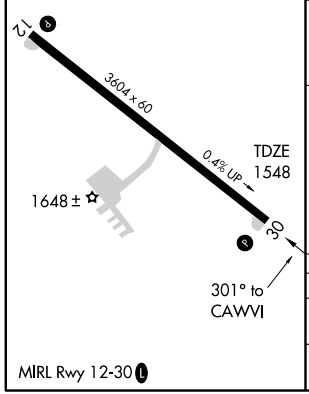
Use Devils Lake altimeter setting.

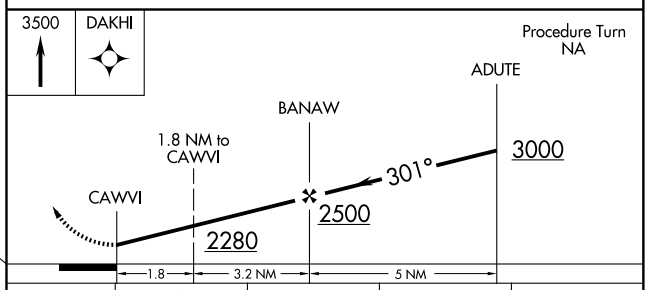
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 3500 direct DAKHI WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	GRAND FORKS RADIO	UNICOM
118.475	125.875	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	2080-1	532 (600-1)	2080-1½ 532 (600-1½)	NA
CIRCLING	2140-1	592 (600-1)	2140-1½ 592 (600-1½)	NA

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3900
278°	TDZE	2244
	Apt Elev	2245

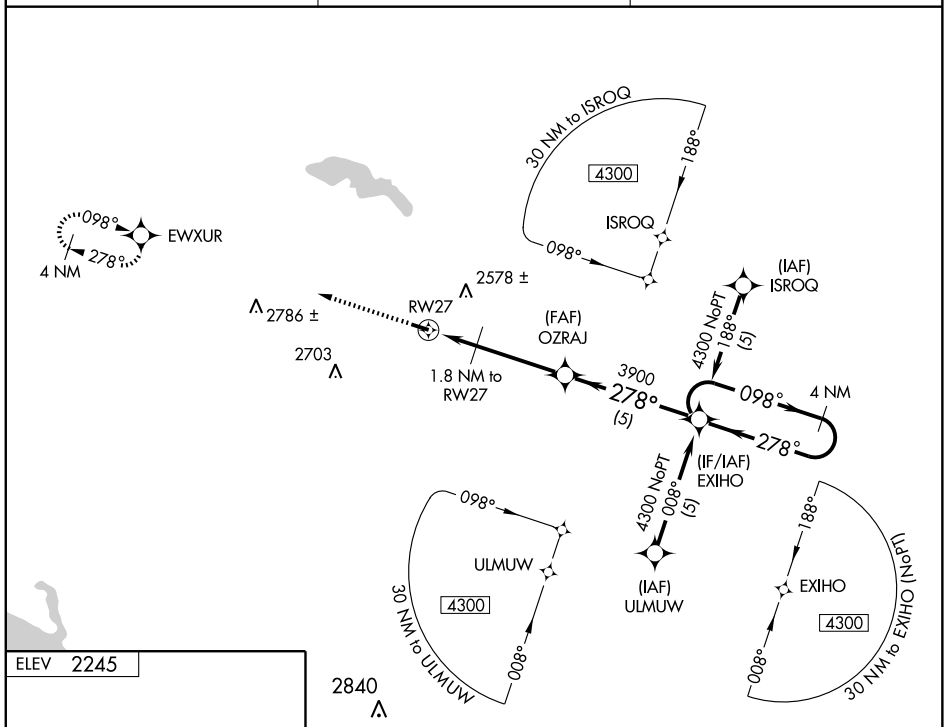
RNAV (GPS) RWY 27

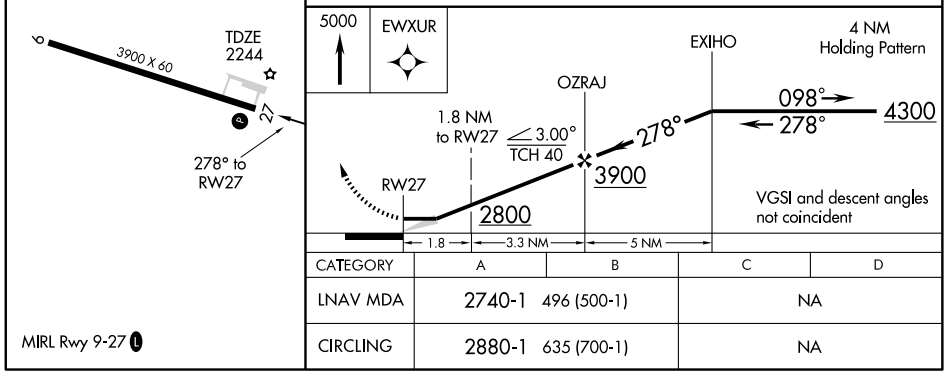
STANLEY MUNI (Ø8D)

NA Use Minot altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct EWXUR WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
121.1	127.6 279.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	2740-1 496 (500-1)		NA	
CIRCLING	2880-1 635 (700-1)		NA	

MIRL Rwy 9-27 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5102
303°	TDZE	2271
	Apt Elev	2271

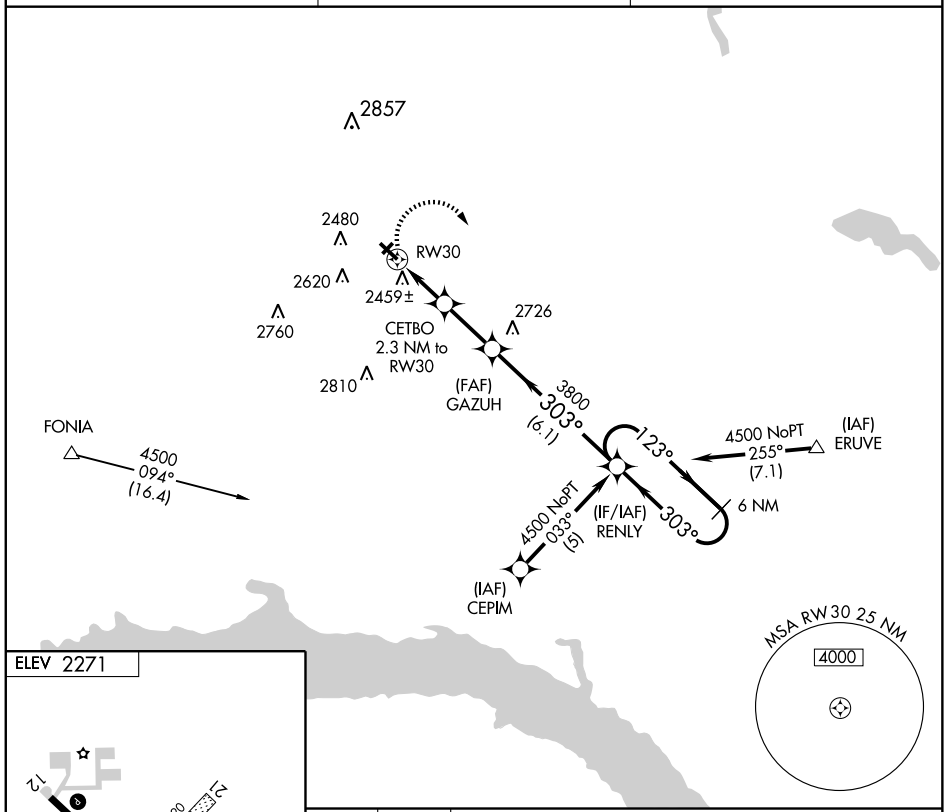
RNAV (GPS) RWY 30

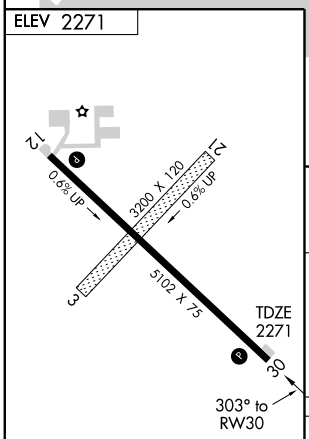
TIOGA MUNI (D60)

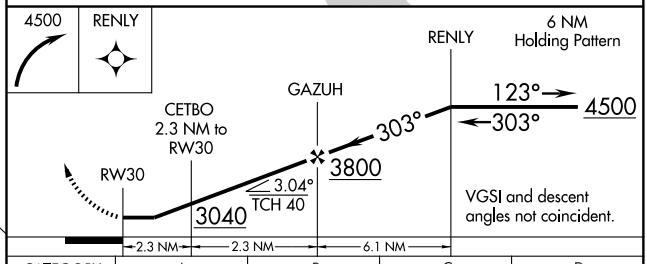
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williston altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and D visibility ¼ mile; Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4500 direct RENLY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	127.6 279.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2720-1 449 (500-1)		2720-1¼ 449 (500-1¼)	2720-1½ 449 (500-1½)
CIRCLING	2760-1 489 (500-1)	2840-1 569 (600-1)	2840-1½ 569 (600-1½)	2980-2¼ 709 (800-2¼)

MIRL Rwy 12-30 L

NC-1, 08 APR 2010 to 06 MAY 2010

NDB VCY	APP CRS	Rwy Idg	4202
382	306°	TDZE	1393
		Apt Elev	1400

NDB or GPS RWY 31

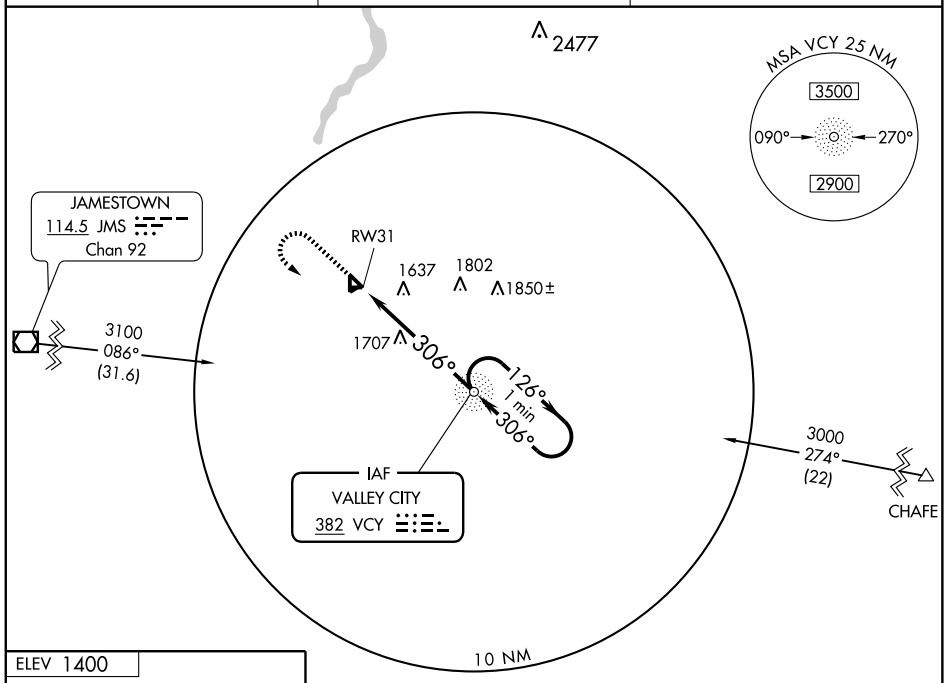
VALLEY CITY/BARNES COUNTY MUNI (6D8)

Obtain local altimeter setting on CTAF; when not received use Jamestown altimeter setting.

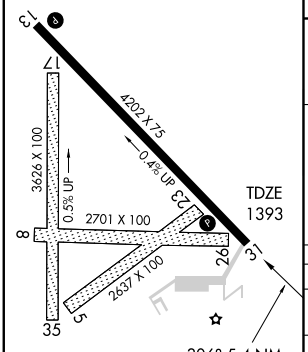
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct VCY NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L



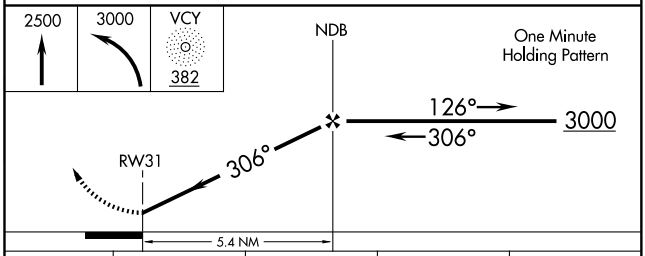
ELEV 1400



MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-31	2020-1	627 (700-1)	2020-1¾ 627 (700-1¾)	NA
CIRCLING	2020-1	620 (700-1)	2020-1¾ 620 (700-1¾)	NA
JAMESTOWN ALTIMETER SETTING MINIMUMS				
S-31	2120-1	727 (800-1)	2120-2 727 (800-2)	NA
CIRCLING	2120-1	720 (800-1)	2120-2 720 (800-2)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

NDB BWP	APP CRS	Rwy Idg	5100
233	342°	TDZE	967
		Apt Elev	968

NDB RWY 33

WAHPETON/HARRY STERN (BWP)

▼ If local altimeter setting not received, use Fergus Falls, MN altimeter setting and increase all MDAs 80 feet.

△ NA

MISSED APPROACH: Climb to 2500 then left turn direct BWP NDB and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L

FARGO
116.2 FAR
Chan 109

1567

2500
152°
(32.2)

IAF
BRECKENRIDGE-WAHPETON
233 BWP

1341±
1141
1245
1314
1153
1460
1162°
1069±

110.4 FFM
Chan 41

R-248

3100
280°
(59.8)

CINCH INT

342°

10 NM

207°
027°
162°
1089±

MSA BWP 25 NM
3100
110°
290°
2600

ALEXANDRIA
112.8 AXN
Chan 75

ELEV 968

15
21
5100 X 75
3254 X 150
342° to NDB
TDZE 967
33

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

2500	BWP 233

NDB
Remain within 10 NM
162°
CINCH INT
2500
342°
1440*
2.5 NM

*1520 when using Fergus Falls altimeter setting.

CATEGORY	A	B	C	D
S-33	1440-1	473 (500-1)	1440-1¼ 473 (500-1¼)	1440-1½ 473 (500-1½)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)
CINCH FIX MINIMUMS				
S-33	1380-1	413 (500-1)	1380-1¼	413 (500-1¼)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy ldg	5100
151°	TDZE	968
	Apt Elev	968

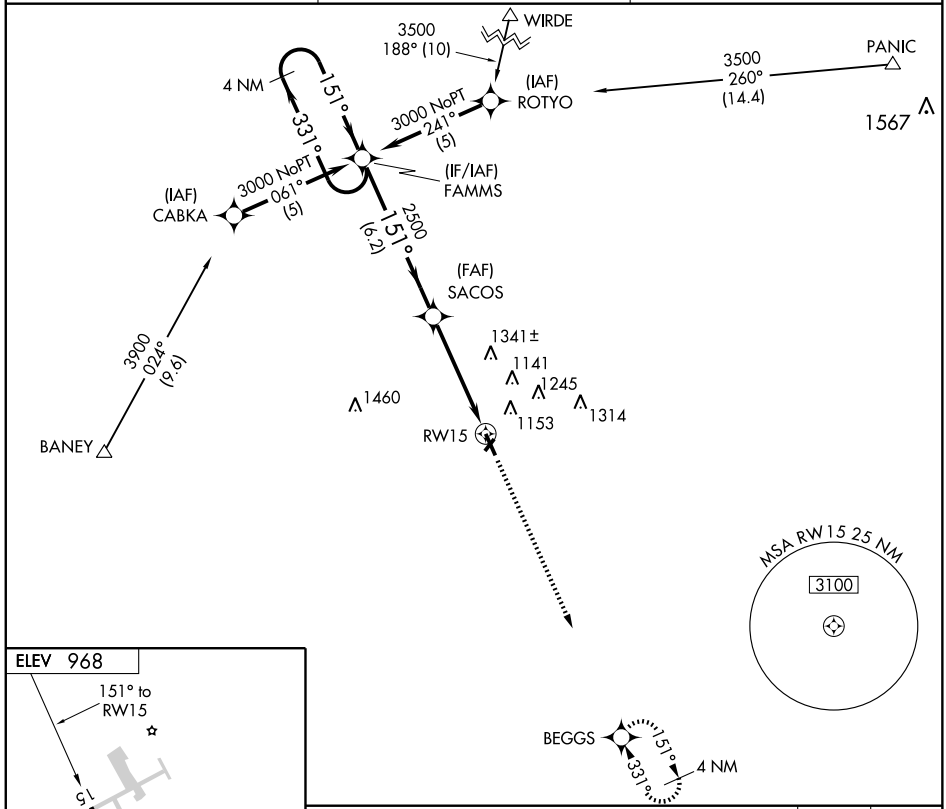
RNAV (GPS) RWY 15

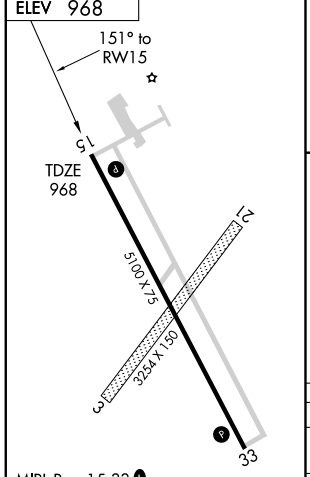
WAHPETON/ HARRY STERN (BWP)

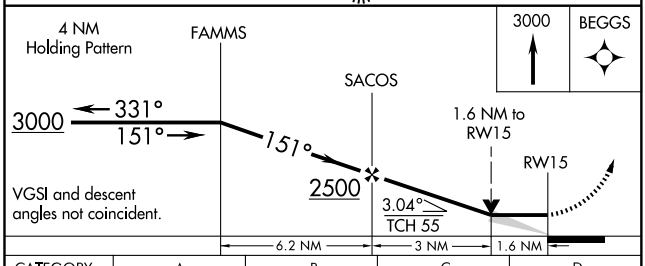
T NA — DME/DME RNP-0.3 NA. Circling to Rwy 3/21 NA at night. If local altimeter setting not received, use Fergus Falls, MN altimeter setting and increase all MDAs 80 feet. VDP NA when using Fergus Falls, MN altimeter setting.

MISSED APPROACH: Climb to 3000 direct BEGGS and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1	532 (600-1)	1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5100
331°	TDZE	967
	Apt Elev	968

RNAV (GPS) RWY 33

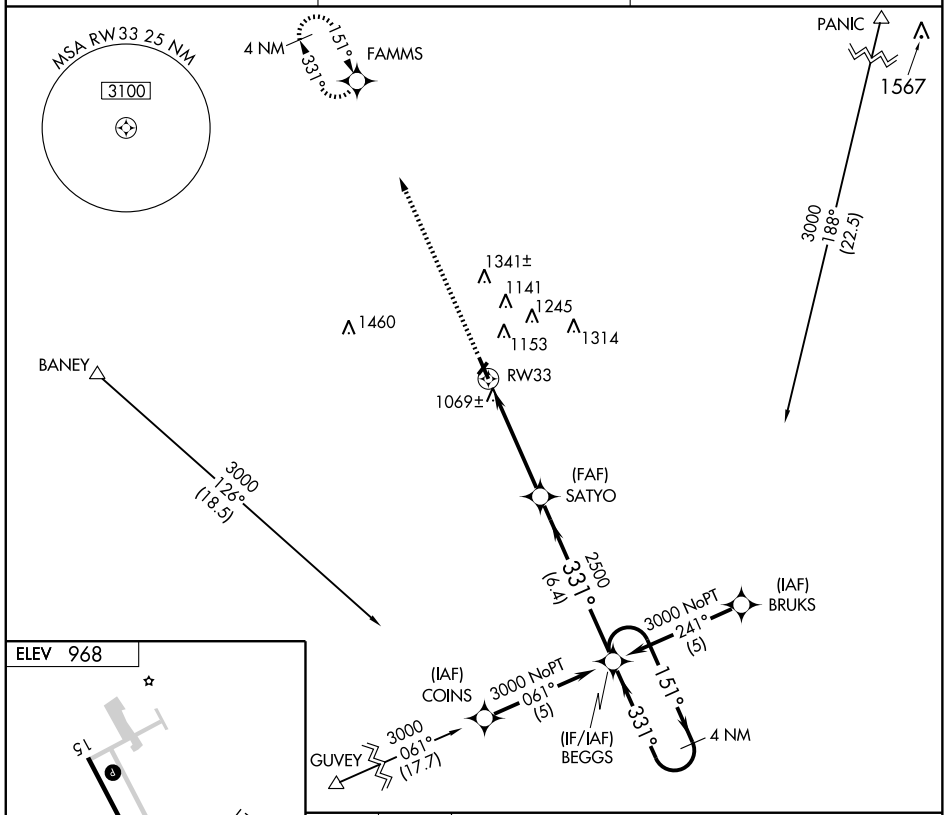
WAHPETON/HARRY STERN (BWP)

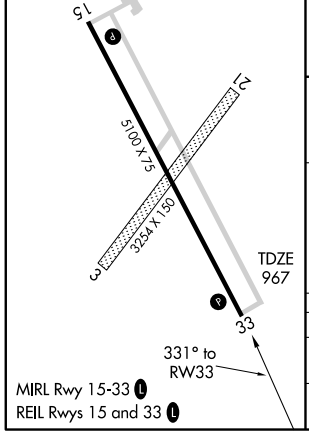
T
NA

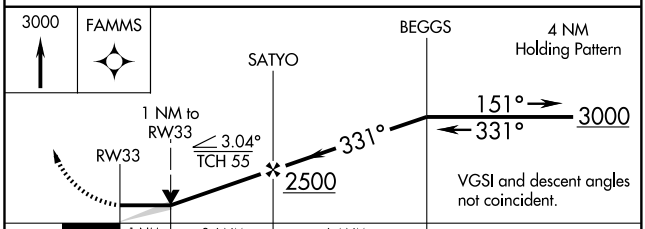
DME/DME RNP-0.3 NA.
If local altimeter setting not received , use Fergus Falls, MN altimeter setting and increase all MDAs 80 feet.
VDP NA when using Fergus Falls, MN altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAMMS and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L







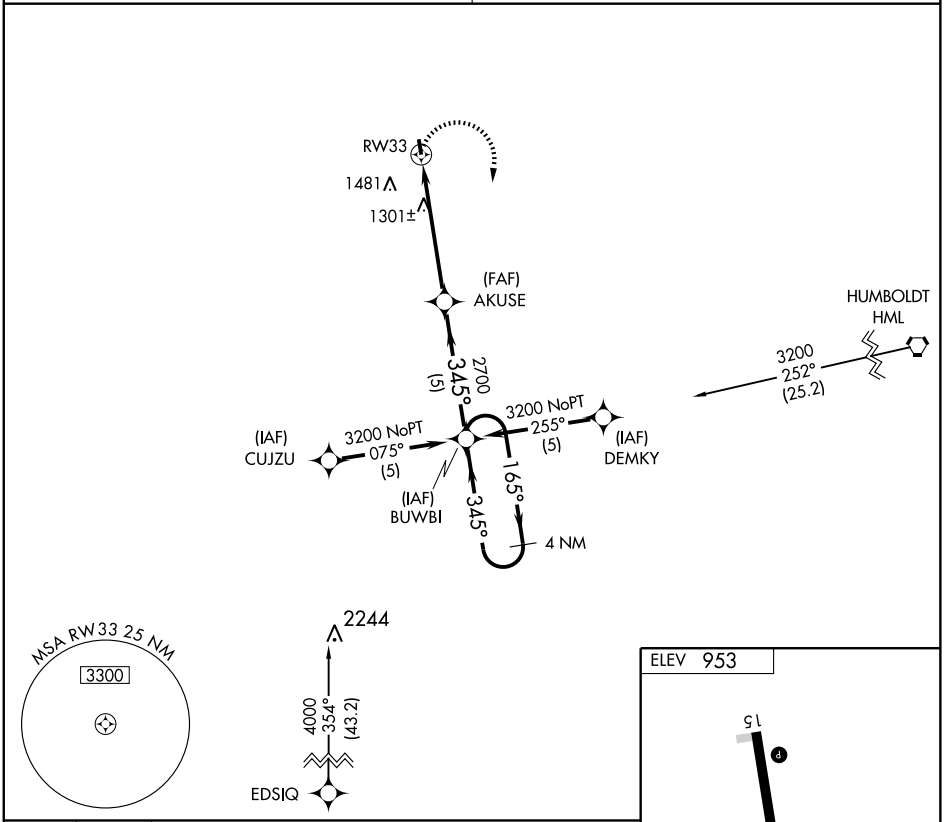
CATEGORY	A	B	C	D
LNAV MDA	1320-1 353 (400-1)			1320-1¼ 353 (400-1¼)
CIRCLING	1520-1 552 (600-1)		1520-1½ 552 (600-1½)	1560-2 592 (600-2)

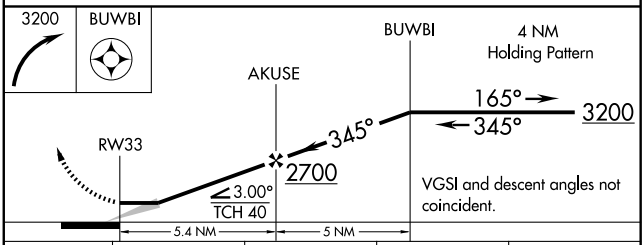
NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3400
345°	TDZE	953
	Apt Elev	953

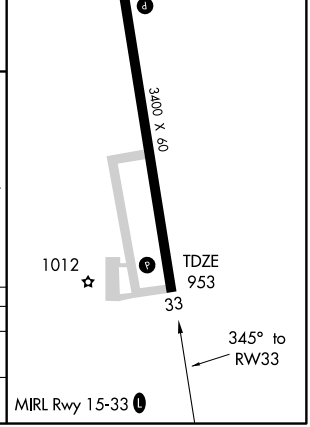
RNAV (GPS) RWY 33
WALHALLA MUNI (96D)

NA Use Hallock Muni altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 3200 direct BUWBI WP and hold.
MINNEAPOLIS CENTER 132.15 269.6	CTAF 122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1680-1	727 (800-1)	NA	
CIRCLING	1680-1	727 (800-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

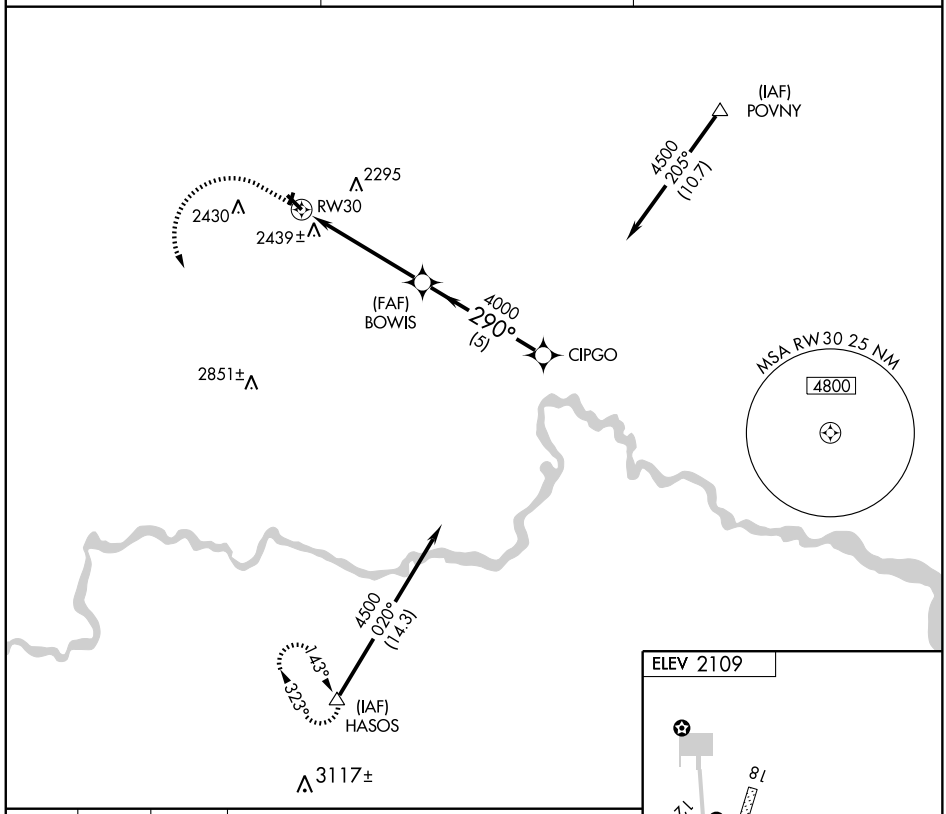
APP CRS	Rwy Idg	4402
290°	TDZE	2108
	Apt Elev	2109

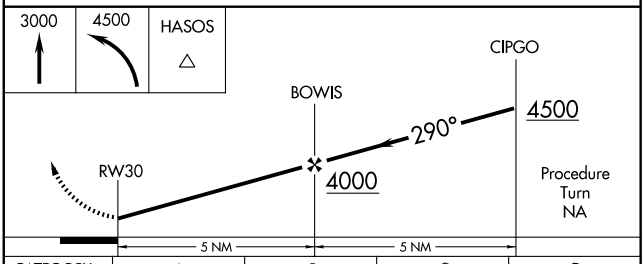
GPS RWY 30
WATFORD CITY MUNI (S25)

T
NA Use Williston altimeter setting.

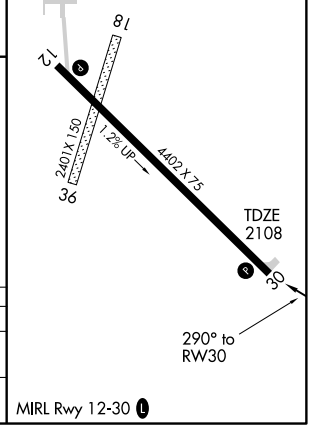
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct HASOS WP and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.125	126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-30	2780-1	672 (700-1)	NA	
CIRCLING	2840-1	731 (800-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-SFW	APP CRS	Rwy Idg	6650
108.7	292°	TDZE	1930
		Apt Elev	1982

ILS RWY 29

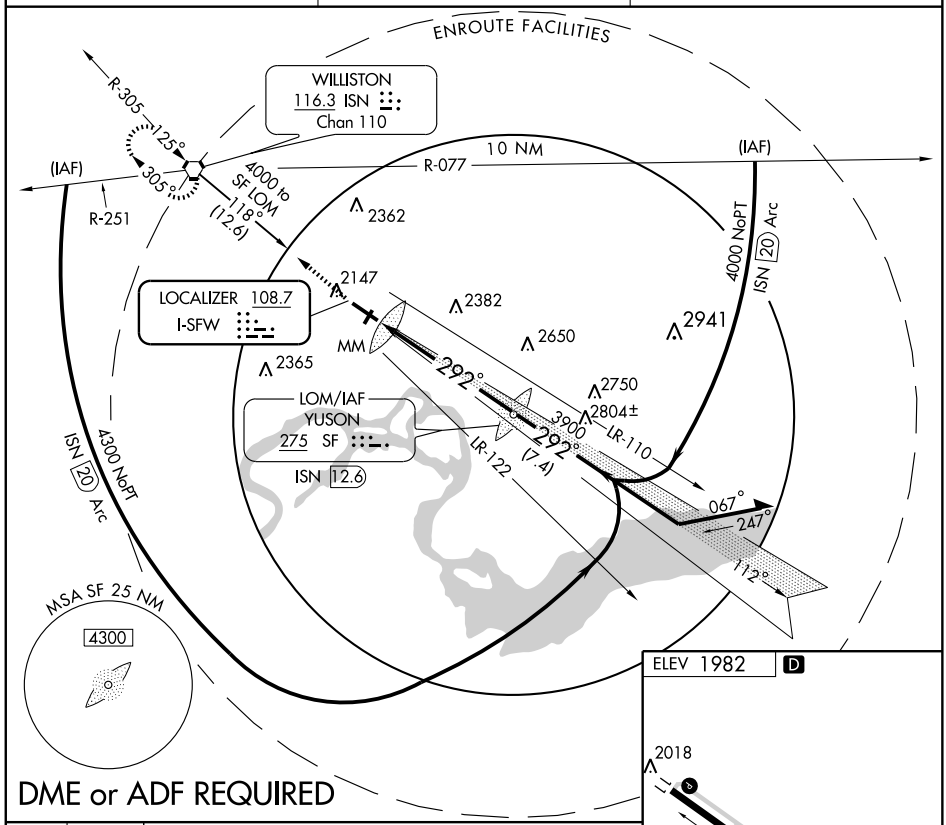
WILLISTON/ SLOULIN FIELD INTL (ISN)

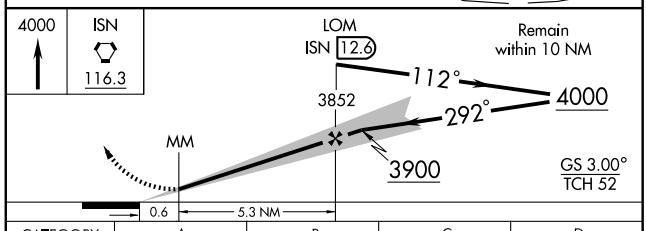
NA

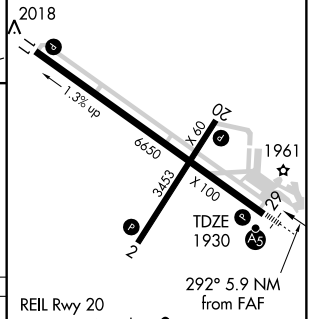
MALSR

MISSED APPROACH: Climb to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 29	2130-½ 200 (200-½)			
S-LOC 29	2420-½ 490 (500-½)		2420-¾ 490 (500-¾)	2420-1 490 (500-1)
CIRCLING	2500-1 518 (600-1)		2500-1½ 518 (600-1½)	2560-2 578 (600-2)

REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1. 08 APR 2010 to 06 MAY 2010

LOM SF	APP CRS	Rwy Idg	6650
275	292°	TDZE	1930
		Apt Elev	1982

NDB RWY 29

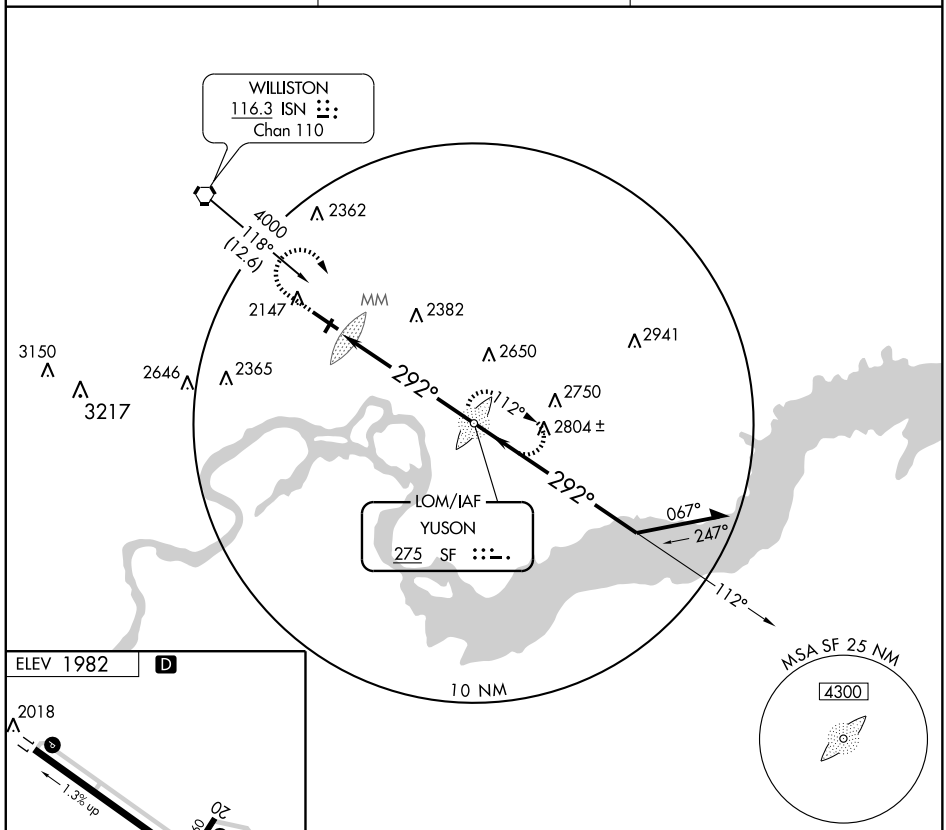
WILLISTON/ SLOULIN FIELD INTL (ISN)

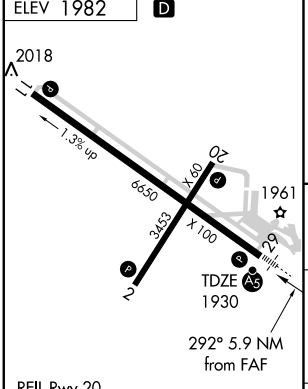
NA

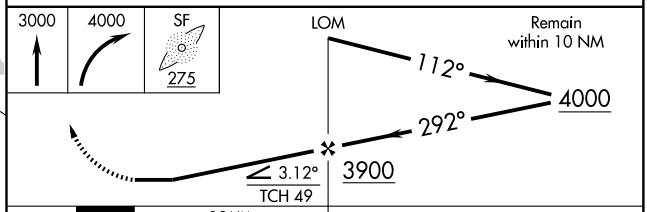
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct SF LOM and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-29	2480-¾ 550 (500-¾)		2480-1 550 (500-1)	2480-1½ 550 (500-1½)
CIRCLING	2500-1 518 (600-1)		2500-1½ 518 (600-1½)	2560-2 578 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ISN	APP CRS	Rwy Idg	6650
116.3	303°	TDZE	1930
Chan 110		Apt Elev	1982

VOR/DME or GPS RWY 29

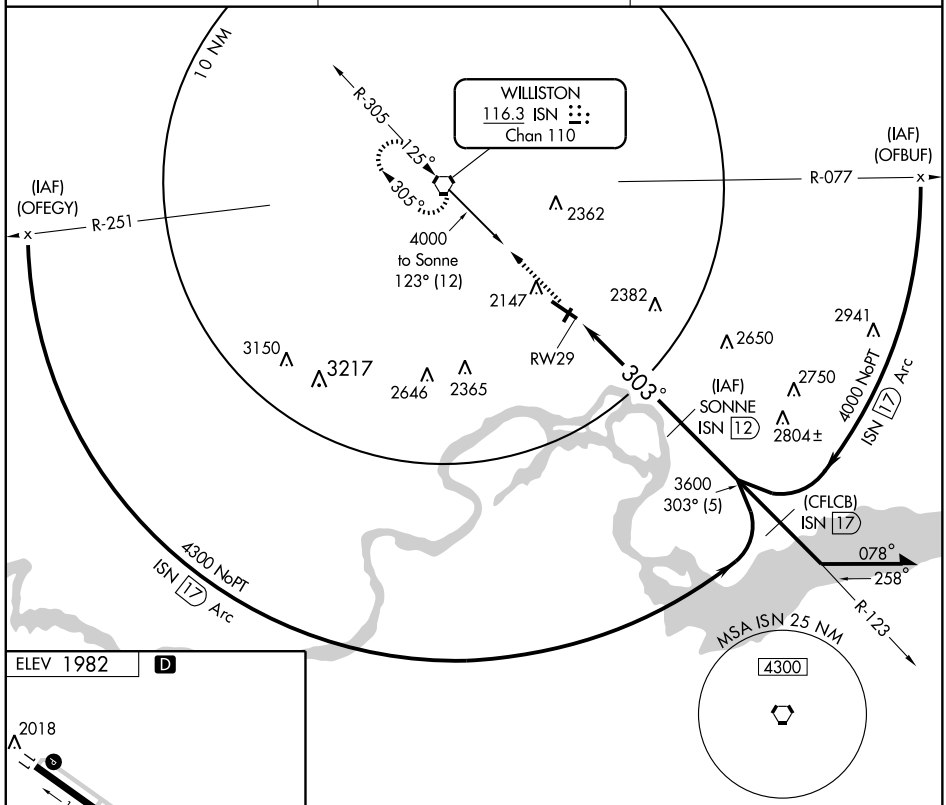
WILLISTON/ SLOULIN FIELD INTL (ISN)

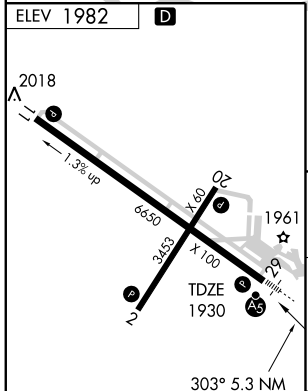
Inoperative components table does not apply.

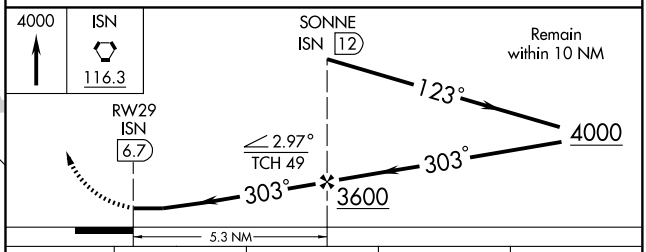
MALSR

MISSED APPROACH: Climb to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	2420-1	490 (500-1)	2420-1¼ 490 (500-1¼)	2420-1½ 490 (500-1½)
CIRCLING	2500-1	518 (600-1)	2500-1½ 518 (600-1½)	2560-2 578 (600-2)

REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

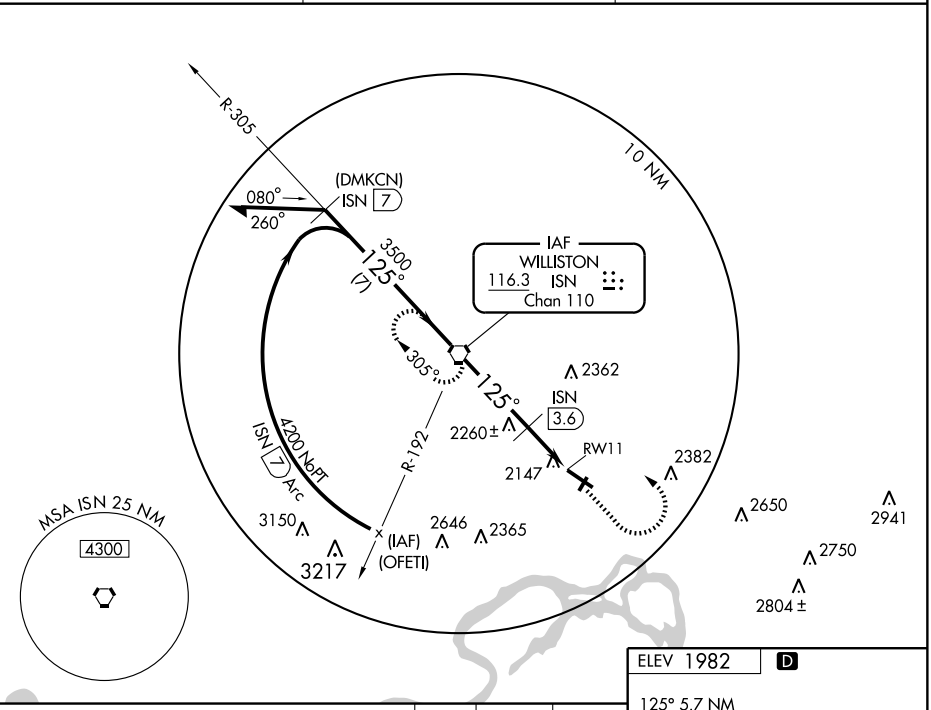
VORTAC ISN	APP CRS	Rwy Idg	6650
116.3	125°	TDZE	1982
Chan 110		Apt Elev	1982

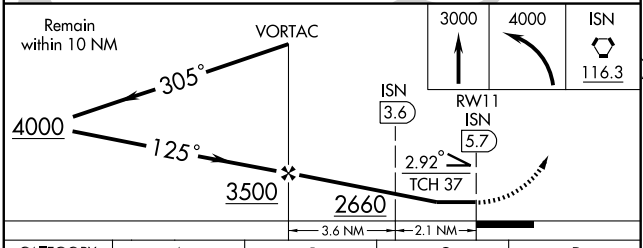
VOR or GPS RWY 11

WILLISTON/ SLOULIN FIELD INTL (ISN)

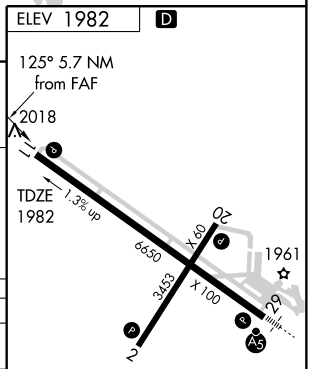
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-11	2660-1 678 (700-1)		2660-2 678 (700-2)	2660-2¼ 678 (700-2¼)
CIRCLING	2660-1 678 (700-1)		2660-2 678 (700-2)	2660-2¼ 678 (700-2¼)
DME MINIMUMS				
S-11	2520-1 538 (600-1)		2520-1½ 538 (600-1½)	2520-1¾ 538 (600-1¾)
CIRCLING	2520-1 538 (600-1)		2520-1½ 538 (600-1½)	2560-2 578 (600-2)



REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-1. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 31[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 35[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALBION, NE

ALBION MUNI ..... **NDB Rwy 33**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI ..... **RNAV (GPS) Rwy 17[12]**
RNAV (GPS) Rwy 35[12]
VOR Rwy 13[12]
VOR Rwy 17[3]
VOR Rwy 35[12]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME — ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

BROKEN BOW, NE

BROKEN BOW MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ..... **ILS Rwy 2[12]**
NDB Rwy 20[1]
VOR/DME Rwy 2[34]
VOR/DME Rwy 20[35]

[1]NA when Chadron weather not available,except for operators with approved weather reporting service.
[2]ILS, 700-2.
[3]NA except for operators with approved weather reporting service.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[5]Categories A,B, 1300-2; Categories C, D, 1300-3.

COLUMBUS, NE

COLUMBUS MUNI ..... **LOC/DME Rwy 14[1]**
VOR Rwy 14[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL ..... **ILS or LOC Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FALLS CITY, NE

BRENNER FIELD ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

FREMONT, NE

FREMONT MUNI ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

GARDEN CITY, KS

GARDEN CITY RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Ryw 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35
NA when local weather not available.

GRAND ISLAND, NE

CENTRAL NEBRASKA
RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 31[2]
[1]DME required.
[2]NA when local weather not available.

GREAT BEND, KS

GREAT BEND MUNI ..... **NDB Rwy 35**
RNAV (GPS) Rwy 35
NA when local weather not available.

HASTINGS, NE

HASTINGS MUNI ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

HAYS, KS

HAYS RGNL ..... **VOR Rwy 16**
Category D, 800-2¼.

HILL CITY, KS

HILL CITY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE

BREWSTER FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A[1]
A when local weather not available.
[1]Category C, 800-2¼;Category D, 800-2½.

NAME ALTERNATE MINIMUMS

HUTCHINSON, KS

HUTCHINSON MUNI ..... **ILS or LOC Rwy 13[1]**
LOC BC Rwy 31[1]
NDB Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

IMPERIAL, NE

IMPERIAL MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

KEARNEY, NE

KEARNEY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

LAWRENCE, KS

LAWRENCE MUNI ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.
[1]ILS, Category C, 700-2.

LEXINGTON, NE

JIM KELLY FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LIBERAL, KS

LIBERAL-MID
AMERICA RGNL ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4[1]
VOR Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

LINCOLN, NE

LINCOLN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS

MANHATTAN RGNL ..... **ILS Rwy 3**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

MC COOK, NE

MC COOK BEN
NELSON RGNL ..... **ILS or LOC/DME Rwy 12**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30
NA when local weather not available.

MC PHERSON, KS

MC PHERSON ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI ... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY . **ILS or LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NORFOLK, NE

KARL STEFAN
MEMORIAL ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT
LEE BIRD FIELD ..... **ILS or LOC Rwy 30[1]**
VOR Rwy 35[2]
[1]Categories B, C, D, 700-2.
[2]Category C, 800-2¼; Category D, 800-2½.

OGALLALA, NE

SEARLE FEILD ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

OLATHE, KS

NEW CENTURY
AIR CENTER ..... **ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR-A[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OMAHA, NE

EPPLEY
AIRFIELD ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC/DME Rwy 14R[1]
ILS or LOC/DME Rwy 18[1]
ILS or LOC Rwy 32L[3]
ILS or LOC 32R[2]
ILS Rwy 36[1]
RNAV (GPS) Rwy 14L[4]
RNAV (GPS) Rwy 14R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 32L[5]
RNAV (GPS) Rwy 32R[6]
RNAV (GPS) Rwy 36[4]
6097VOR Rwy 32L[4]
[1]ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D,800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.
[6]Categories A,B,C,D, 800-2½.

MILLARD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-
JOHN L BAKER FIELD .... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

ORD, NE

EVELYN SHARP FIELD ..... **NDB Rwy 13[1]**
RNAV (GPS) Rwy 13
RNAV (GPS) Y Rwy 31
RNAV (GPS) Z Rwy 31
NA when local weather not available.
[1]Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATTSMOUTH, NE

PLATTSMOUTH MUNI ..... **NDB Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

SALINA, KS

SALINA MUNI ..... **ILS or LOC Rwy 35[1]**
NDB Rwy 35[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR Rwy 17[3][4]
[1]LOC, NA when control tower closed.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¼.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
WILLIAM B. HEILIG FIELD ..... **ILS Rwy 30[1]**
ILS or LOC/DME Rwy 12[2][3]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 12[3][4]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 30[3]
VOR/DME Rwy 5[3]
VOR or TACAN Rwy 23[3]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D,800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SIDNEY, NE

SIDNEY MUNI/
LLOYD W CARR FIELD ... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
VOR/DME or TACAN Rwy 13
VOR/DME or TACAN Rwy 31
NA when local weather not available.
[1]Category D, 800-2¼.

TEKAMAH, NE

TEKAMAH MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

TOPEKA, KS

FORBES FIELD ..... **ILS or LOC Rwy 31[1][2]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

PHILIP BILLARD MUNI .... **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

VALENTINE, NE

MILLER FIELD ..... **NDB Rwy 32,** 900-2.

WICHITA, KS

COLONEL
JAMES JABARA ..... **ILS or LOC/DME Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
RNAV (GPS)-E[2]
VOR-A[2]

NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

WICHITA
MID-CONTINENT ..... **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[1]
ILS Rwy 19R[1]
ILS or LOC Rwy 19L[2]
VOR Rwy 14[3]

[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

MARSHALL AAF (KFRI), KS (Fort Riley) (10070 USA) ELEV 1065

RADAR - (E) 121.25 254.35

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	4	3.0°/36/683	ABCD	**1265**-¾	200	(200-¾)
ASR[1]	4		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1700**-2	635	(700-2)
	22		AB	**1680**-1	616	(700-1)
			C	**1680**-1¾	616	(700-1¾)
			D	**1680**-2	616	(700-2)
CIR	All Rwy[2]		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1760**-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.
[1]Opr 1300-0530Z++ Mon-Sat exc hol. [2]Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF) ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	30[456]	2.8°/57/1178	ABCDE	**1189**/24	200	(200-½)
	12[23578]	3.0°/46/1066	ABCDE	**1293**/50	250	(300-1)

[1]PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. [2]When ALS inop, RVR/vis increase not required. [3]VGSI and procedure TCH not coincident. [4]When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾. [5]CAUTION: Extensive light aircraft in vicinity Millard Muni. [6]MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. [7]CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. [8]MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)
NOTE: **Rwy 31,** fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 15,** trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33,** trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA.

NAME	TAKE-OFF MINIMUMS

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)
NOTE: **Rwy 16,** trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34,** fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE
ROCK COUNTY (RBE)
AMDT2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 13,** fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31,** rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE
BEATRICE MUNI (BIE)
ORIG 08045 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS
MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26,** NA.
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb to 2400 before turning east on course.

BLAIR, NE
BLAIR MUNI (BTA)
ORIG 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 13,** climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.
NOTE: **Rwy 13,** rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31,** trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE
BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CLAY CENTER, KS
CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS
COFFEYVILLE MUNI (CFV)
ORIG 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35,** 300-1.

COLBY, KS
SHALZ FIELD (CBK)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30,** N/A-Environmental.
NOTE: **Rwy 17,** terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35,** terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE
COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb o f 331' per NM to 1800.
NOTE: **Rwy 2,** tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14,** multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20,** tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32,** multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA.

COZAD, NE

COZAD MUNI (CZD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA - Environmental.

NOTE: **Rwy 13,** grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL .Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31,** multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE

CRETE MUNI (CEK)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA - Environmental.

NOTE: **Rwy 17,** numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35,** numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-turf runway.

NOTE: **Rwy 32,** trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1¼ or std. with a min. climb of 237' per NM to 4300.

NOTE: **Rwy 22,** tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19,** tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)
ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-VFR/Turf Rwy.

NOTE: **Rwy 17,** multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35,** multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14,** pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32,** tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS
SHERMAN AAF (FLV)
ORIG 05300 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** Climb via heading 155° to 1700 before turning southwest.
NOTE: **Rwy 15,** road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33,** multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS
FORT SCOTT MUNI (FSK)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36,** multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE
FREMONT MUNI (FET)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 19,** Climb heading 185° to 1800 before proceeding on course.
NOTE: **Rwy 1,** vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14,** tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19,** vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32,** multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS
GARDEN CITY RGNL (GCK)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.

GARDNER, KS
GARDNER MUNI (K34)
ORIG-A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.
NOTE: **Rwy 26,** multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS
RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** NA.
DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.
NOTE: **Rwy 12,** road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17,** rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23,** road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30,** rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE
GORDON MUNI (GRN)
AMDT 2 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE
QUINN FIELD (GTE)
AMDT 1 81106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE
CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE
GRANT MUNI (GGF)
ORIG 08213 (FAA)
NOTE: **Rwy 15,** post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33,** terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35,** tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14,** vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
AMDT 2 92180 (FAA)
DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE
HEBRON MUNI (HJH)
ORIG 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,12,21,30,** 300-1.
DEPARTURE PROCEDURE: **All Rwys:** climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS
HILL CITY MUNI (HLC)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35,** climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17,** tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35,** tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE
BREWSTER FIELD (HDE)
AMDT 2 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 3800 before turning right. **Rwy 36,** climb runway heading to 3600 before turning left.

HUGOTON, KS
HUGOTON MUNI (HQG)
AMDT 1 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2,** multiple poles,hangars,and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20,** vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS
HUTCHINSON MUNI (HUT)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4,22,** 300-1 or std. with a min. climb of 370' per NM to 1700.
DEPARTURE PROCEDURE: **All Rwys,** eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4,** trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17,** trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35,** obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1,** trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19,** vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental. **Rwy 18**, 500-2¾ or std. with a min. climb of 420' per NM to 1700. **Rwy 36,** 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 189° to 2200 before turning right. **Rwy 36,** climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18,** numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36,** tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13,** trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10,** fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28,** terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33,** 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1,** bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15,** tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19,** tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33,** tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 136° to 3500' before turning right. **Rwy 19,** for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14,** multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32,** fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)
AMDT 5 07242 (FAA)

NOTE: **Rwy 4,** obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35,** multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL. **Rwy 18,** rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35,** warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)
AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways,** westbound departures heading 210° through 360° NA. **Rwy 31,** departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3,** 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13,** 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21,** 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31,** 100' AGL tree 8354' from departure end of runway, 867' right of centerline.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*
* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)
ORIG 09351(FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.

NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16,** multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34,** trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1,** multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13,** tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL. **Rwy 19,** fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31,** multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)
ORIG 09351 (FAA)

NOTE: **Rwy 1,** terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14,** terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19,** terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32,** terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.

NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)
ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)
ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)
ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF)

OMAHA, NE . . . . . .ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18,** multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36,** antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4,** fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18,** tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36,** ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R,** Climb heading 139° to 2600 before proceeding on course. **Rwy 18,** Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R,** Climb heading 319° to 2600 before proceeding westbound. **Rwy 36,** Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L,** Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R,** Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18,** Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L,** Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R,** Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36,** Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 123° to 3200 before proceeding on course. **Rwy 30,** climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30,** multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13,** pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31,** trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE
GARDEN COUNTY (OKS)
ORIG 05020 (FAA)
DEPARTURE PROCEDURE: **Rwy12,** climb via heading 125° to 4000 before turning right.

OTTAWA, KS
OTTAWA MUNI (OWI)
ORIG 97254 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,13,23,31,** NA.

PARSONS, KS
TRI-CITY (PPF)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35,** trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS
PHILLIPSBURG MUNI (PHG)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA (Turf runway)
NOTE: **Rwy 31,** trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS
ATKINSON MUNI (PTS)
ORIG 01193 (FAA)
NOTE: **Rwy 10,** 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16,** 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE
MODISETT (9V5)
ORIG 09239 (FAA)
NOTE: **Rwy 14,** trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32,** terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS
RUSSELL MUNI (RSL)
AMDT 1 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.
NOTE: **Rwy 17,** post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35,** multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS
SALINA MUNI (SLN)
ORIG 08325 (FAA)
NOTE: **Rwy 4,** light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12,** rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17,** road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18,** rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22,** trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30,** trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36,** trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE
WESTERN NEBRASKA RGNL
WILLIAM B. HEILIG FIELD (BFF)
AMDT 4 93175 (FAA)
DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE
SEWARD MUNI (SWT)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2800 before turning on course. **Rwy 16,** climb runway heading to 3500 before turning right. **Rwy 34,** climb runway heading to 3000 before turning left.

SIDNEY, NE
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K)
ORIG 91318 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

TEKAMAH, NE
TEKAMAH MUNI (TQE)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.
NOTE: **Rwy 14,** north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32,** trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE
THOMAS COUNTY (TIF)
AMDT 1 08269 (FAA)
NOTE: **Rwy 11,** trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29,** trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS
FORBES FIELD (FOE)
ORIG 09183 (FAA)
NOTE: **Rwy 3,** trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL. **Rwy 31,** rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)
PHILIP BILLARD MUNI (TOP)
AMDT 1 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 200-1¼ or std. w/ min. climb of 286' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 224° to 1900 before turning right. **Rwy31,** climb heading 309° to 1800 before turning left.
NOTE: **Rwy 4,** antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13,** tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18,** trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31,** trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36,** trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS
ULYSSES (ULS)
AMDT 2A 10014 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17,** 300-1¾ or std. w/ min. climb of 281' per NM to 3500.
DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.
NOTE: **Rwy 17,** tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.

VALENTINE, NE
MILLER FIELD (VTN)
AMDT 2 05132 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 4000 before proceeding on course. **Rwy 32,** climb heading 317° to 4000 before proceeding on course.
NOTE: **Rwy 14,** multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE
WAHOO MUNI (AHQ)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 2,** terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20,** fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE
WAYNE MUNI (LCG)
AMDT 3 04330 (FAA)
NOTE: **Rwy 35,** pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS
WELLINGTON MUNI (EGT)
ORIG 07298 (FAA)
NOTE: **Rwy 17,** terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)
ORIG 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 36,** 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)
AMDT 2 83328 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)
ORIG 08101 (FAA)
NOTE: **Rwy 1L,** tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.
NOTE: **Rwy 35,** Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

AINSWORTH, NEBRASKA

AL-5681 (FAA)

WAAS	APP CRS	Rwy Idg	5501
CH 99706	128°	TDZE	2587
W13A		Apt Elev	2589

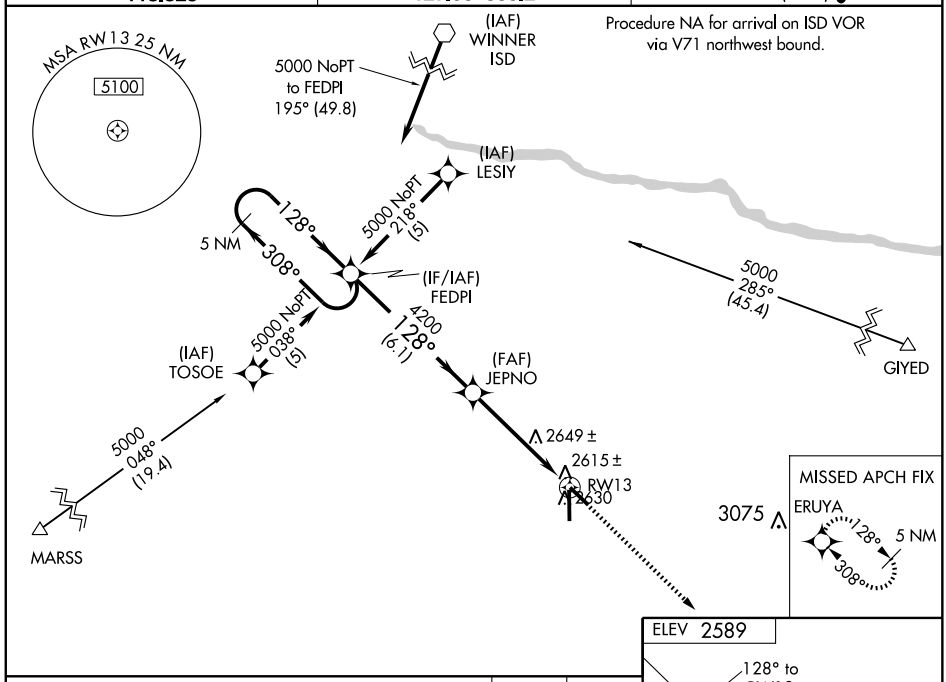
RNAV (GPS) RWY 13

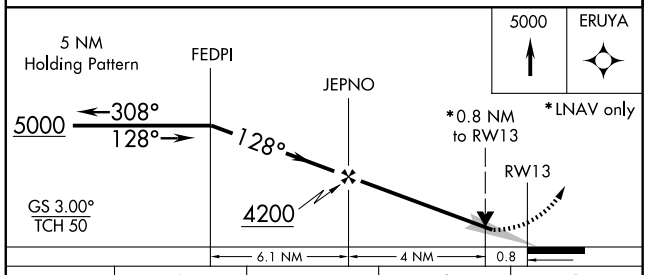
AINSWORTH MUNI (ANW)

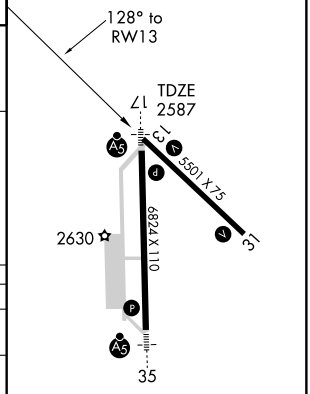
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERUYA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2837-1	250 (300-1)		
LNAV/VNAV DA	2885-1	298 (300-1)		
LNAV MDA	2900-1	313 (400-1)		
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 L

MIRL Rwy 13-31 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

AINSWORTH, NEBRASKA

AL-5681 (FAA)

APP CRS	Rwy Idg	6824
173°	TDZE	2589
	Apt Elev	2589

RNAV (GPS) RWY 17

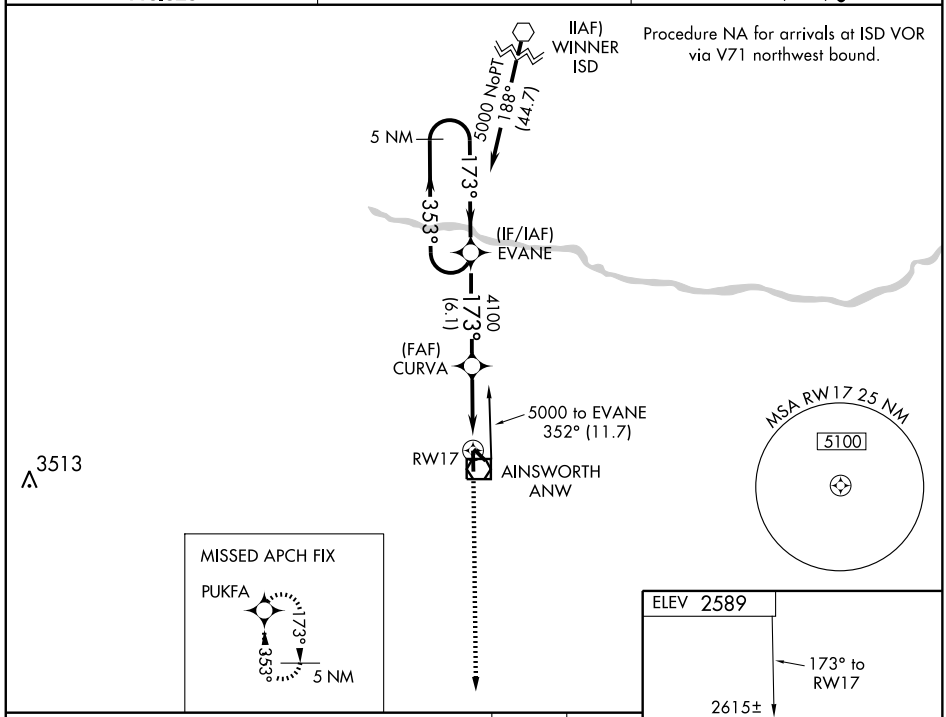
AINSWORTH MUNI (ANW)

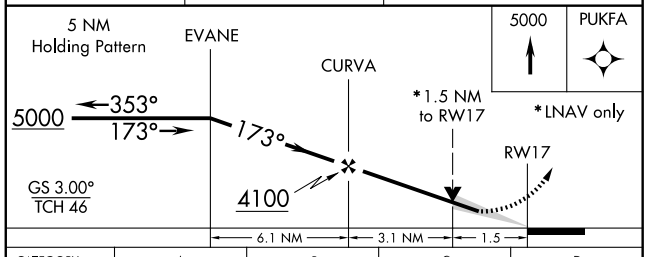
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting. DME/DME RNP-0.3 NA.

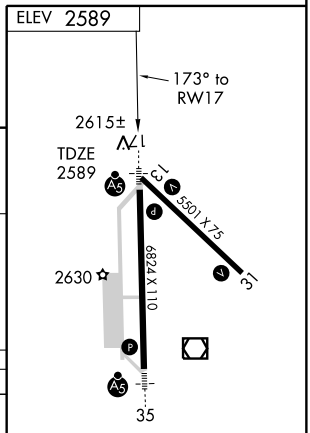
MALSR

MISSED APPROACH: Climb to 5000 direct PUKFA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	2885-½ 296 (300-½)			2885-¾ 296 (300-¾)
LNAV MDA	3100-½ 511 (600-½)		3100-1 511 (600-1)	
CIRCLING	3100-1 511 (600-1)		3100-1½ 511 (600-1½)	3140-2 551 (600-2)

REIL Rwy 31 L

MIRL Rwy 13-31 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

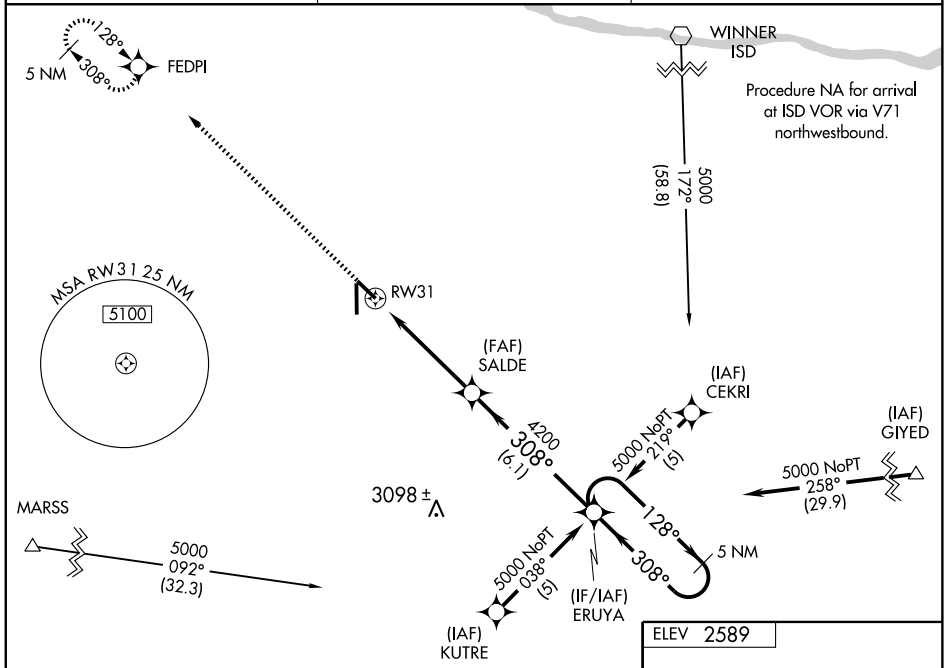
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CH 86507	308°	TDZE	2585
W31A		Apt Elev	2589

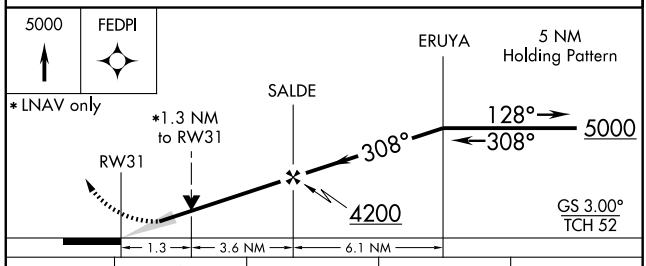
RNAV (GPS) RWY 31
AINSWORTH MUNI (ANW)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

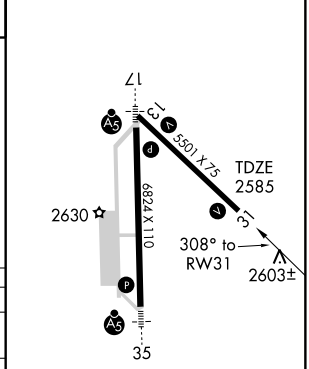
MISSED APPROACH: Climb to 5000 direct FEDPI and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2873-1 288 (300-1)			
LNAV MDA	3060-1 475 (500-1)		3060-1¼ 475 (500-1¼)	3060-1½ 475 (500-1½)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)



REIL Rwy 31 L
MIRL Rwy 13-31 and 17-35 L

APP CRS		
353°	Rwy Idg	6824
	TDZE	2589
	Apt Elev	2589

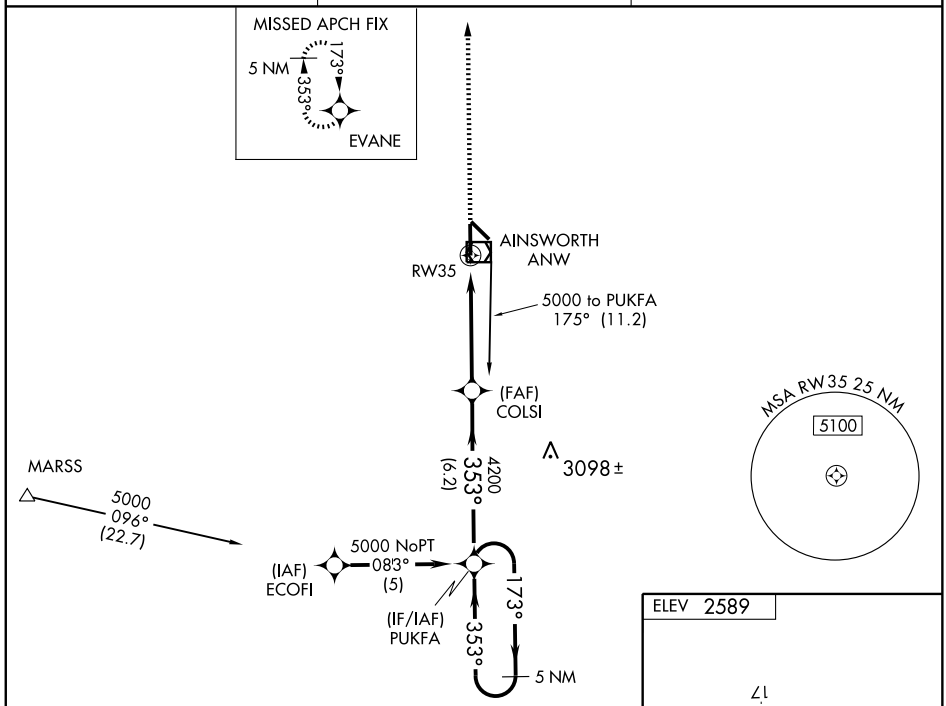
RNAV (GPS) RWY 35
AINSWORTH MUNI (ANW)

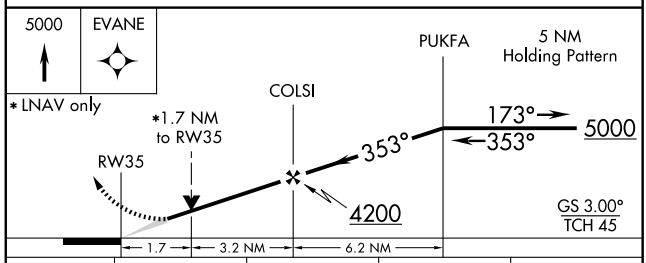
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

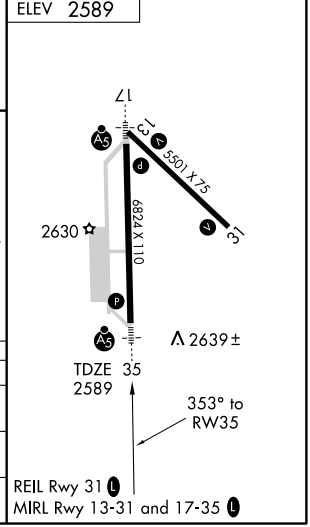
MISSED APPROACH: Climb to 5000 direct EVANE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2909-½ 320 (400-½)			2909-¾ 320 (400-¾)
LNAV MDA	3160-½ 571 (600-½)		3160-1 571 (600-1)	3160-1¼ 571 (600-1¼)
CIRCLING	3160-1 571 (600-1)		3160-1½ 571 (600-1½)	3160-2 571 (600-2)



NC-2, 08 APR 2010 to 06 MAY 2010

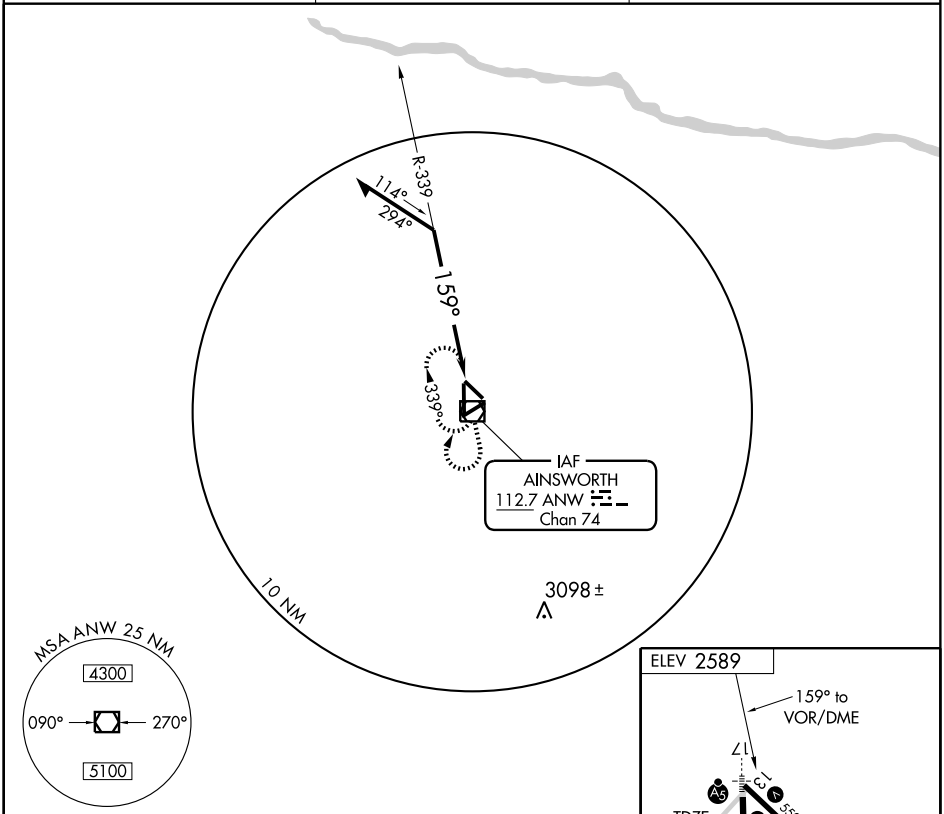
VOR/DME ANW	APP CRS	Rwy Idg	6824
112.7	159°	TDZE	2589
Chan 74		Apt Elev	2589

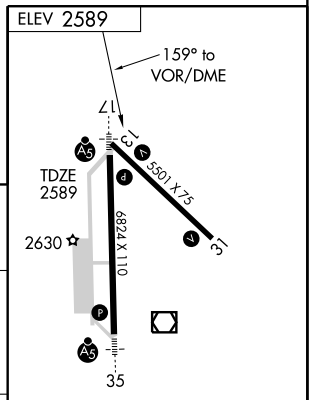
VOR RWY 17
AINSWORTH MUNI(ANW)

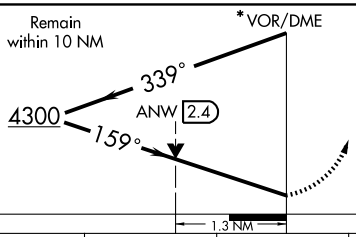
MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







3500	6000	ANW
		112.7

*Maintain 6000 until established outbound on procedure turn.

CATEGORY	A	B	C	D
S-17	3060-½	471 (500-½)	3060-¾ 471 (500-¾)	3060-1 471 (500-1)
CIRCLING	3060-1	471 (500-1)	3060-1½ 471 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 L
MIRL Rwy 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

AINSWORTH, NEBRASKA

VOR/DME ANW	APP CRS	Rwy Idg	6824
112.7	008°	TDZE	2589
Chan 74		Apt Elev	2589

AL-5681 (FAA)

VOR RWY 35

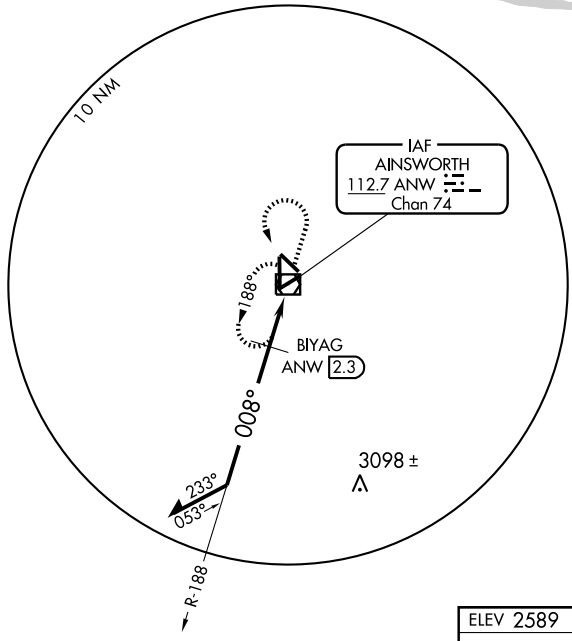
AINSWORTH MUNI(ANW)

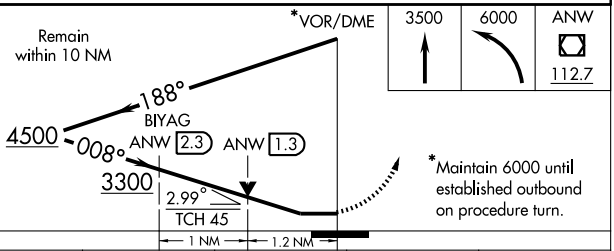
For inoperative MALSR increase BIYAG fix minimums S-35 Cat D visibility to 1¼.

MALSR

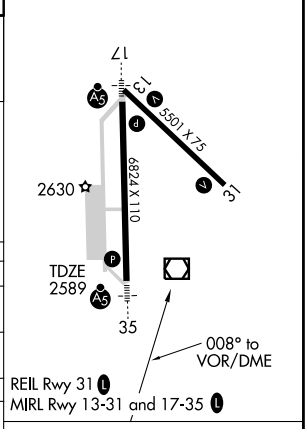
MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	3300-½ 711 (800-½)		3300-1½ 711 (800-1½)	3300-1¾ 711 (800-1¾)
CIRCLING	3300-1 711 (800-1)		3300-2 711 (800-2)	3300-2¼ 711 (800-2¼)
BIYAG FIX MINIMUMS				
S-35	3000-½ 411 (500-½)		3000-¾ 411 (500-¾)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)



Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

ALBION, NEBRASKA

AL-6947 (FAA)

NDB BVN	APP CRS	Rwy Idg	3700
332	333°	TDZE	1803
		Apt Elev	1806

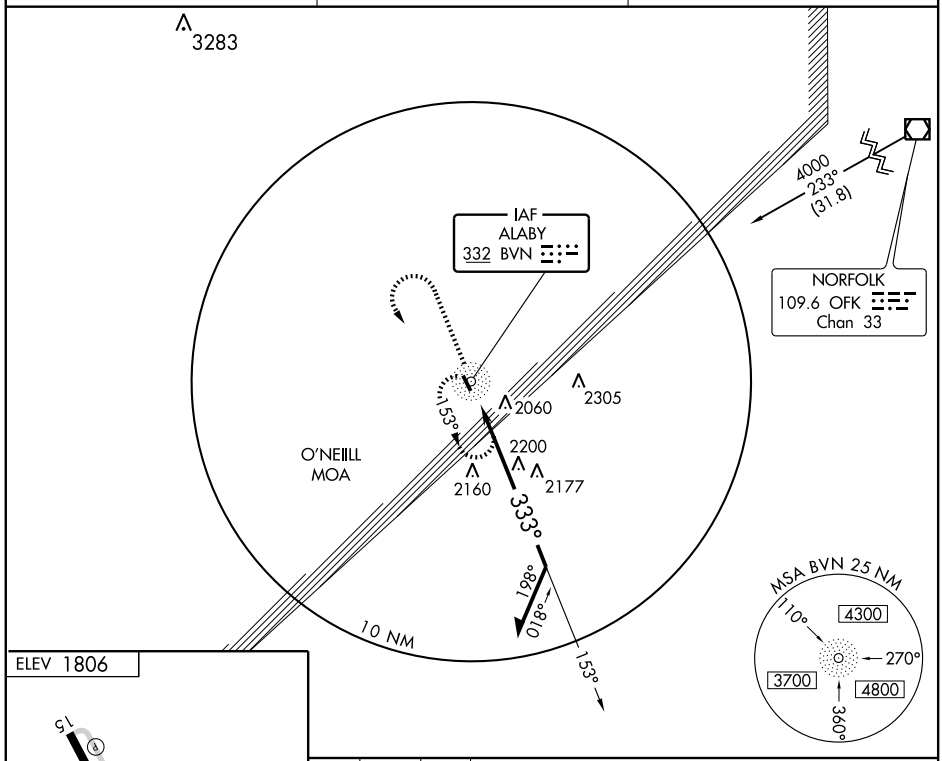
NDB RWY 33

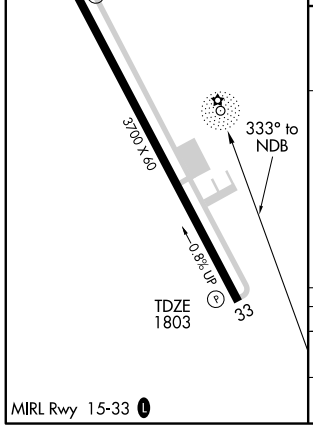
ALBION MUNI (BVN)

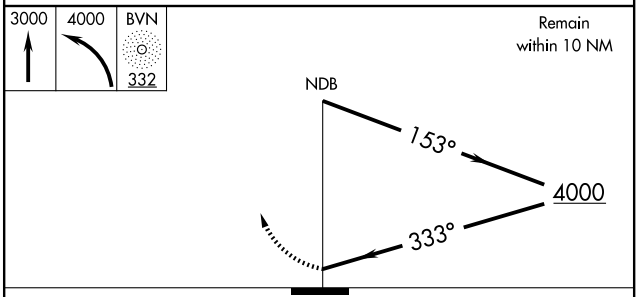
Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)







CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

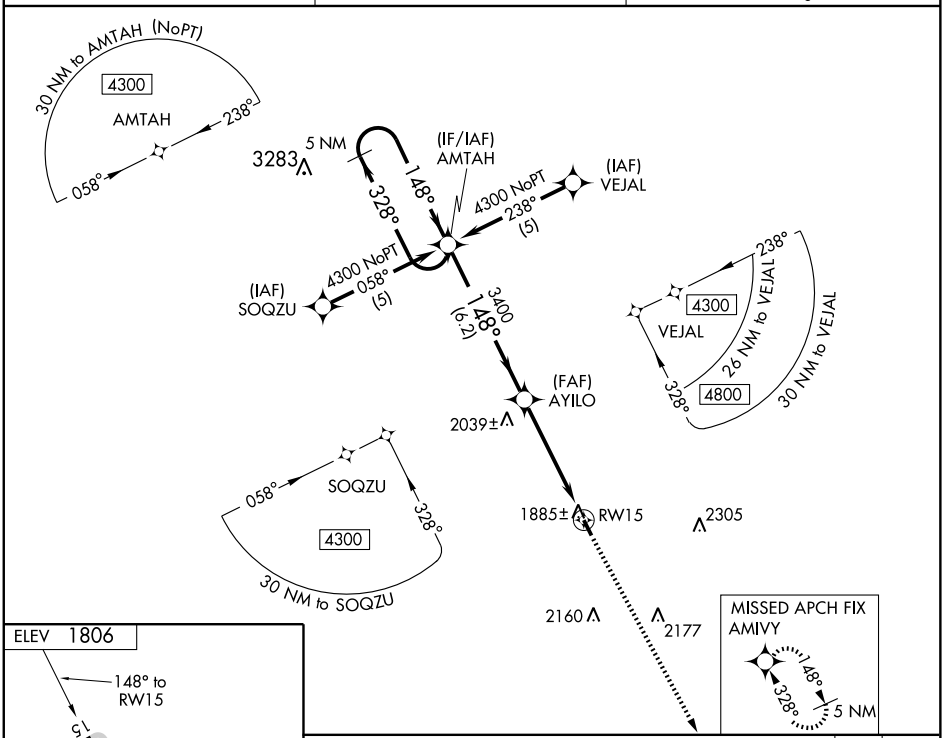
ALBION MUNI (BVN)

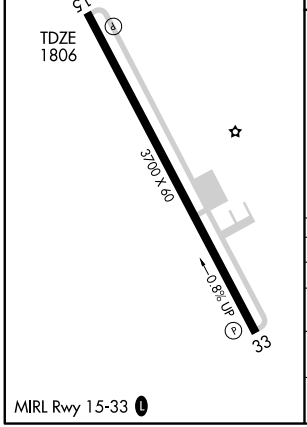
WAAS	APP CRS	Rwy ldg	3700
CH 78009	148°	TDZE	1806
W15A		Apt Elev	1806

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

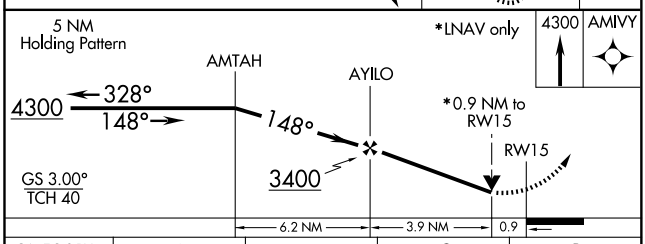
MISSED APPROACH: Climb to 4300 direct AMIVY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)





MIRL Rwy 15-33 (L)



CATEGORY	A	B	C	D
LPV DA	2130-1¼	324 (400-1¼)	NA	
LNAV/VNAV DA	2269-1¾	463 (500-1¾)	NA	
LNAV MDA	2140-1	334 (400-1)	NA	
CIRCLING	2340-1 534 (600-1)	2420-1 614 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

ALBION, NEBRASKA

AL-6947 (FAA)

RNAV (GPS) RWY 33

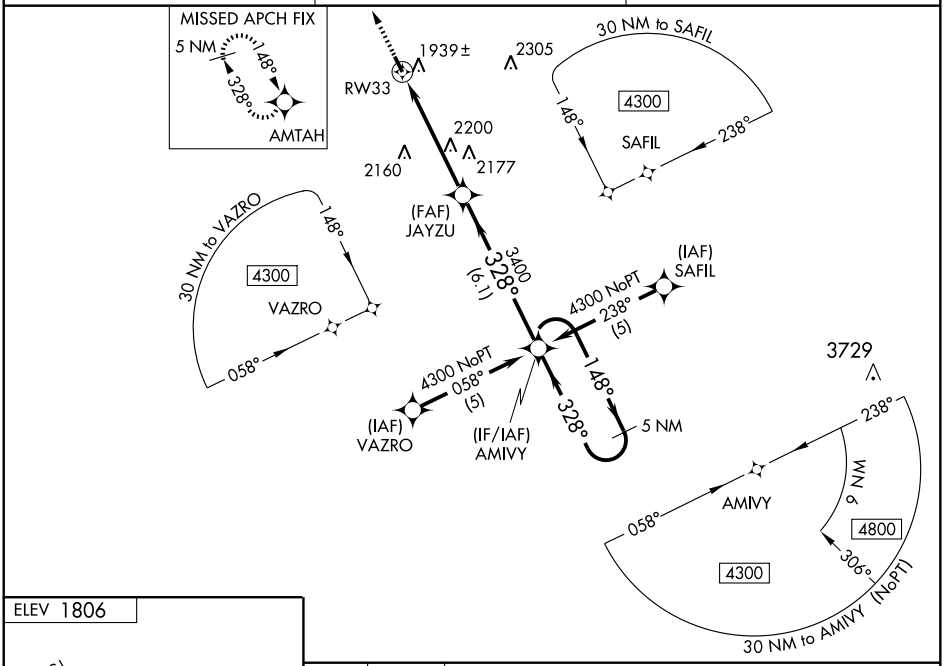
ALBION MUNI (BVN)

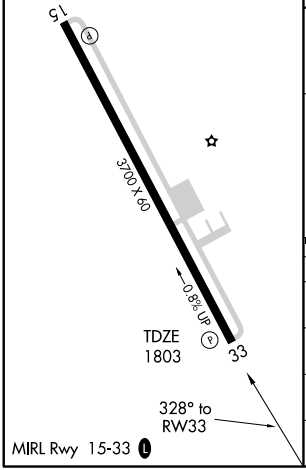
WAAS	APP CRS	Rwy Idg	3700
CH 93913	328°	TDZE	1803
W33A		Apt Elev	1806

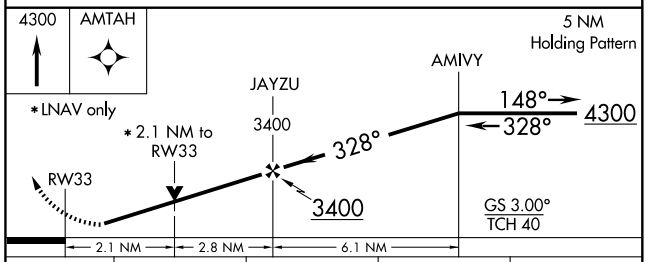
Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH: Climb to 4300 direct AMTAH and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)







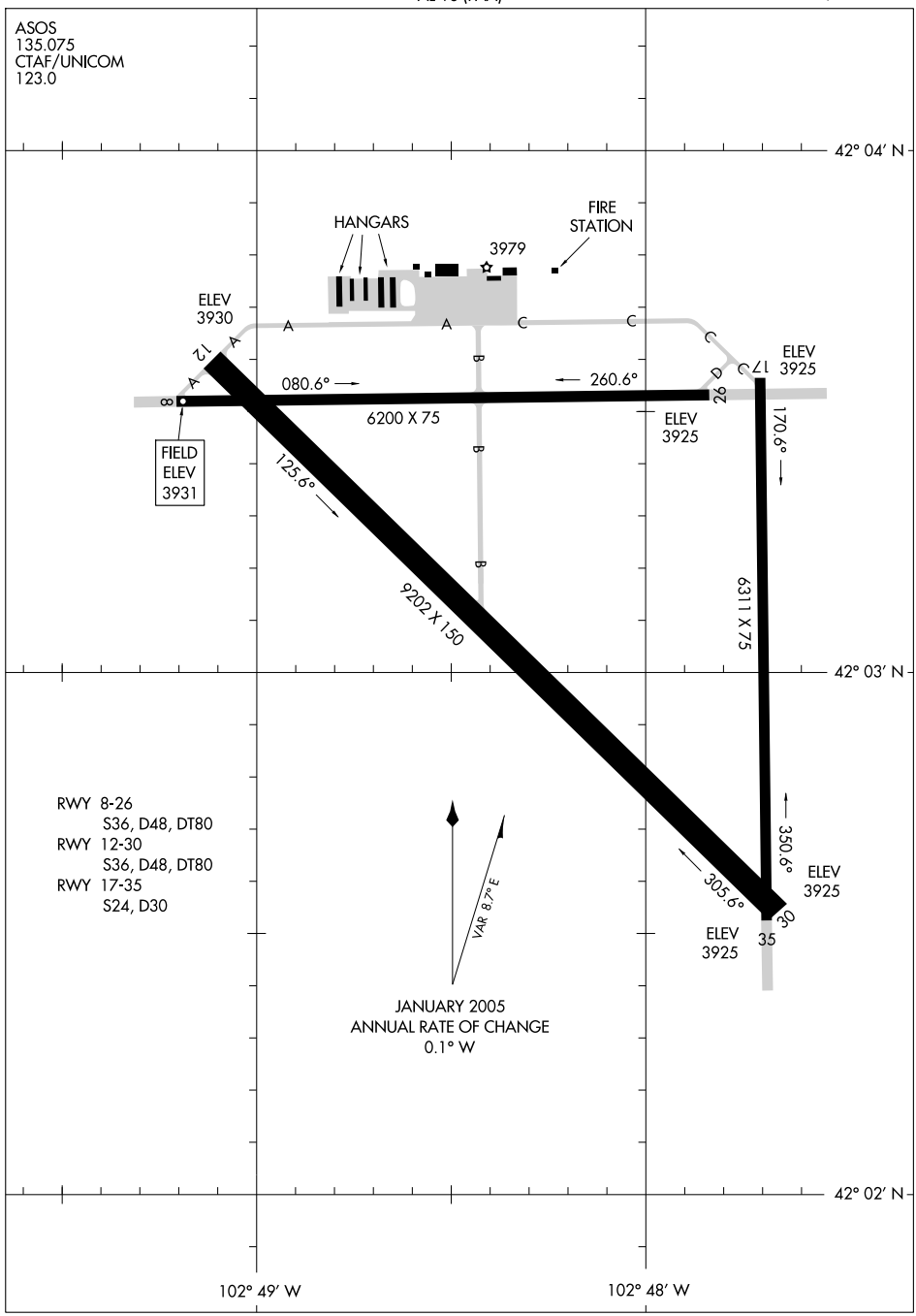
CATEGORY	A	B	C	D
LPV DA	2053-1	250 (300-1)	NA	
LNAV/VNAV DA	2279-1¾	476 (500-1¾)	NA	
LNAV MDA	2500-1	697 (700-1)	NA	
CIRCLING	2500-1	694 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BYE	APP CRS	Rwy Idg	9202
108.35	303°	TDZE	3927
Chan 20 (Y)		Apt Elev	3931

LOC/DME RWY 30

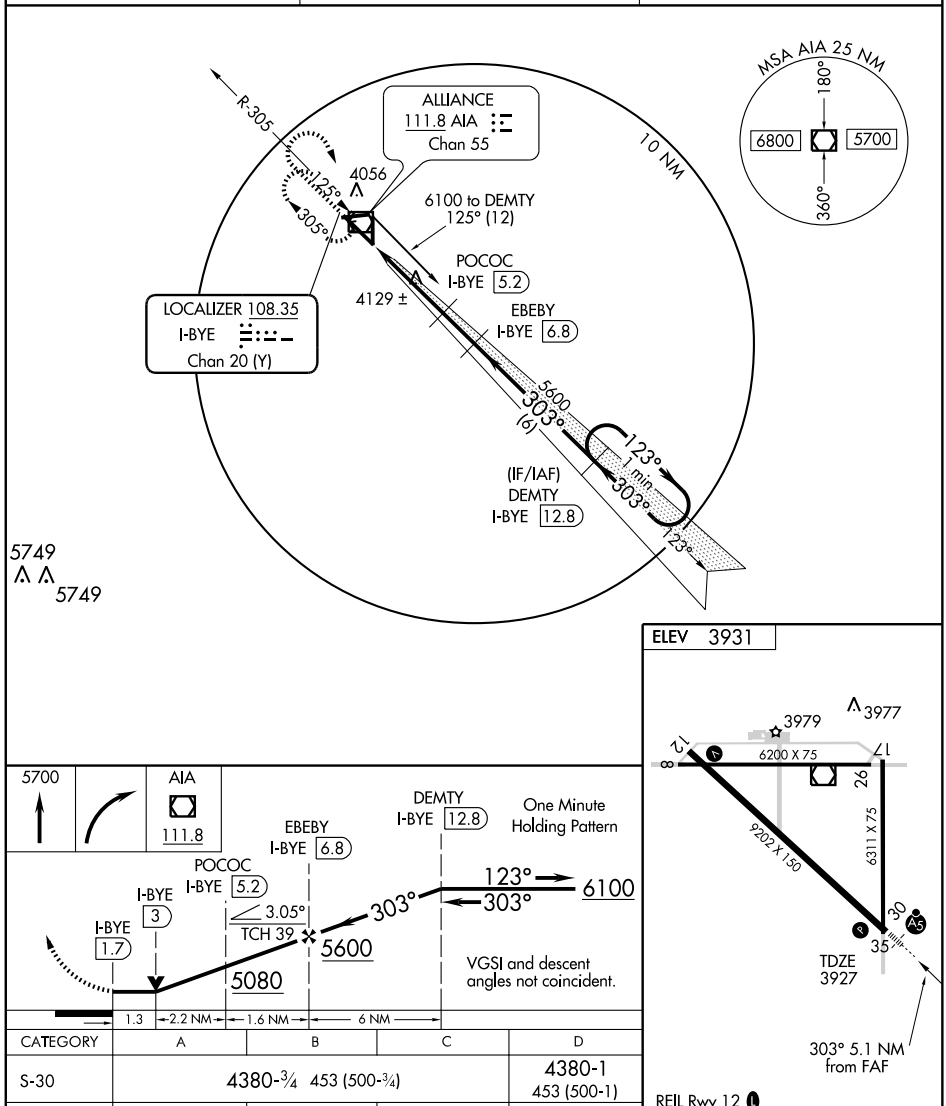
ALLIANCE MUNI (AIA)

NA When local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet, S-30 Cats C/D visibility ¼ mile and circling Cat C ¼ mile. For inoperative MALSR, increase S-30 Cats A and B visibility to 1 mile. VDP NA when using Scottsbluff altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-30	4380-¾ 453 (500-¾)			4380-1 453 (500-1)
CIRCLING	4380-1 449 (500-1)	4400-1 469 (500-1)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 L

MIRL Rwys 8-26 and 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010

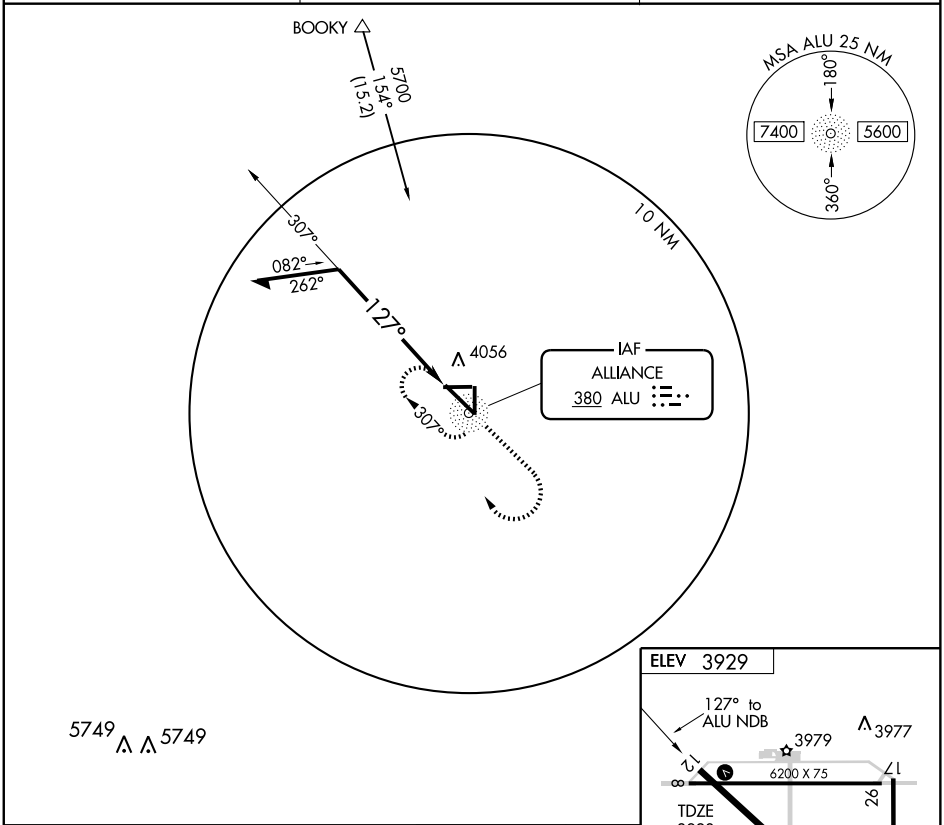
NDB ALU	APP CRS		
380	127°	Rwy Idg	9202
		TDZE	3928
		Apt Elev	3929

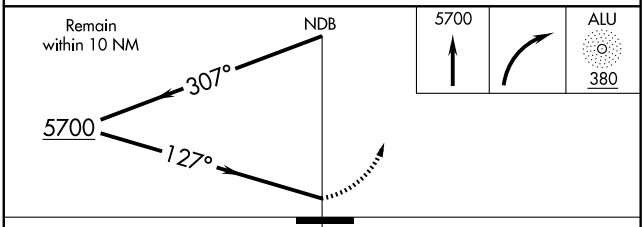
NDB RWY 12
ALLIANCE MUNI (AIA)

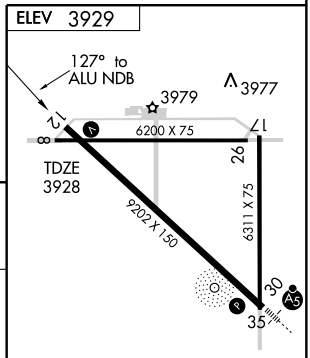
NA

MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D	E
S-12	4580-1	652 (700-1)	4580-1¾ 652 (700-1¾)	4580-2 652 (700-2)	NA
CIRCLING	4580-1	651 (700-1)	4580-1¾ 651 (700-1¾)	4580-2 651 (700-2)	NA

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6200
078°	TDZE	3931
	Apt Elev	3931

RNAV (GPS) RWY 8

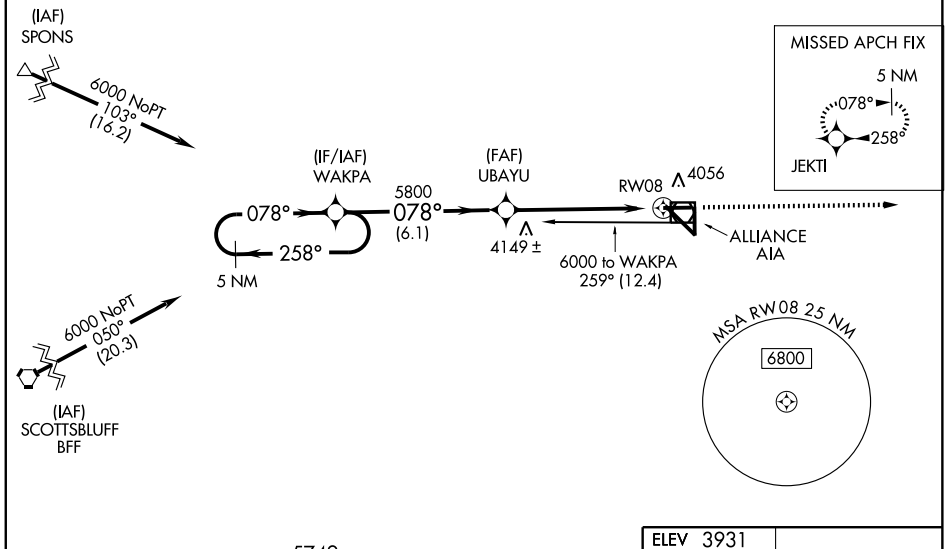
ALLIANCE MUNI (AIA)

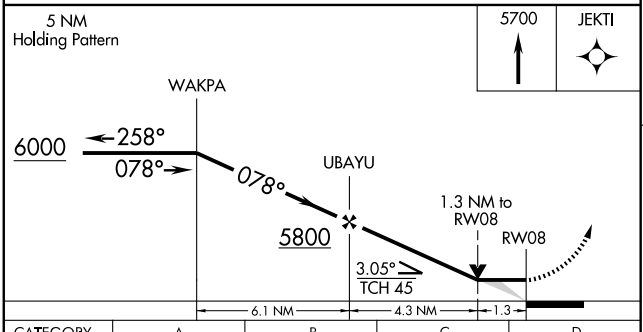
If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

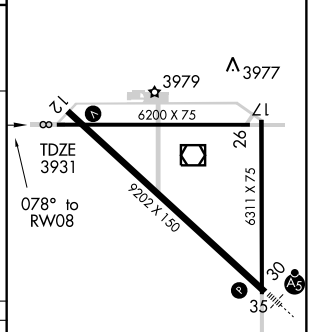
ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

Procedure NA for arrivals at BFF VORTAC via V524 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1¼ 469 (500-1¼)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2, 08 APR 2010 to 06 MAY 2010

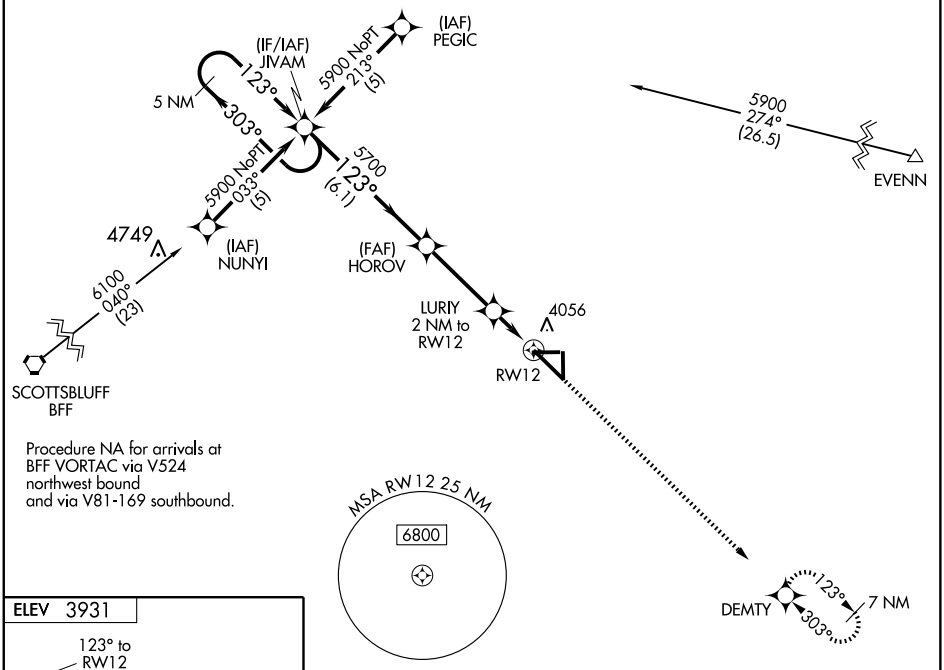
WAAS CH 61202 W12A	APP CRS 123°	Rwy Idg 9202 TDZE 3930 Apt Elev 3931

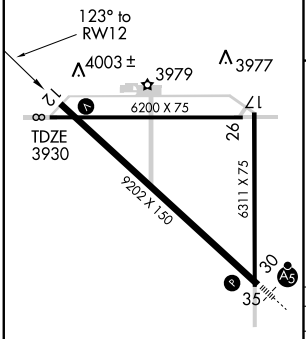
RNAV (GPS) RWY 12
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

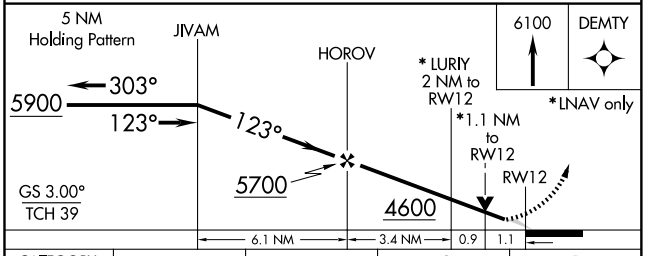
MISSED APPROACH: Climb to 6100 direct DEMTY and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) Ⓛ





REIL Rwy 12 Ⓛ
MIRL Rwys 8-26 and 12-30 Ⓛ



CATEGORY	A	B	C	D
LPV DA	4180-1 250 (300-1)			
LNAV/ VNAV DA	4273-1¼ 343 (400-1¼)			
LNAV MDA	4320-1 390 (400-1)			4320-1¼ 390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

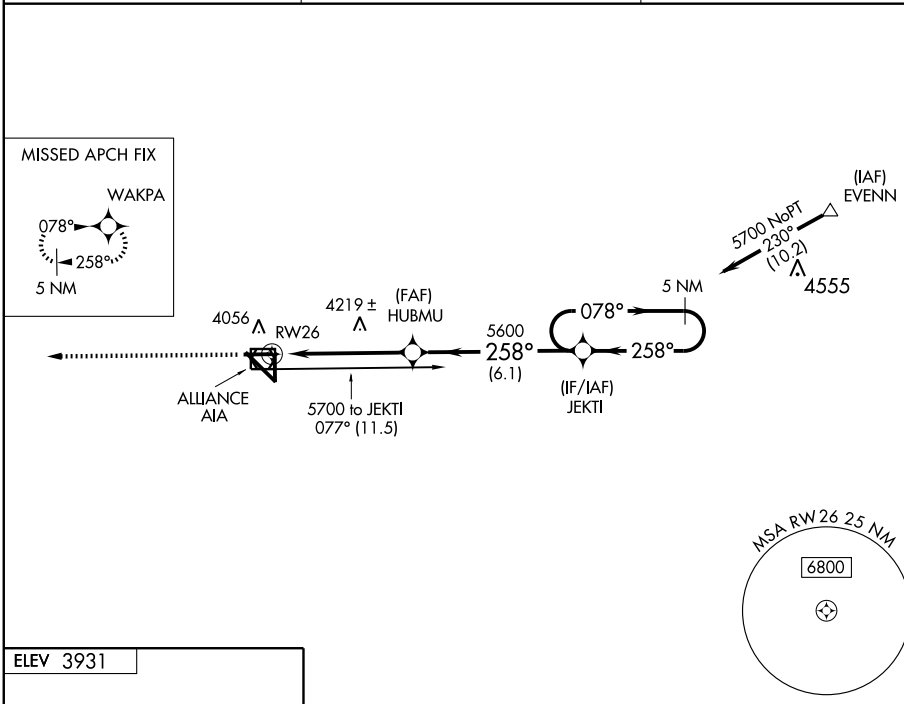
APP CRS	Rwy Idg	6200
258°	TDZE	3927
	Apt Elev	3931

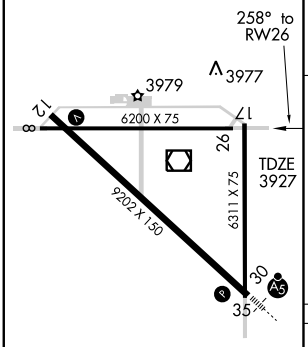
RNAV (GPS) RWY 26
ALLIANCE MUNI (AIA)

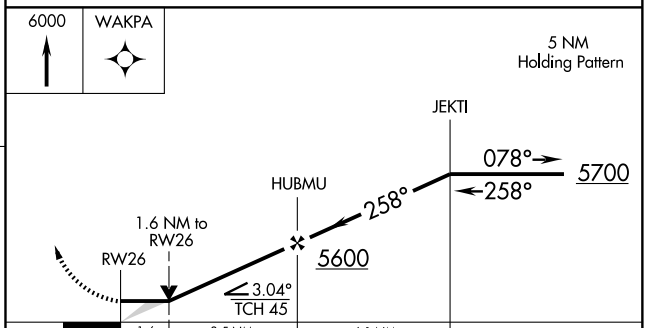
If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4480-1	553 (600-1)	4480-1½ 553 (600-1½)	4480-1¾ 553 (600-1¾)
CIRCLING	4480-1	549 (600-1)	4480-1½ 549 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9202
CH 82102	303°	TDZE	3927
W30A		Apt Elev	3931

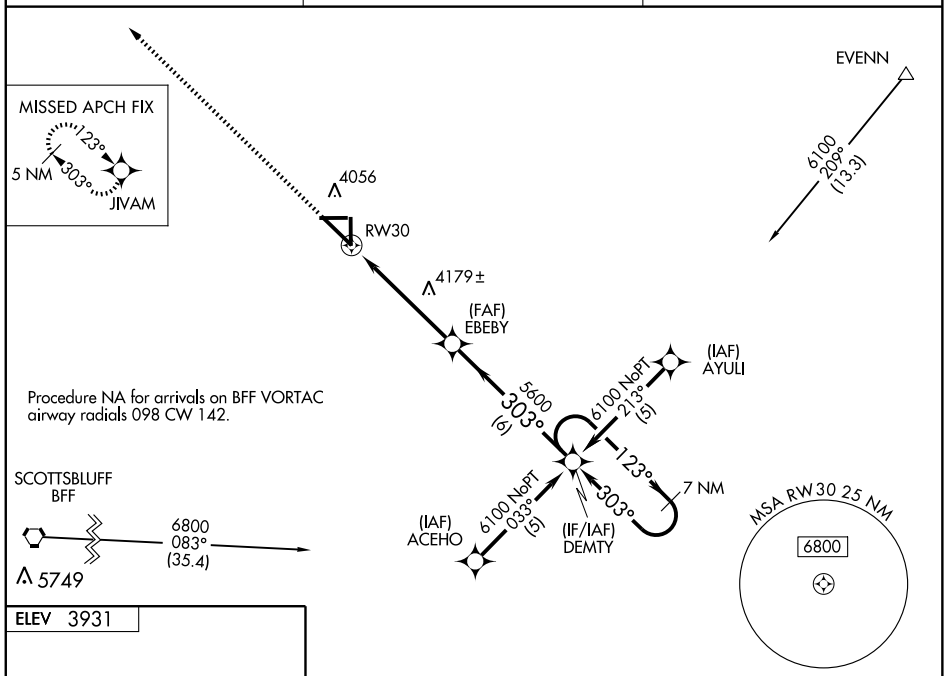
RNAV (GPS) RWY 30
ALLIANCE MUNI (AIA)

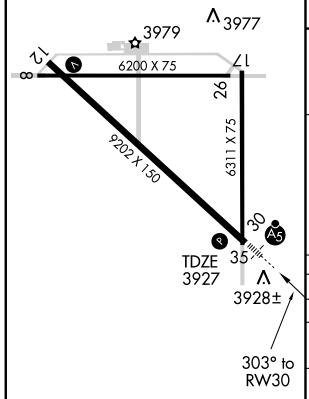
For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. If local altimeter setting not received, use Scottsbluff altimeter setting and increase DA 91 feet and all MDA 100 feet, S-30 Cat C/D visibility ¼ mile and circling Cat C ¼ mile. Baro-VNAV NA when using Scottsbluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

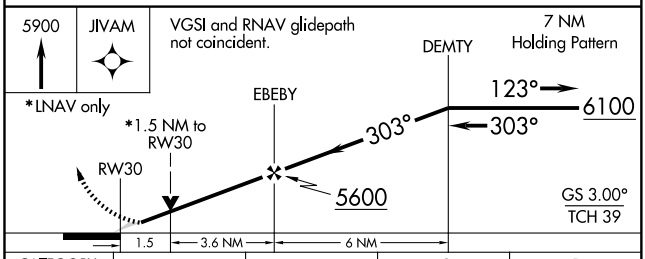
MALSR

MISSED APPROACH: Climb to 5900 direct JIVAM and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4177-¾ 250 (300-¾)			
LNAV/VNAV DA	4178-¾ 251 (300-¾)			
LNAV MDA	4440-¾ 513 (600-¾)		4440-1 513 (600-1)	4440-1¼ 513 (600-1¼)
CIRCLING	4440-1 509 (600-1)		4440-1½ 509 (600-1½)	4500-2 569 (600-2)

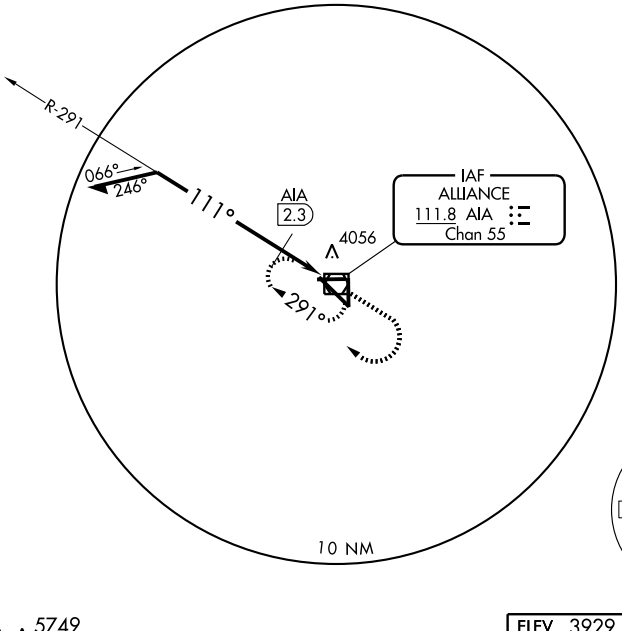
NC-2, 08 APR 2010 to 06 MAY 2010

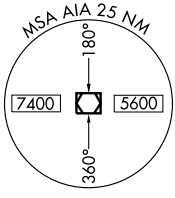
VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	111°	TDZE	3928
Chan 55		Apt Elev	3929

VOR RWY 12
ALLIANCE MUNI (AIA)

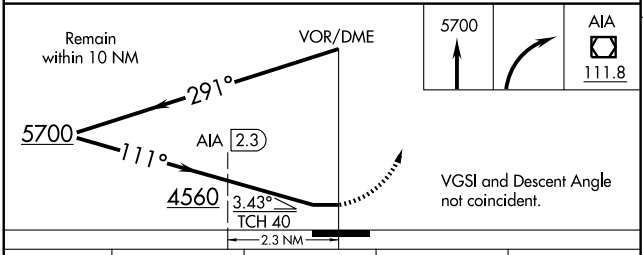
MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

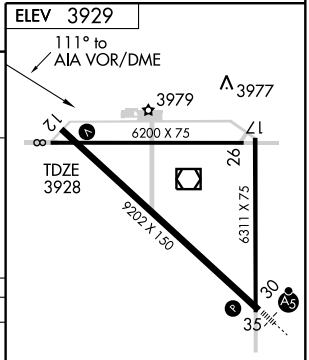




5749 5749



CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1¾ 632 (700-1¾)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1¾ 631 (700-1¾)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1¼ 452 (500-1¼)	4380-1½ 452 (500-1½)
CIRCLING	4420-1 491 (500-1)		4420-1½ 491 (500-1½)	4480-2 551 (600-2)



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	314°	TDZE	3927
Chan 55		Apt Elev	3931

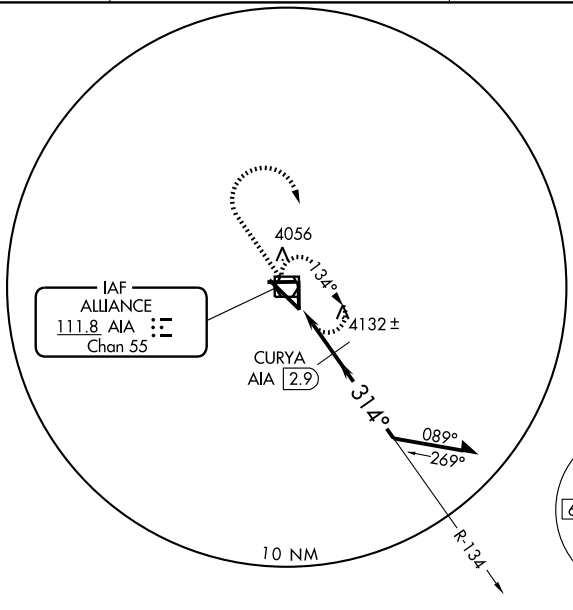
VOR RWY 30
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

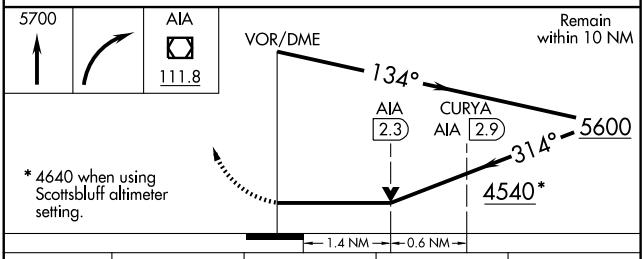
MALSR

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

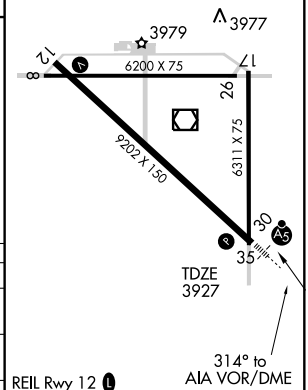


5749 5749



CATEGORY	A	B	C	D
S-30	4540-¾ 613 (700-¾)		4540-1¼ 613 (700-1¼)	4540-1½ 613 (700-1½)
CIRCLING	4540-1 609 (700-1)		4540-1¾ 609 (700-1¾)	4540-2 609 (700-2)
CURYA FIX MINIMUMS				
S-30	4400-¾ 473 (500-¾)			4400-1 473 (500-1)
CIRCLING	4400-1 469 (500-1)		4440-1½ 509 (600-1½)	4500-2 569 (600-2)

ELEV 3931



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

GPS RWY 29

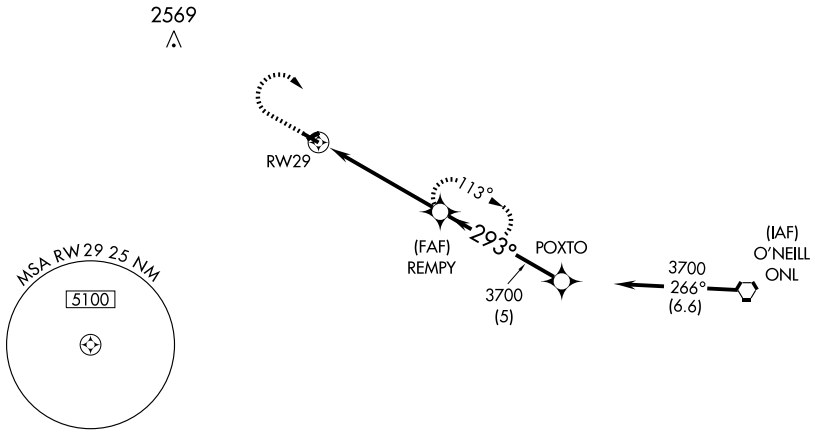
ATKINSON/ STUART-ATKINSON MUNI (8V2)

Use O'Neill altimeter setting.

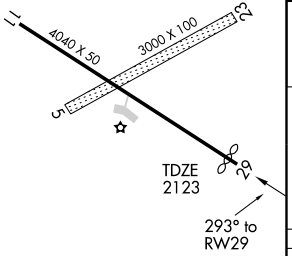
NA

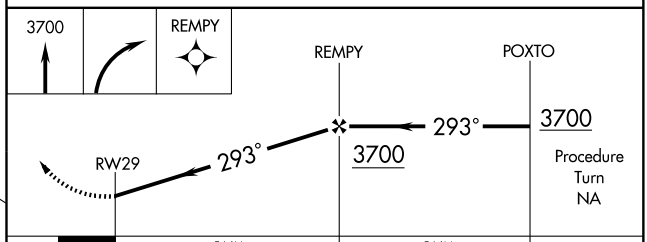
MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9



ELEV 2128 Rwy 29 Idg 3900'





CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

LIRL RWY 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ONL 113.9 Chan 86	APP CRS 279°	Rwy Idg 3900 TDZE 2123 Apt Elev 2128

VOR/DME RWY 29

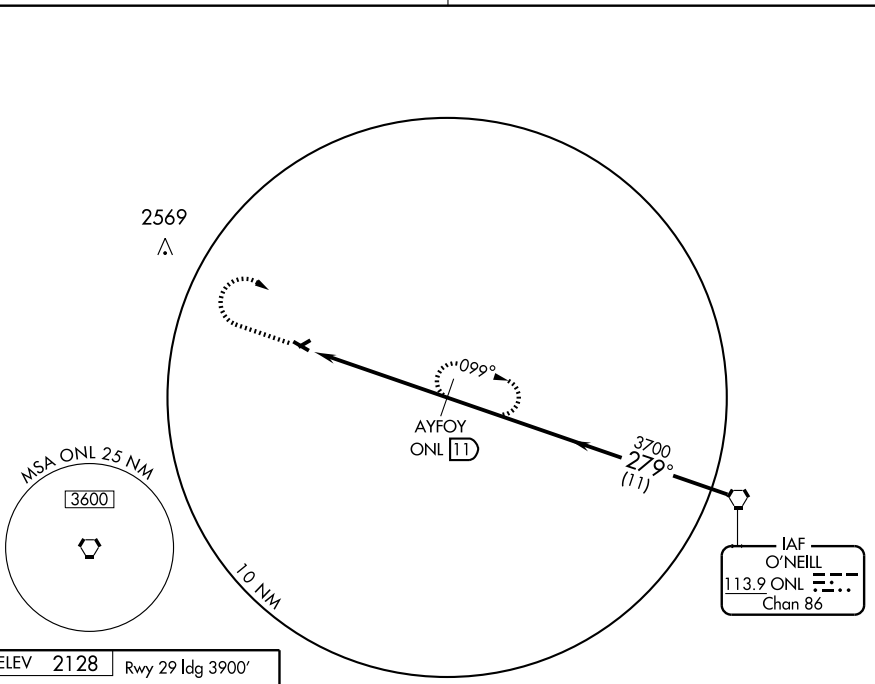
ATKINSON/STUART-ATKINSON MUNI (8V2)

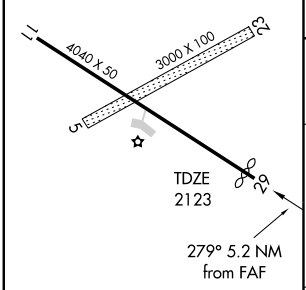
Use O'Neill altimeter setting.

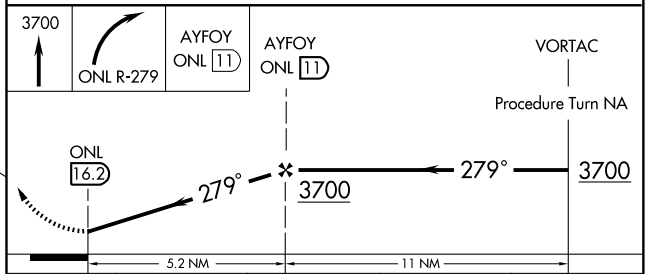
NA

MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9







LIRL Rwy 11-29

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4301
CH 77809	163°	TDZE	1803
W16A		Apt Elev	1803

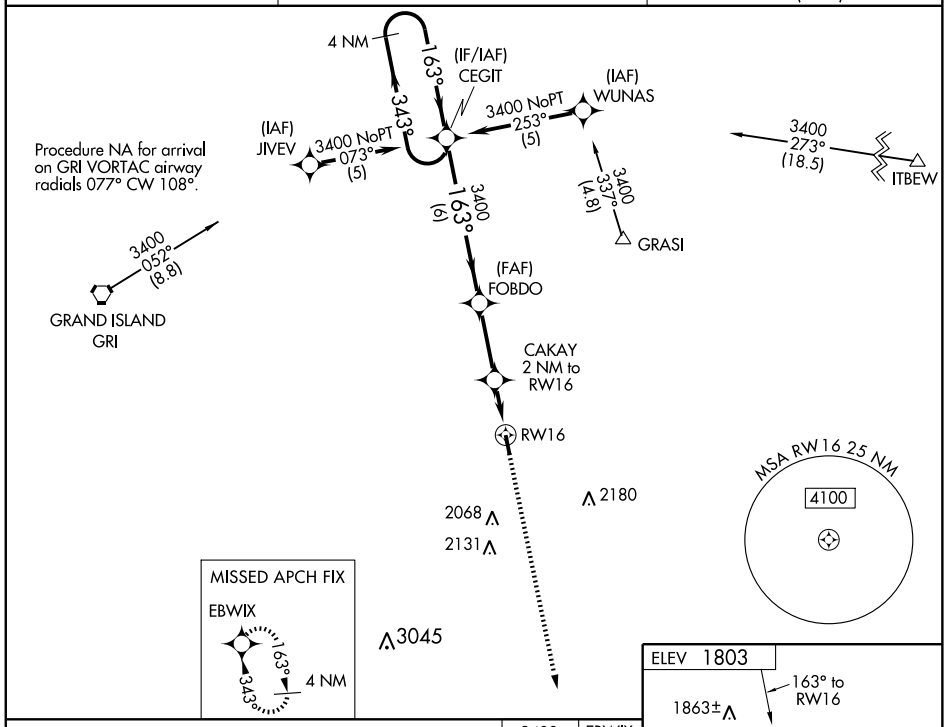
RNAV (GPS) RWY 16

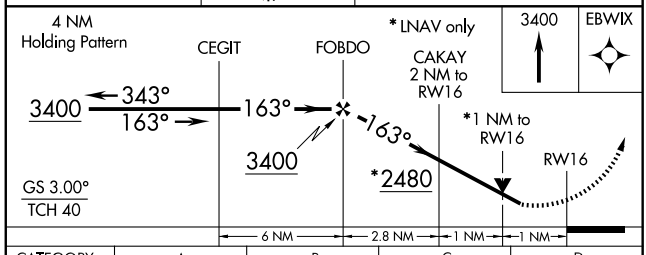
AURORA MUNI-AL POTTER FIELD (AUH)

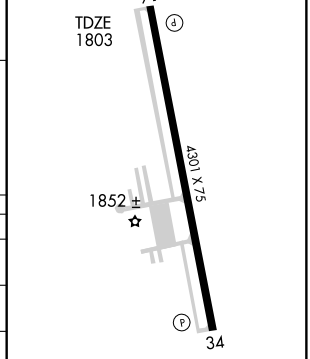
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct EBWIX and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2102-1 299 (300-1)		NA	
LNAV/VNAV DA	2133-1¼ 330 (400-1¼)		NA	
LNAV MDA	2160-1 357 (400-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 87009 W34A	APP CRS 343°	Rwy Idg 4301 TDZE 1801 Apt Elev 1803

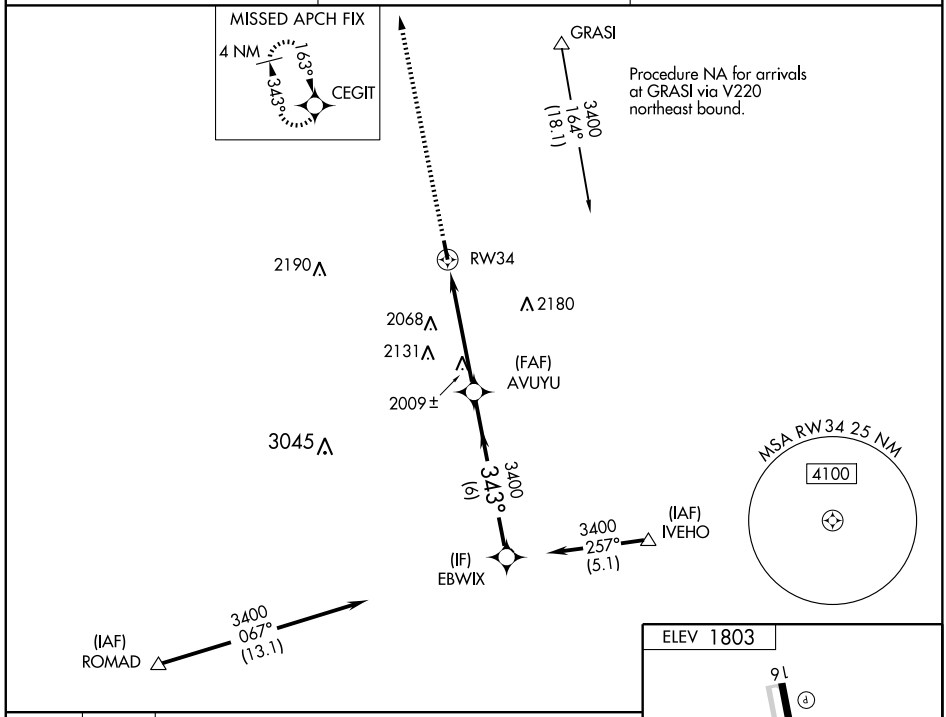
RNAV (GPS) RWY 34

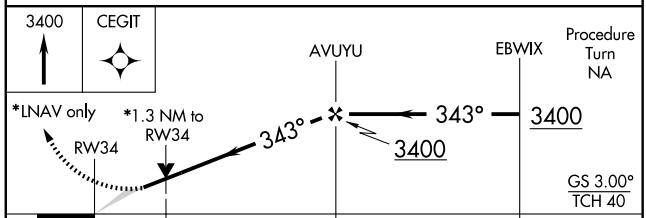
AURORA MUNI-AL POTTER FIELD (AUH)

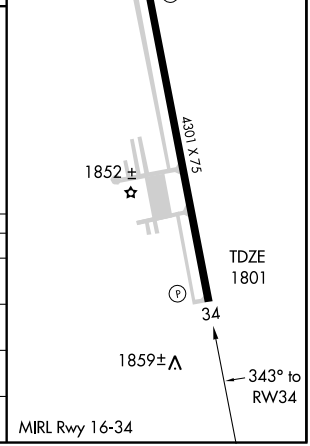
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct CEGIT and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2051-1 250 (300-1)		NA	
LNAV/VNAV DA	2129-1¼ 328 (400-1¼)		NA	
LNAV MDA	2260-1 459 (500-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

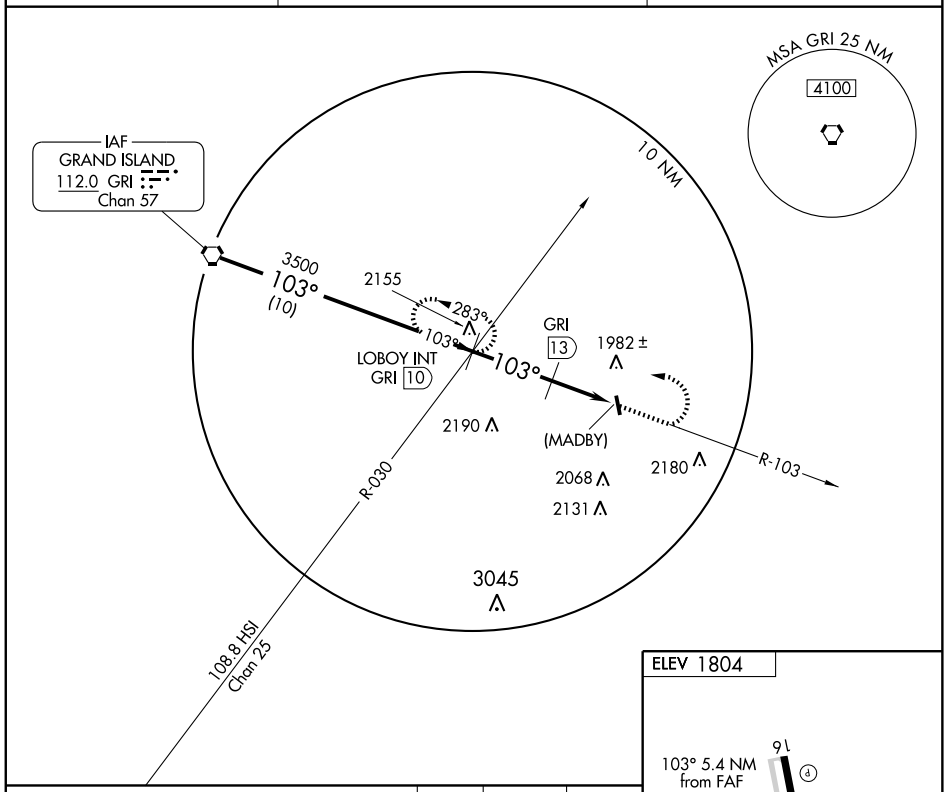
VORTAC GRI 112.0 Chan 57	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 1804

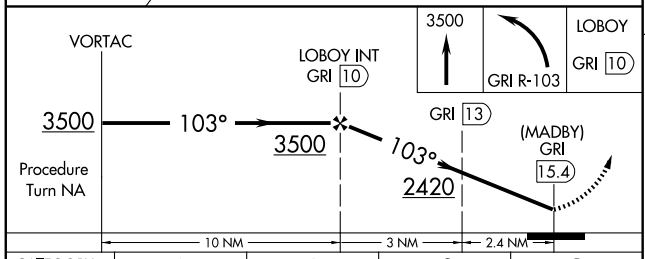
VOR-A

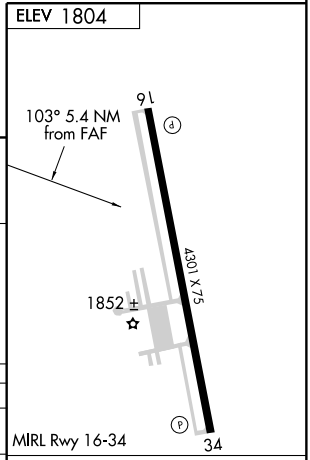
AURORA MUNI-AL POTTER FIELD (AUH)

MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2420-1 616 (700-1)		2420-1¾ 616 (700-1¾)	2420-2 616 (700-2)
DME MINIMUMS				
CIRCLING	2300-1 496 (500-1)	2340-1 536 (600-1)	2340-1½ 536 (600-1½)	2360-2 556 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

NDB RBE	APP CRS	Rwy Idg	4699
341	305°	TDZE	2349
		Apt Elev	2349

NDB RWY 31

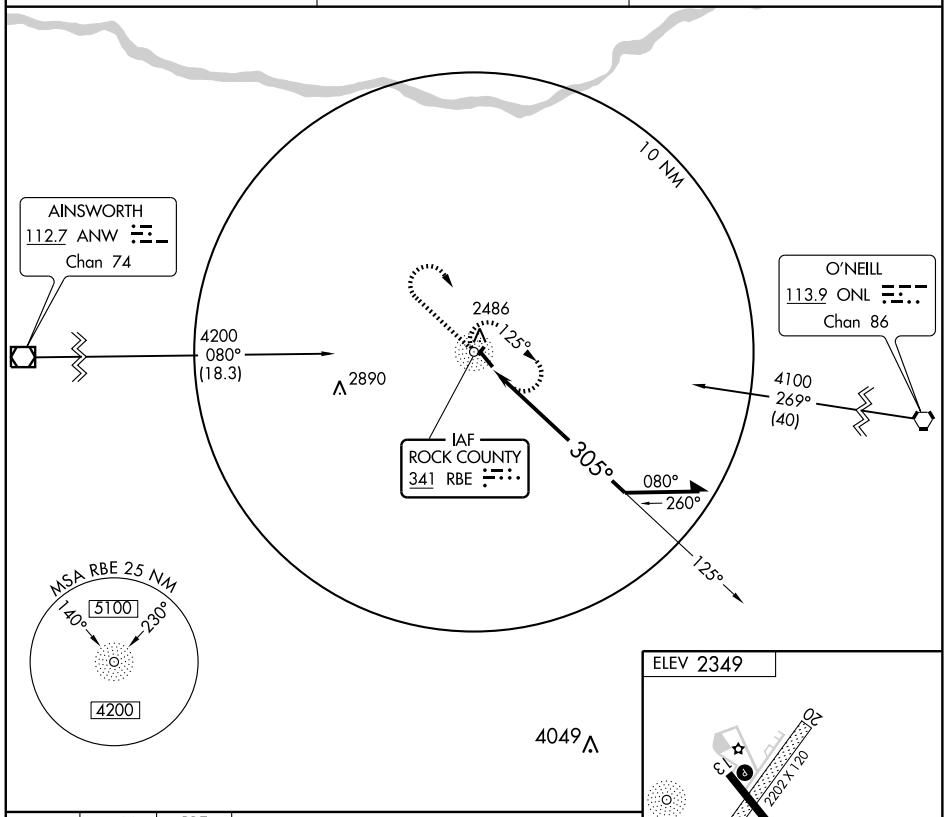
BASSETT/ROCK COUNTY (RBE)

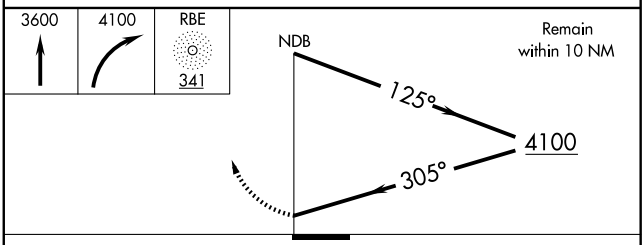
Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 2-20. When VGSI inoperative, Circling Rwy 13 NA at night.

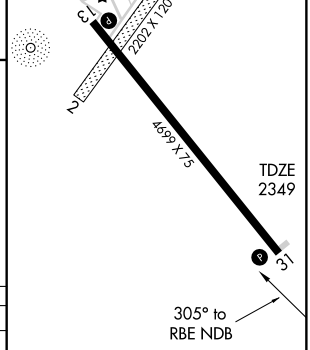
NA

MISSED APPROACH: Climb to 3600 then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L







CATEGORY	A	B	C	D
S-31	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	
CIRCLING	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

BASSETT/ROCK COUNTY (RBE)

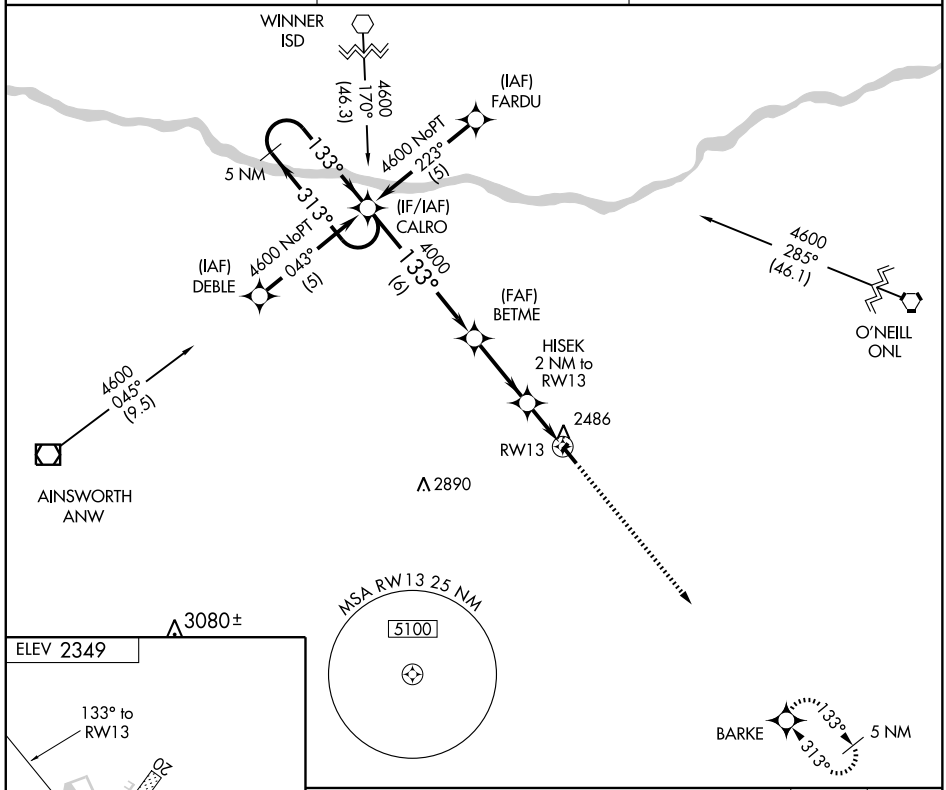
WAAS	APP CRS	Rwy Idg	4699
CH 86817	133°	TDZE	2348
W13A		Apt Elev	2349

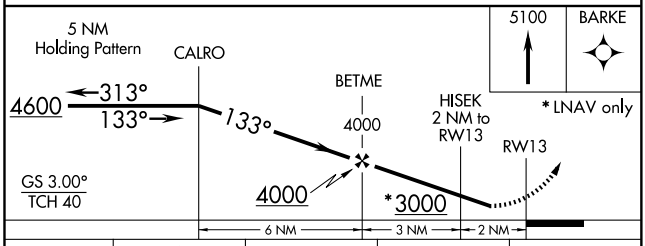
When VGSI inoperative, Straight-In/Circling Rwy 13 procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Circling NA to Rwy 2-20.

NA

MISSED APPROACH: Climb to 5100 direct BARKE and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L





CATEGORY	A	B	C	D
LPV DA	2675-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2863-1¾	515 (600-1¾)	NA	
LNAV MDA	2880-1	532 (600-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4699
CH 69317	313°	TDZE	2349
W31A		Apt Elev	2349

RNAV (GPS) RWY 31

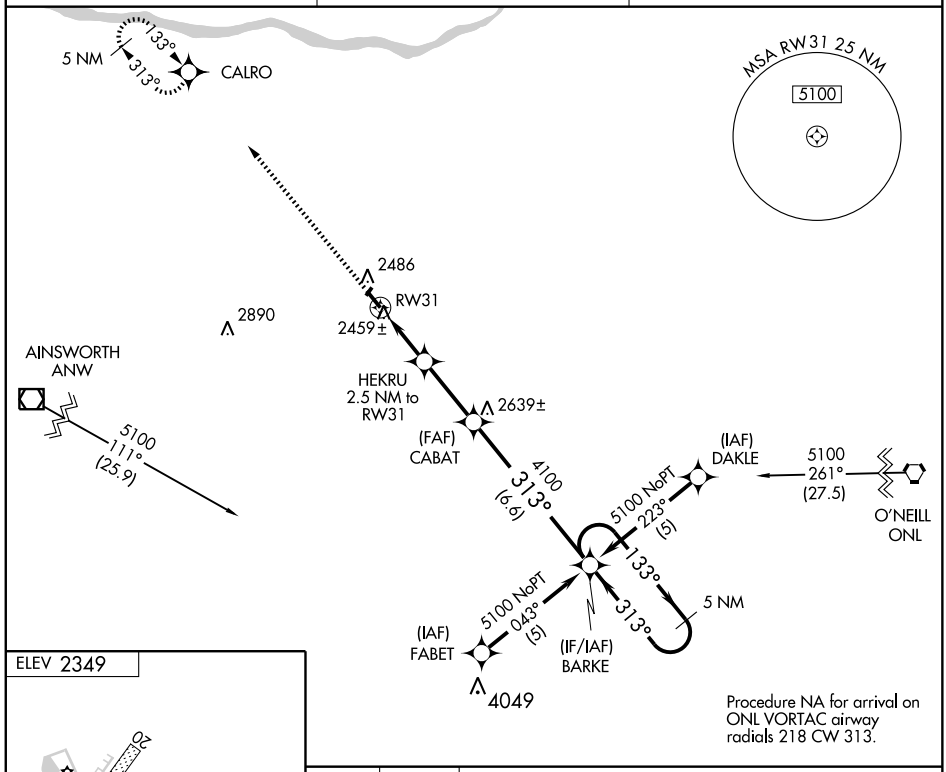
BASSETT/ROCK COUNTY (RBE)

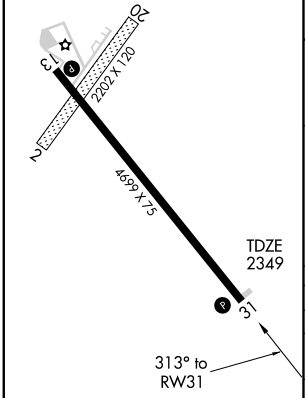
When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet. Circling NA to Rwy 2-20.

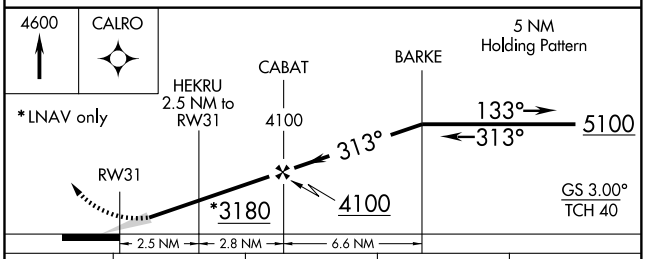
NA

MISSED APPROACH: Climb to 4600 direct CALRO and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L







CATEGORY	A	B	C	D
LPV DA	2676-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2806-1¾	457 (500-1¾)	NA	
LNAV MDA	2840-1	491 (500-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

APP CRS	Rwy Idg	4401
136°	TDZE	1319
	Apt Elev	1324

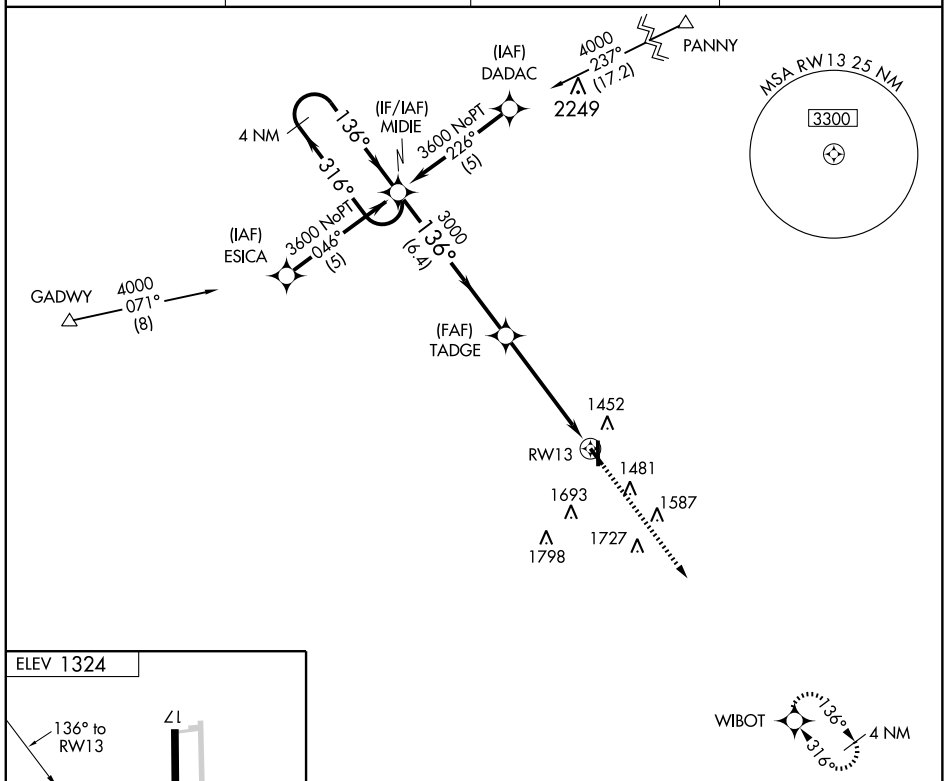
AL-936 (FAA)

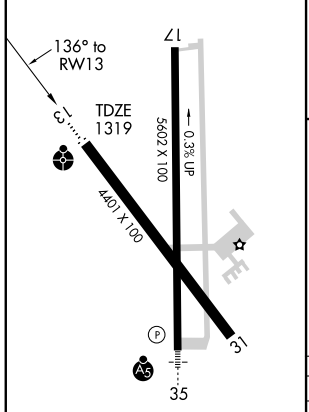
RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

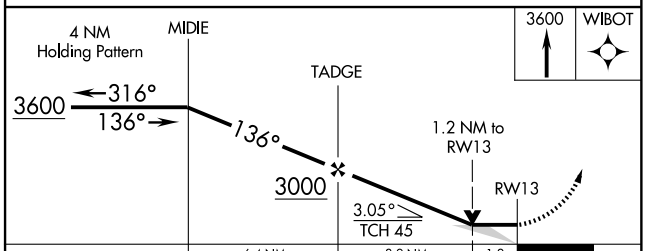
NA	ODALS	MISSED APPROACH: Climb to 3600 direct WIBOT WP and hold.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.		

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





MIRL Rwys 13-31
and 17-35
REIL Rwy 31



CATEGORY	A	B	C	D
LNAV MDA	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

AL-936 (FAA)

APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

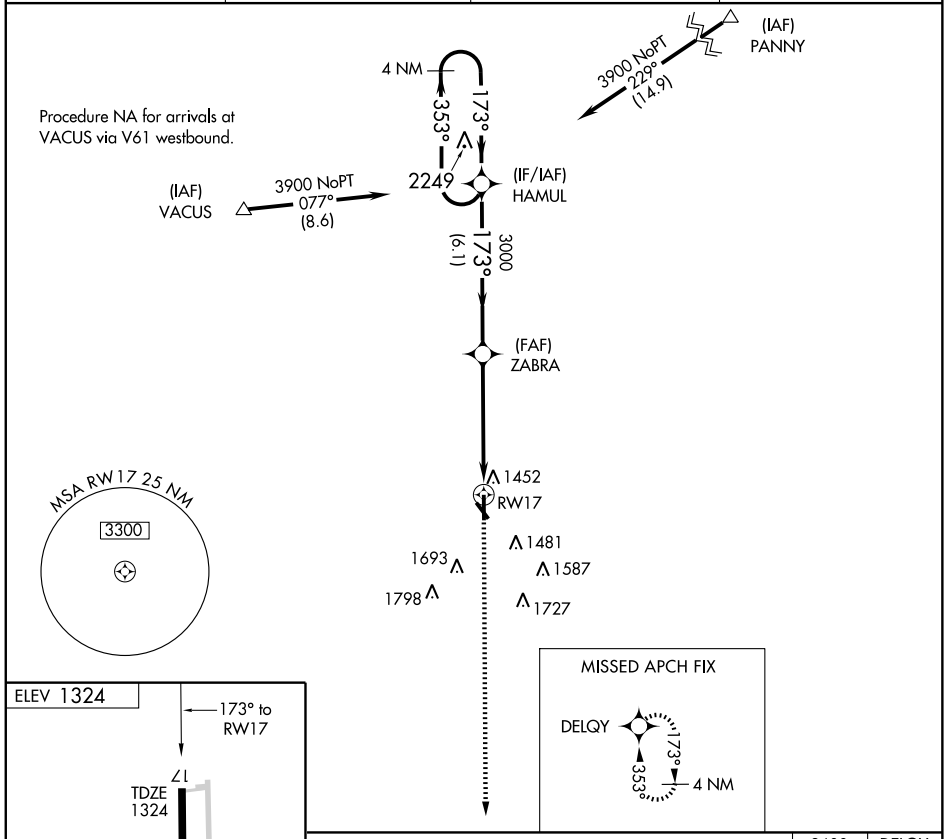
RNAV (GPS) RWY 17

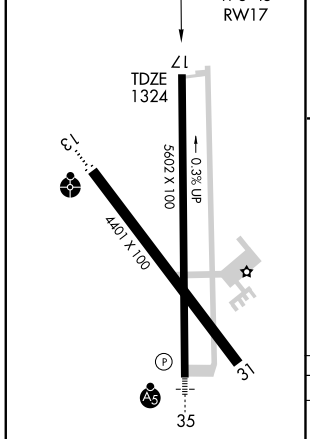
BEATRICE MUNI (BIE)

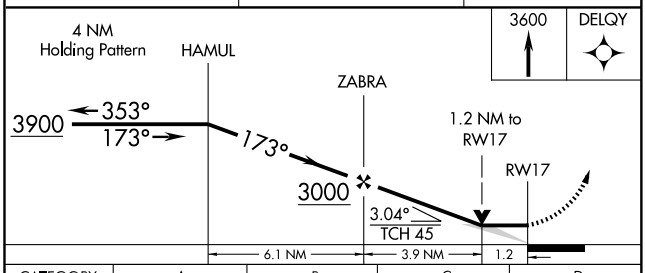
⚠ If local altimeter setting not received, use Lincoln altimeter settting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

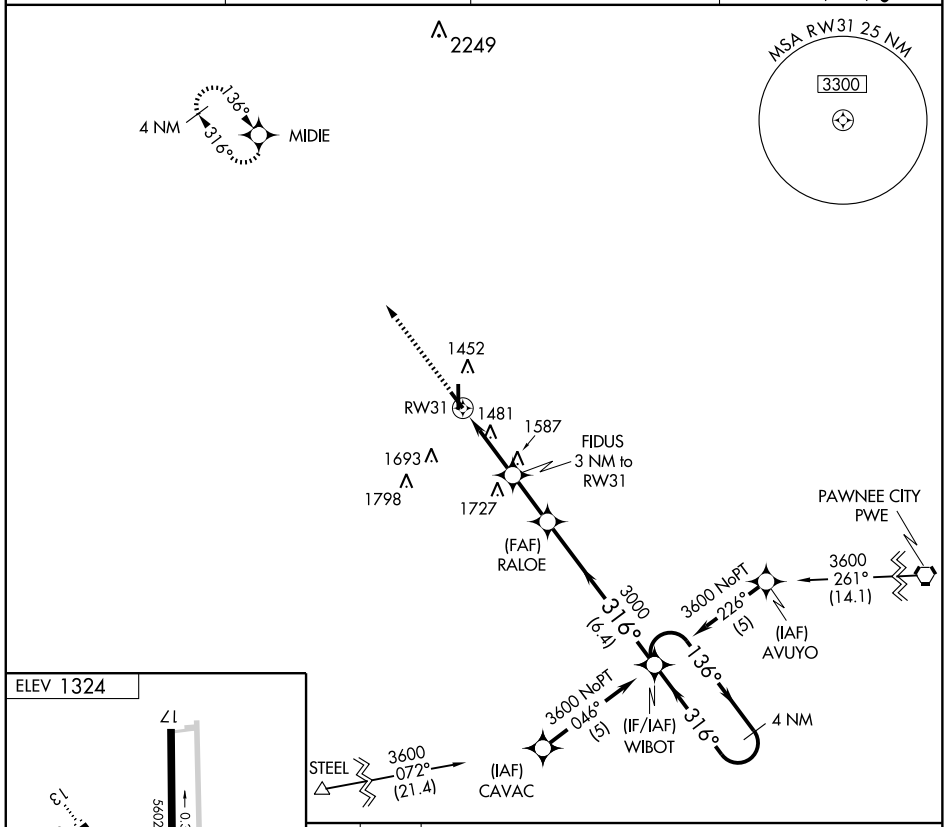
APP CRS	Rwy Idg	4401
316°	TDZE	1311
	Apt Elev	1324

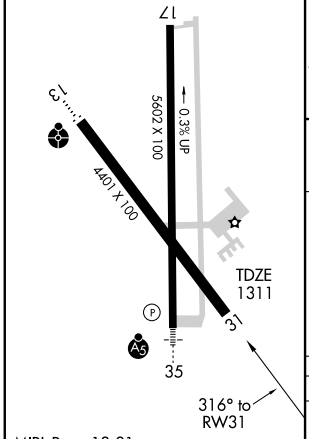
AL-936 (FAA)

RNAV (GPS) RWY 31

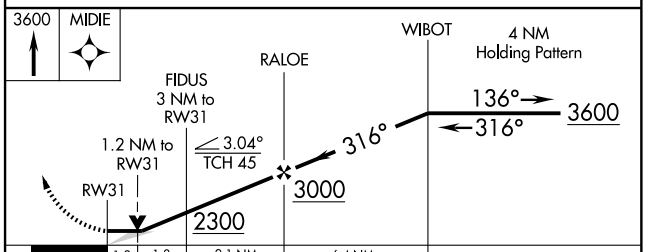
BEATRICE MUNI (BIE)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.	
AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





MIRL Rwys 13-31
and 17-35
REIL Rwy 31



CATEGORY	A	B	C	D
LNAV MDA	1740-1 429 (500-1)		1740-1¼ 429 (500-1¼)	1740-1½ 429 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5602
CH 61099	353°	TDZE	1307
W35A		Apt Elev	1324

RNAV (GPS) RWY 35

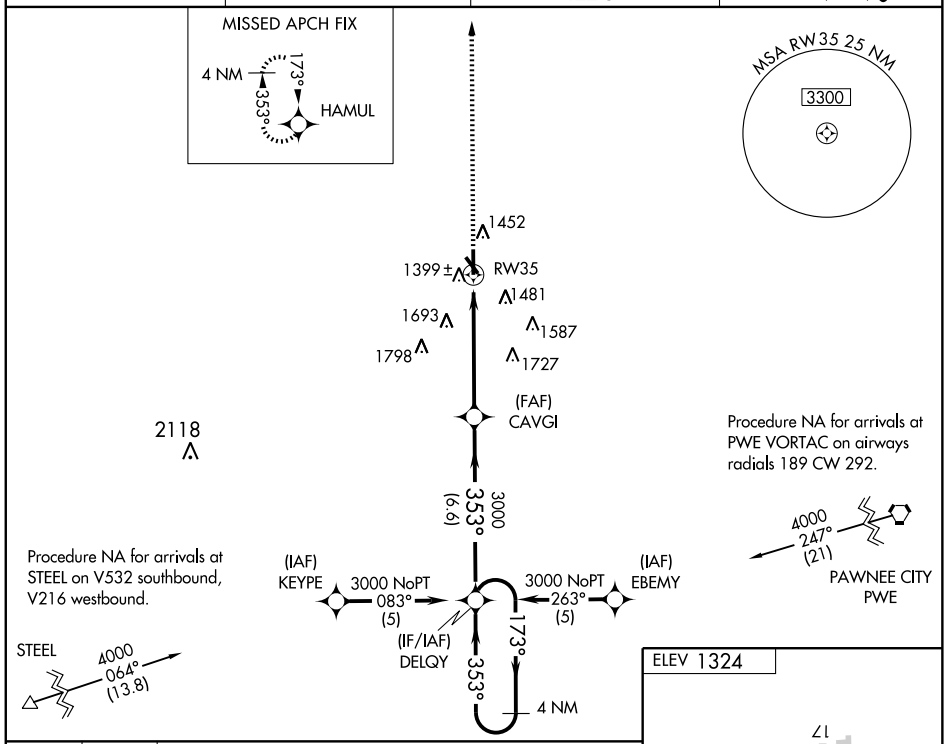
BEATRICE MUNI (BIE)

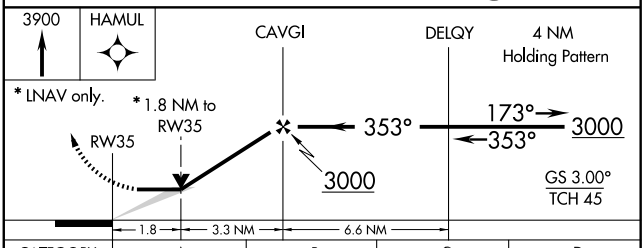
⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.

MALSR

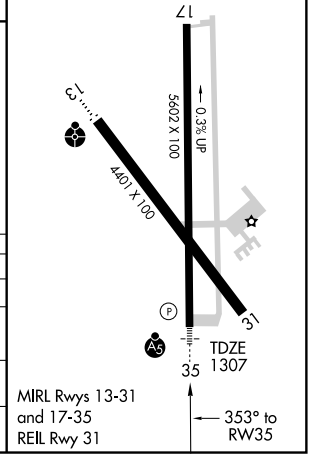
MISSED APPROACH: Climb to 3900 direct HAMUL and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1557-¾ 250 (300-¾)			
LNAV/VNAV DA	1796-1¼ 489 (500-1¼)			
LNAV MDA	1920-¾ 613 (700-¾)		1920-1¼ 613 (700-1¼)	1920-1½ 613 (700-1½)
CIRCLING	1920-1¾ 596 (600-1¾)			2060-2¼ 736 (800-2¼)



NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME BIE	APP CRS	Rwy Idg	4401
110.6	133°	TDZE	1319
Chan 43		Apt Elev	1324

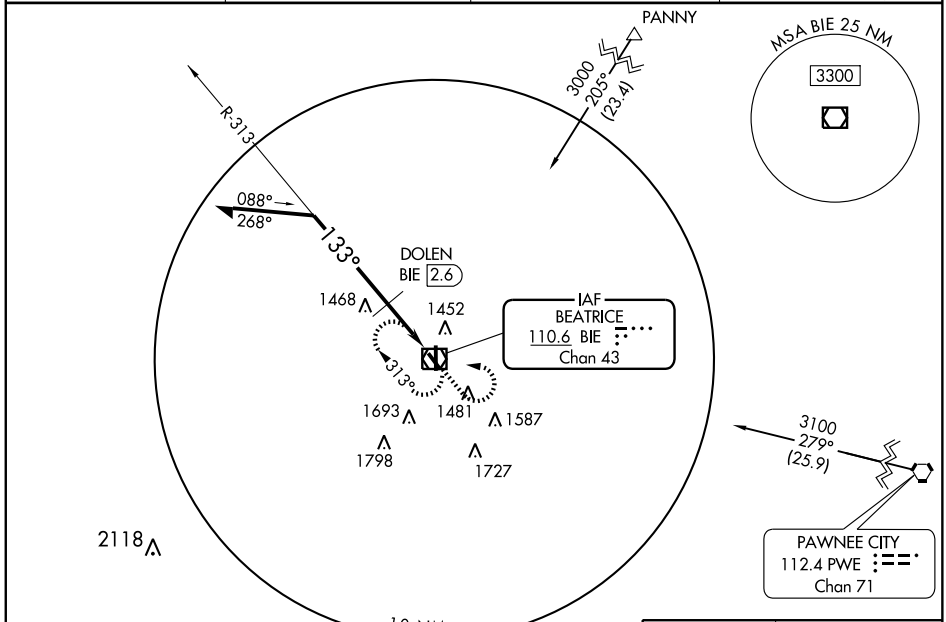
VOR RWY 13
BEATRICE MUNI (BIE)

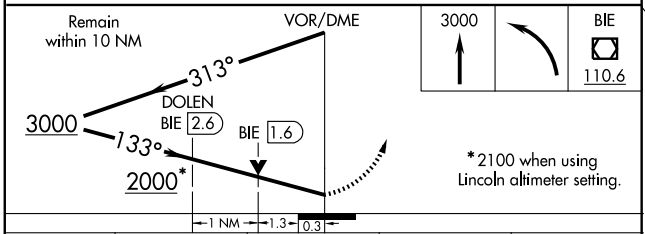
Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

ODALS

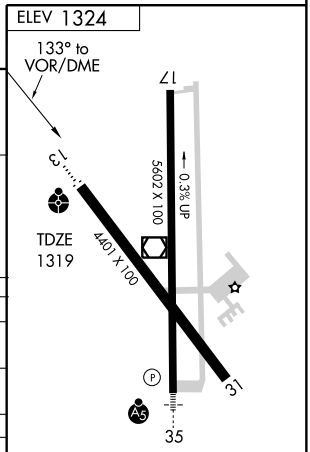
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	2000-¾ 681 (700-¾)		2000-2 681 (700-2)	2000-2¼ 681 (700-2¼)
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2¼ 736 (800-2¼)
DOLEN FIX MINIMUMS				
S-13	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2. 08 APR 2010 to 06 MAY 2010

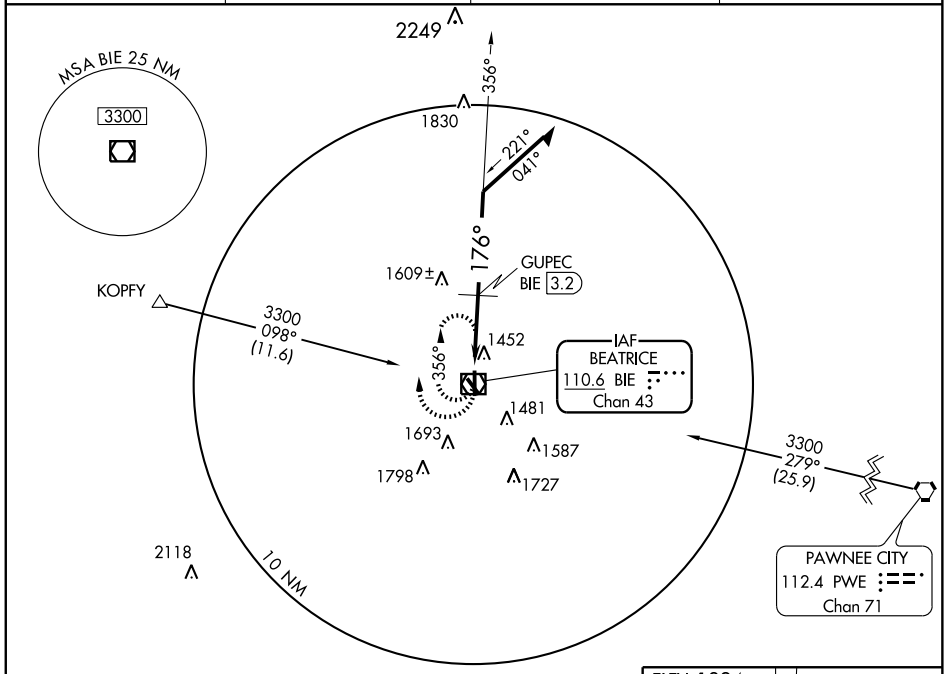
VOR/DME BIE	APP CRS	Rwy Idg	5602
110.6	176°	TDZE	1324
Chan 43		Apt Elev	1324

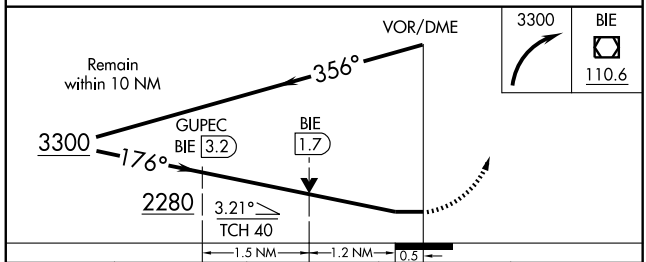
VOR RWY 17
BEATRICE MUNI (BIE)

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

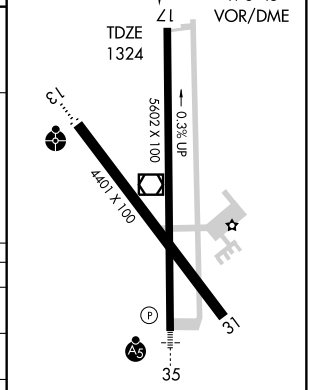
AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	

GUPEC FIX MINIMUMS			
S-17	1760-1 436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1 496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



REIL Rwy 31
MIRL Rwys 13-31 and 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME BIE	APP CRS	Rwy Idg	5602
110.6	345°	TDZE	1307
Chan 43		Apt Elev	1324

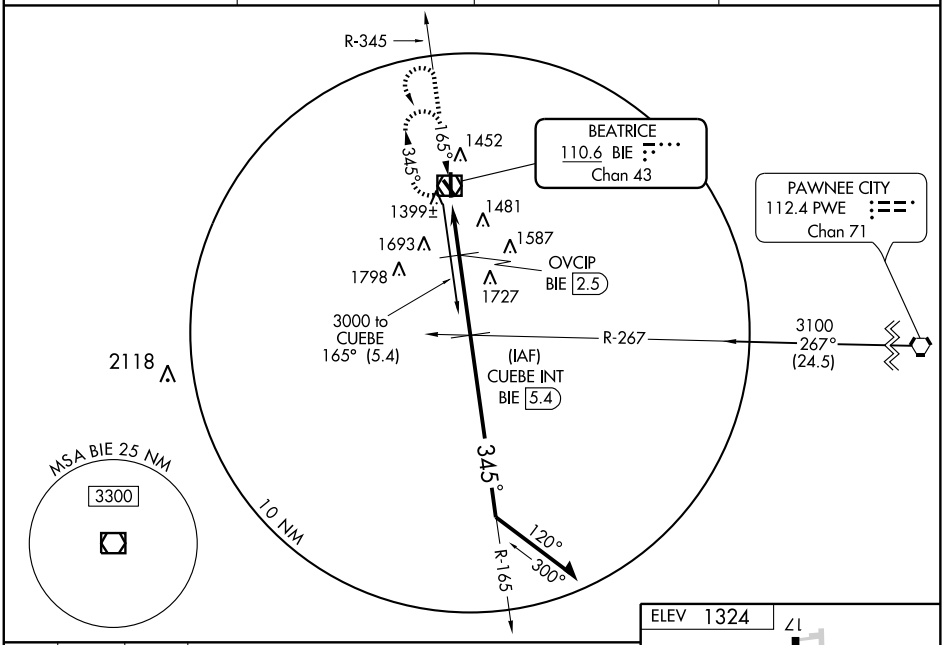
VOR RWY 35
BEATRICE MUNI (BIE)

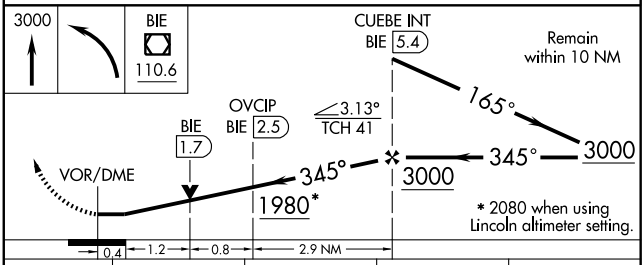
For inoperative MALSR, increase S-35 Cats A and B visibility to 1. When local altimeter setting not recieved, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ¼ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ¼ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALSR, increase S-35 Cats A/B visibility to 1. For inoperative MALSR when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

MALSR

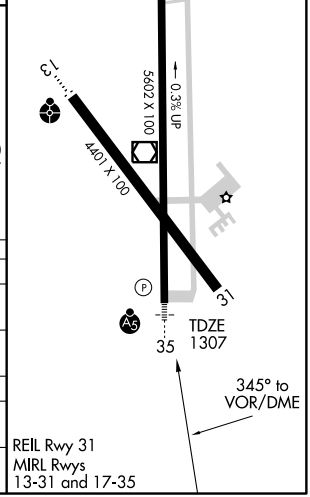
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	1980-¾ 673 (700-¾)		1980-1½ 673 (700-1½)	1980-1¾ 673 (700-1¾)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2¼ 736 (800-2¼)
OVCIP FIX MINIMUMS				
S-35	1740-¾ 433 (500-¾)			1740-1 433 (500-1)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2. 08 APR 2010 to 06 MAY 2010

BLAIR, NEBRASKA

AL-10376 (FAA)

RNAV (GPS) RWY 13

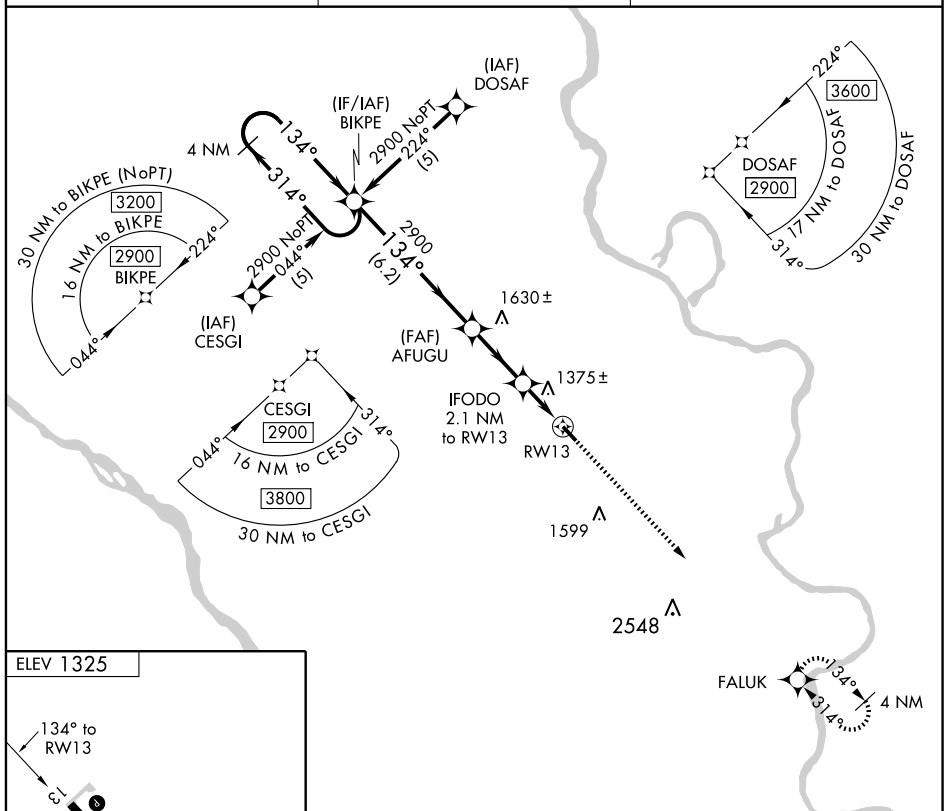
BLAIR MUNI (BTA)

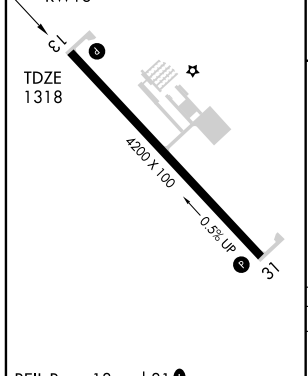
APP CRS	Rwy Idg	4200
134°	TDZE	1318
	Apt Elev	1325

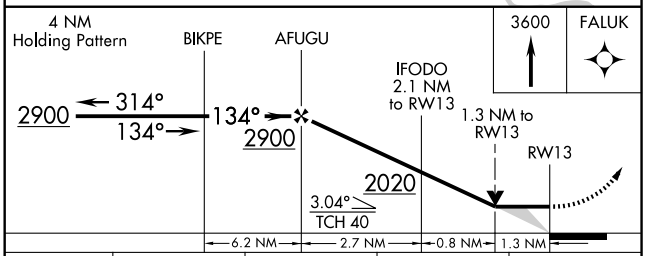
DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600 direct FALUK and hold.

AWOS-3	OMAHA APP CON	CTAF
120.225	120.1 354.05	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1780-1 462 (500-1)		NA	
CIRCLING	1780-1 455 (500-1)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
314°	TDZE	1314
	Apt Elev	1325

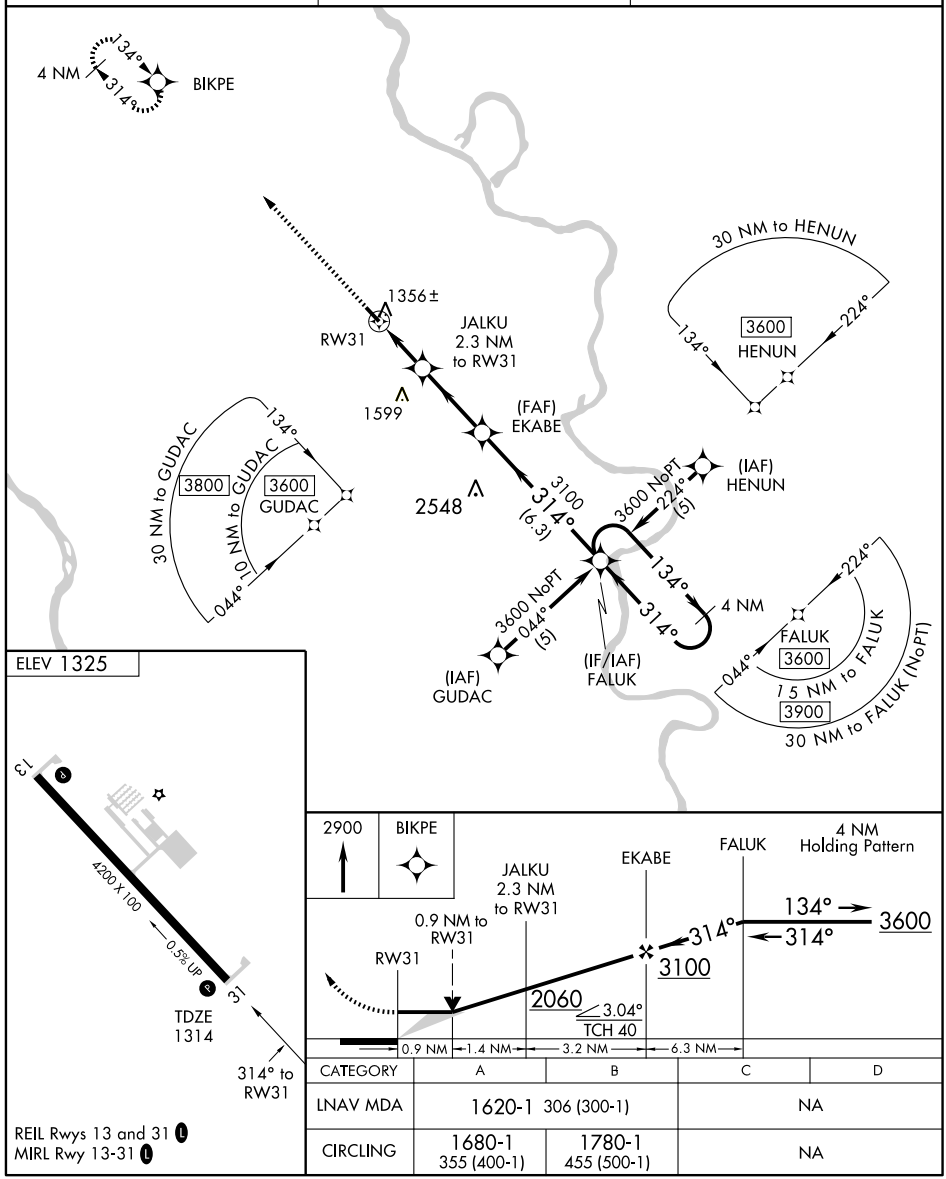
RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct BIKPE and hold.

AWOS-3	COLUMBUS CENTER	CTAF
120.225	120.1 354.05	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1620-1 306 (300-1)		NA	
CIRCLING	1680-1 355 (400-1)	1780-1 455 (500-1)	NA	

WAAS	APP CRS	Rwy Idg	4203
CH 72609	141°	TDZE	2547
W14A		Apt Elev	2547

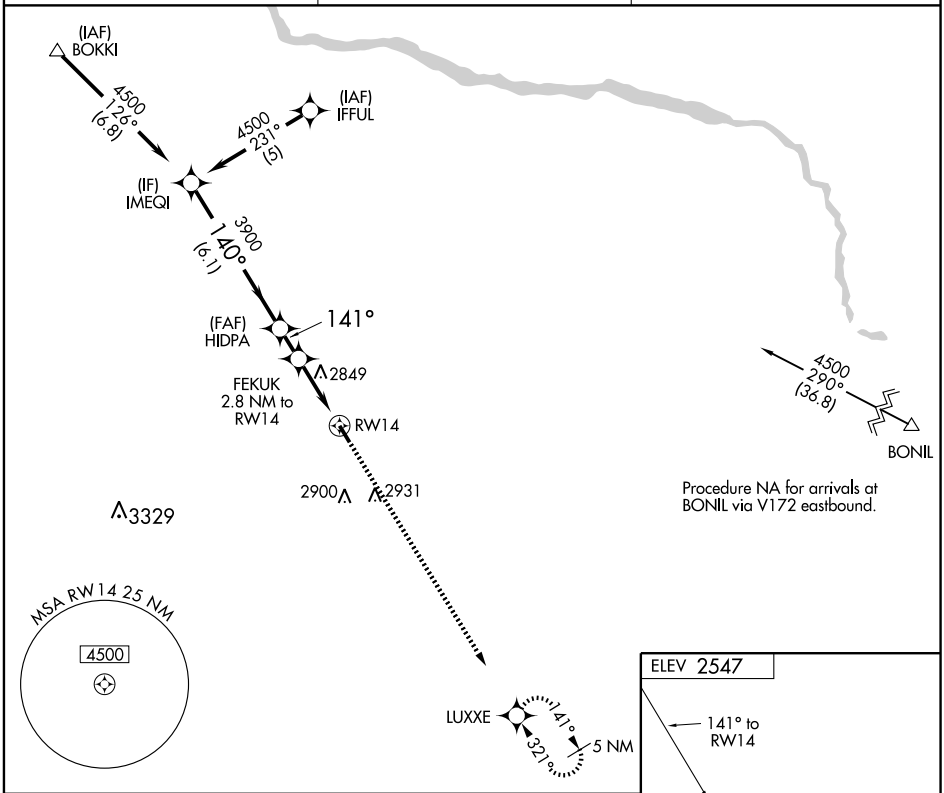
RNAV (GPS) RWY 14

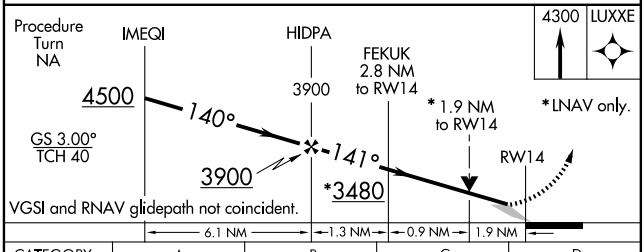
BROKEN BOW MUNI (BBW)

When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

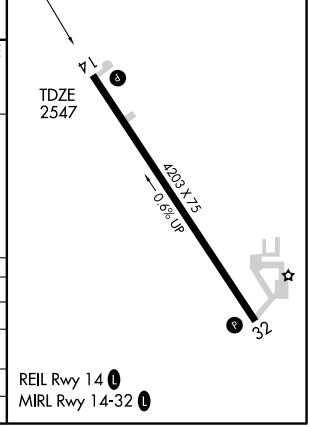
MISSED APPROACH: Climb to 4300 direct LUXXE and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2802-1	255 (300-1)	NA	
LNAV/VNAV DA	3192-2¼	645 (700-2¼)	NA	
LNAV MDA	3180-1	633 (700-1)	NA	
CIRCLING	3180-1	633 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4203
CH 97409	321°	TDZE	2534
W32A		Apt Elev	2547

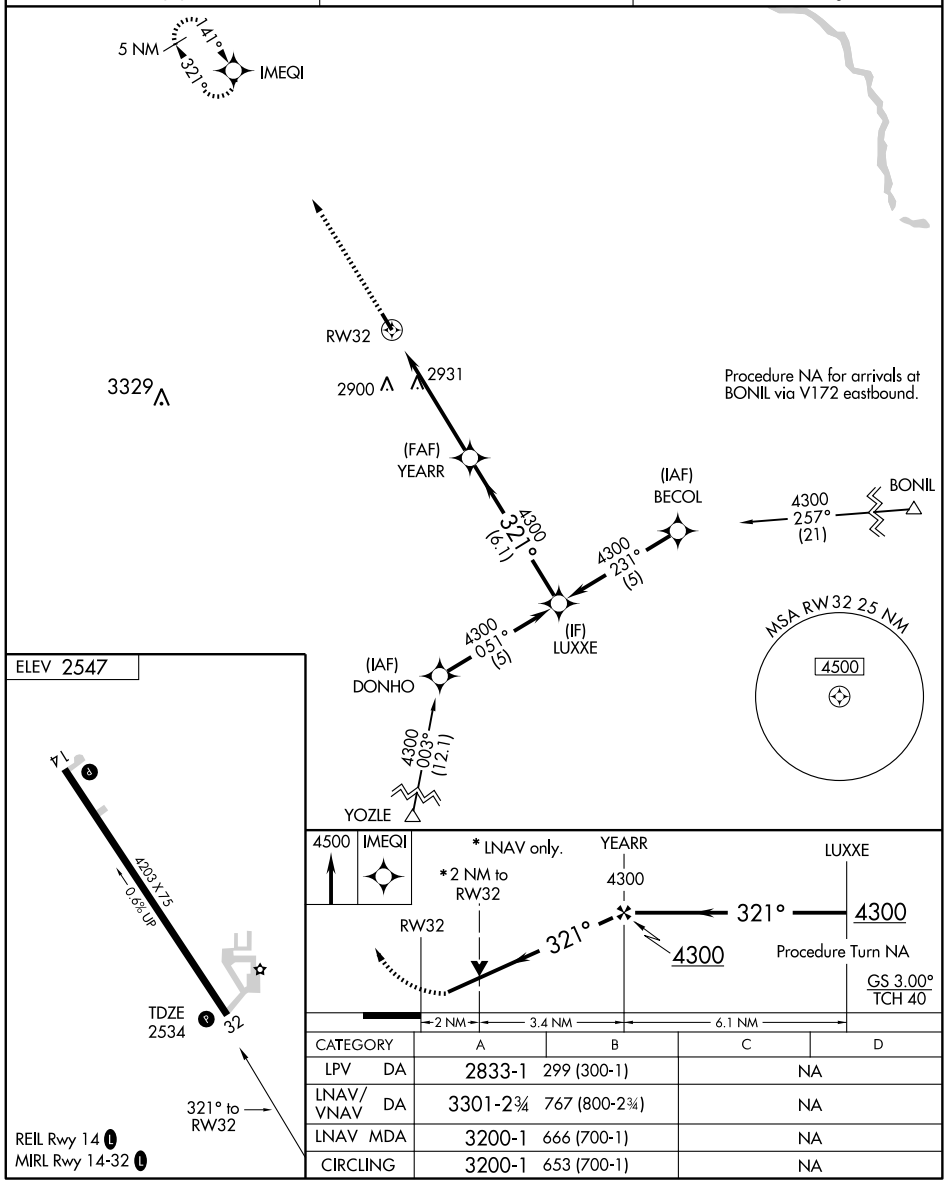
RNAV (GPS) RWY 32

BROKEN BOW MUNI (BBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ¾ mile, increase LNAV/VNAV all Cats visibility 1¼ mile, increase LNAV and Circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct IMEQI and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2833-1	299 (300-1)	NA	
LNAV/VNAV DA	3301-2¾	767 (800-2¾)	NA	
LNAV MDA	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	316°	TDZE	2534
Chan 19		Apt Elev	2547

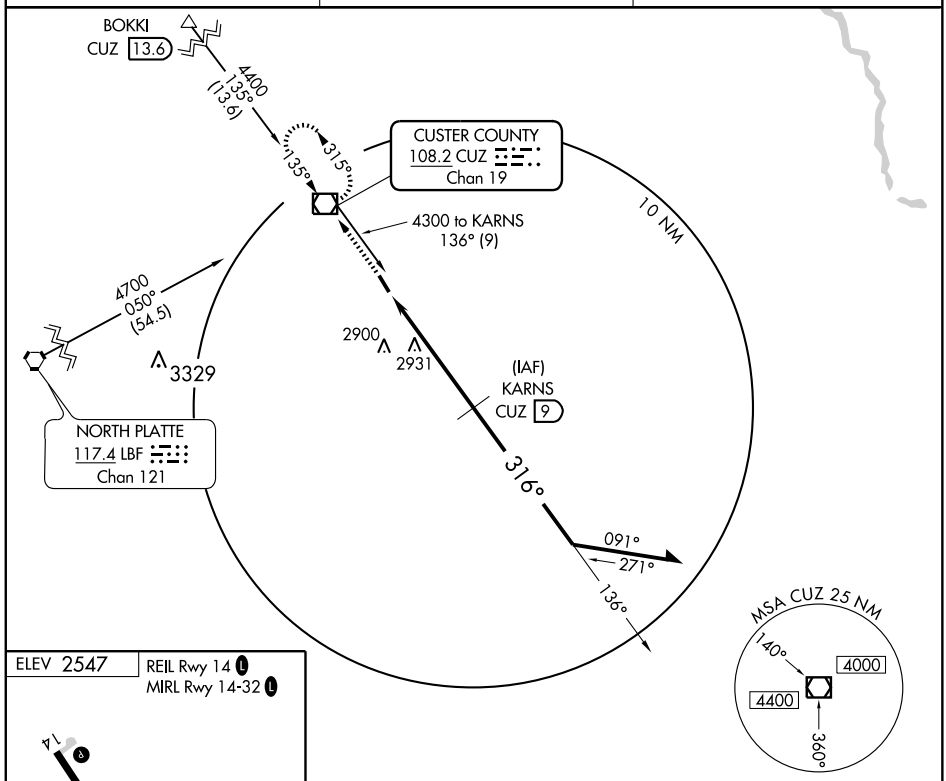
VOR/DME RWY 32

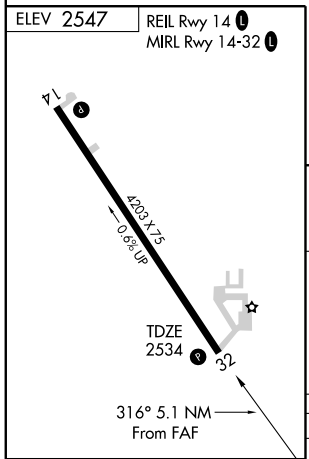
BROKEN BOW MUNI (BBW)

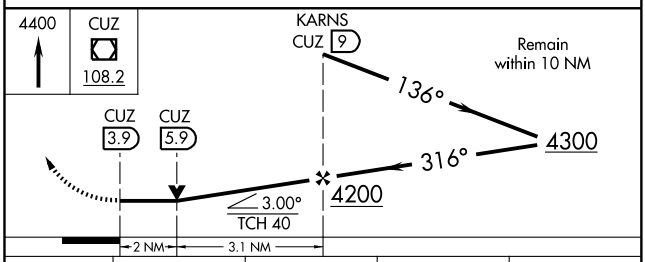
When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1¼ miles, and Circling Cat B visibility to 1¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-32	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

BROKEN BOW, NEBRASKA

AL-5766 (FAA)

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	135°	TDZE	2547
Chan 19		Apt Elev	2547

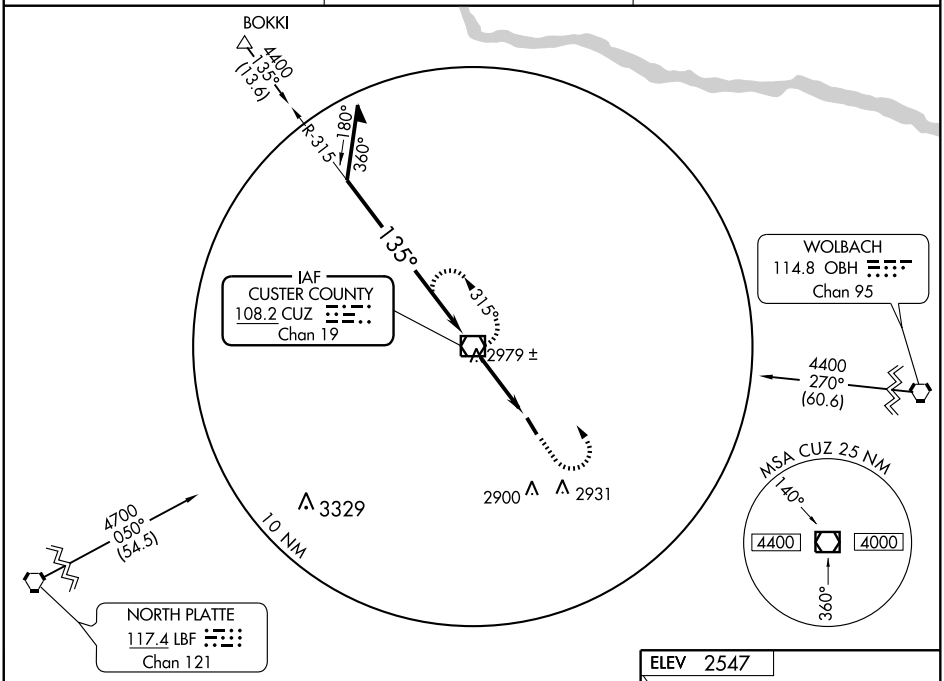
VOR RWY 14

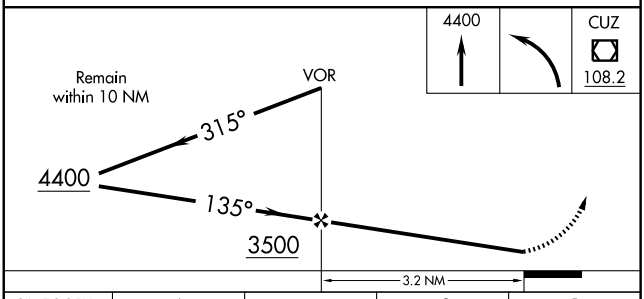
BROKEN BOW MUNI (BBW)

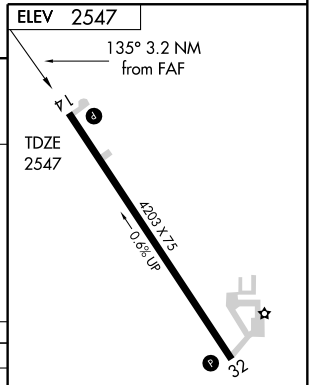
When local altimeter setting not received; use North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3240-1 693 (700-1)		NA	
CIRCLING	3280-1 733 (800-1)		NA	
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1 833 (900-1)	3380-1¼ 833 (900-1¼)	NA	
CIRCLING	3440-1¼ 893 (900-1¼)		NA	

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
332°	Rwy Idg	3212
	TDZE	2181
	Apt Elev	2181

GPS RWY 33

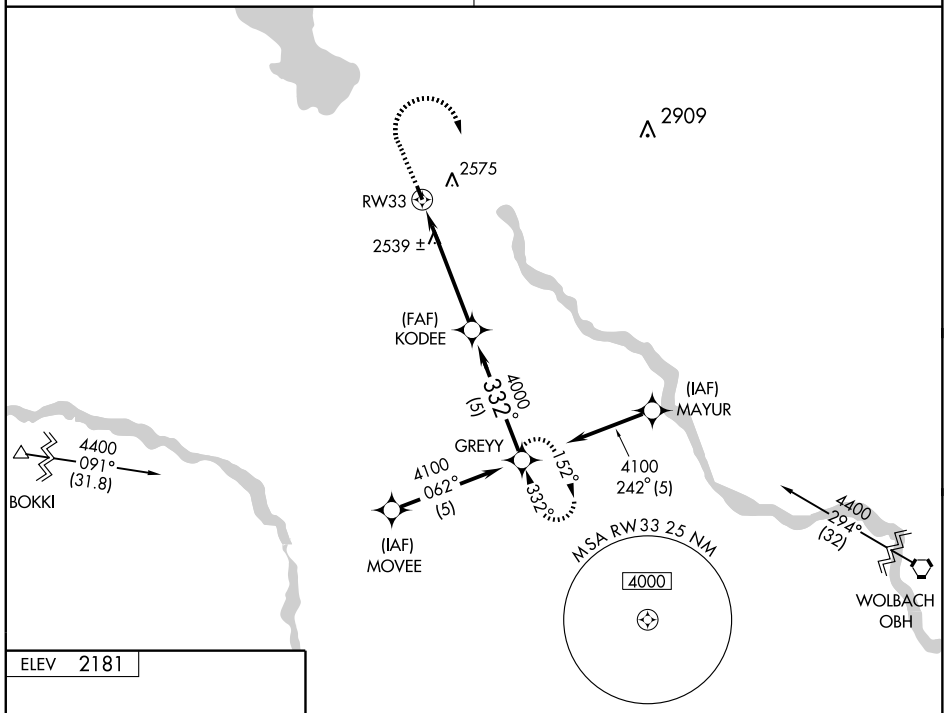
BURWELL/CRAM FIELD (BUB)

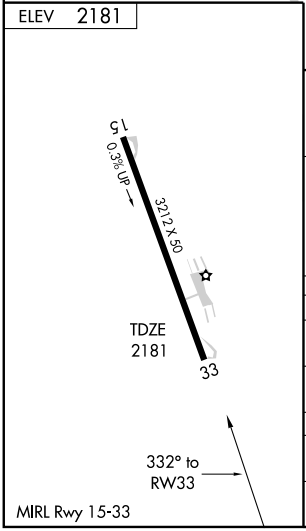
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

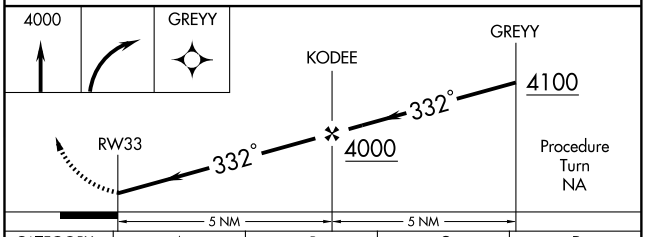
⚠ NA

MISSED APPROACH: Climb to 4000 then right turn direct GREYY WP and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9







CATEGORY	A	B	C	D
S-33	2840-1 659 (700-1)		NA	
CIRCLING	2840-1 659 (700-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-33	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	3120-1¼ 939 (1000-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB BUB 377	APP CRS 144°	Rwy Idg 3212 TDZE 2181 Apt Elev 2181

NDB RWY 15

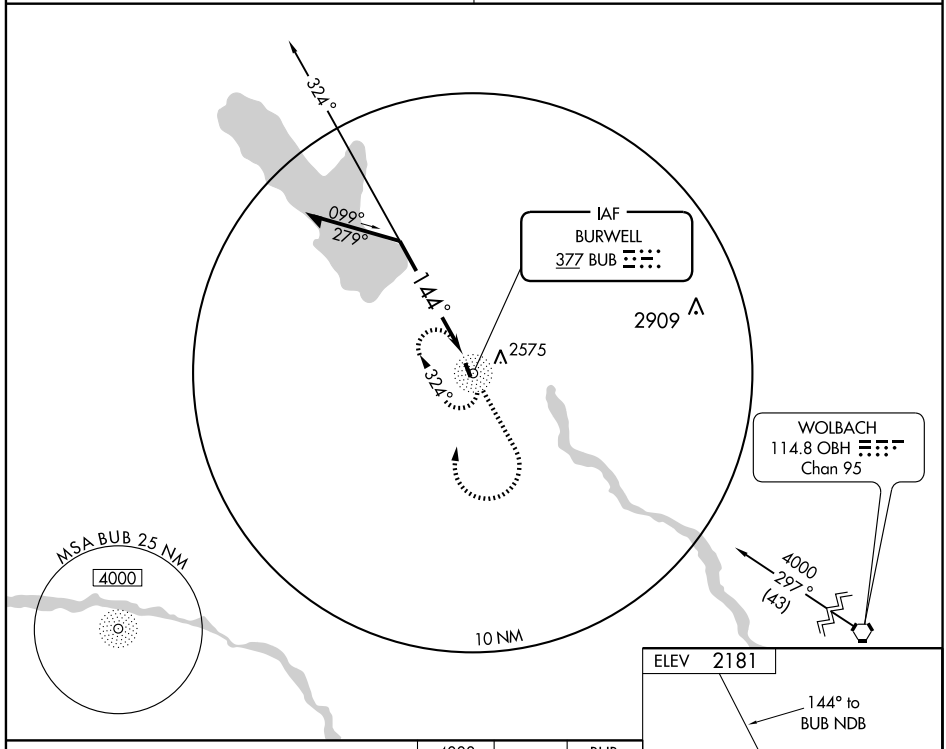
BURWELL/CRAM FIELD (BUB)

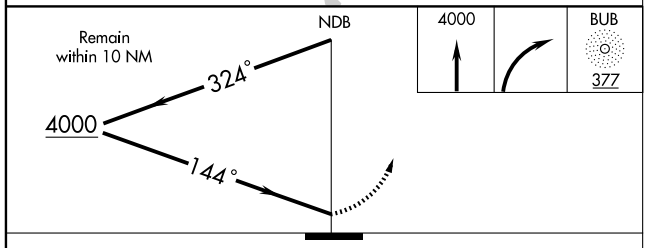
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

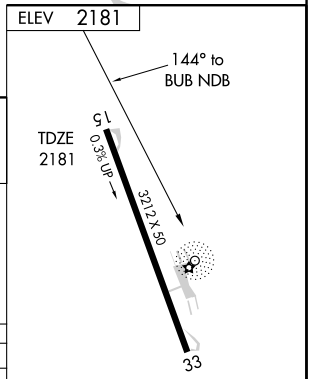
⚠ NA

MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9







CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼ 939 (1000-1¼)		NA	
CIRCLING	3120-1¼ 939 (1000-1¼)		NA	

MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

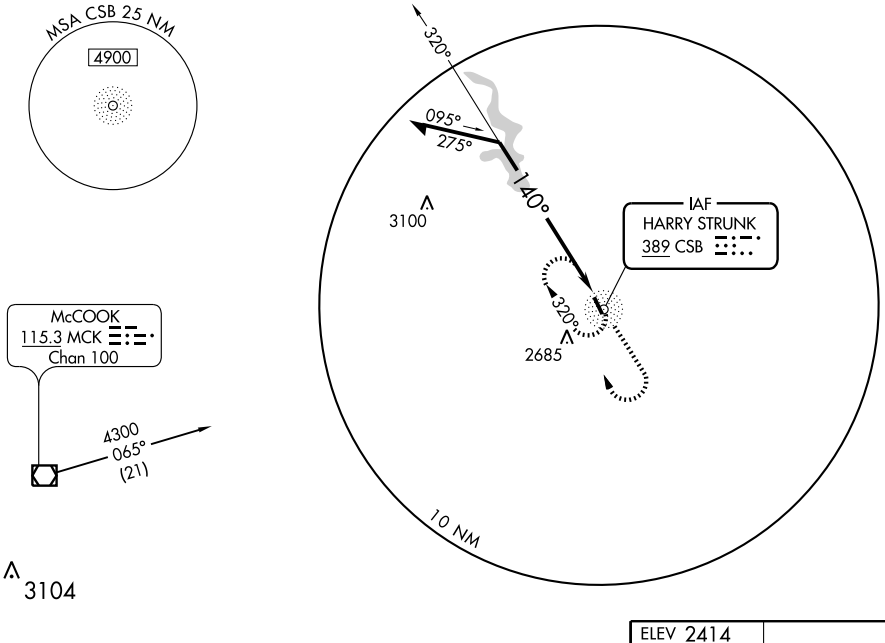
NDB CSB	APP CRS	Rwy Idg	4098
389	140°	TDZE	2414
		Apt Elev	2414

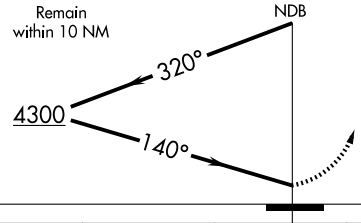
NDB RWY 14
CAMBRIDGE MUNI (CSB)

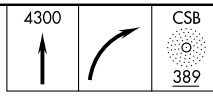
NA — Use McCook altimeter setting.

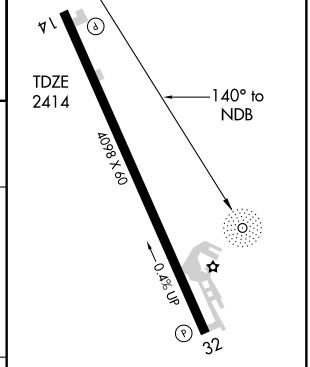
MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L









MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

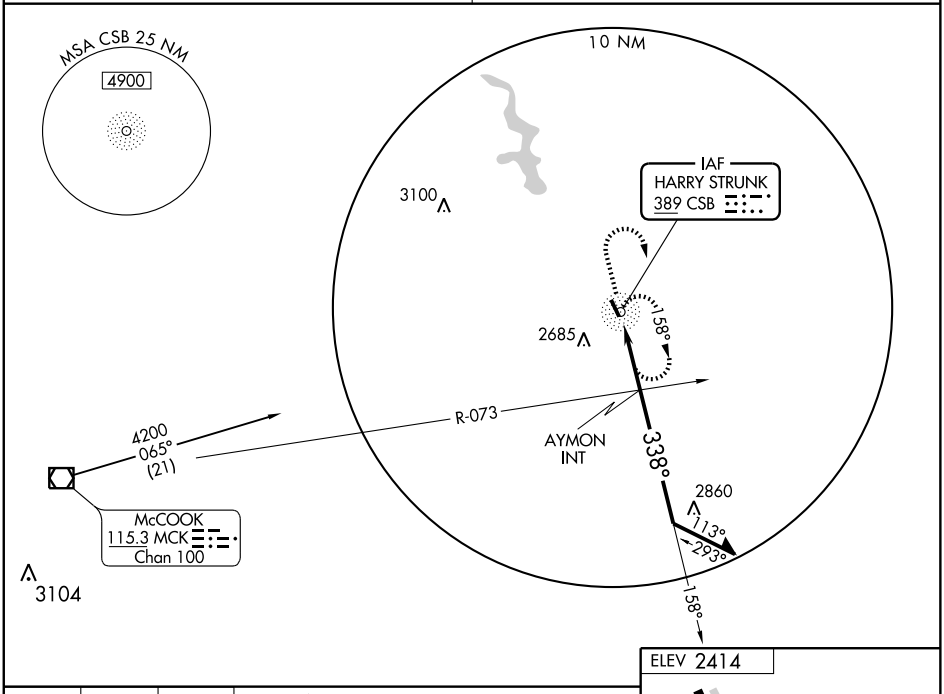
Knots	60	90	120	150	180
Min:Sec					

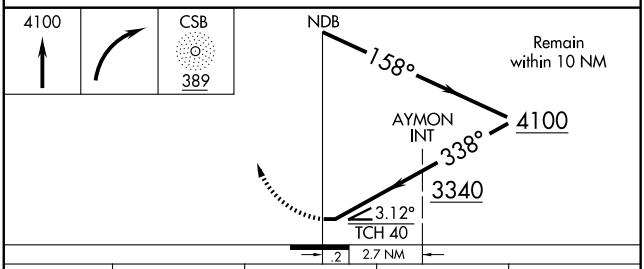
NC-2. 08 APR 2010 to 06 MAY 2010

NDB CSB 389	APP CRS 338°	Rwy Idg 4098 TDZE 2413 Apt Elev 2414

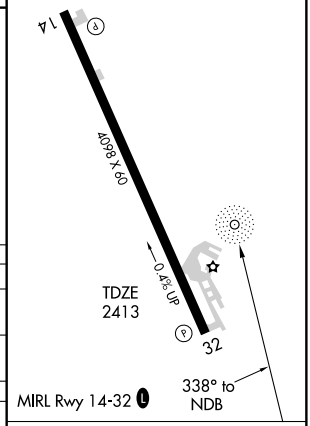
NDB RWY 32
CAMBRIDGE MUNI (CSB)

⚠ NA Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.
DENVER CENTER **132.7 397.85**	UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
S-32	3340-1¼	927 (1000-1¼)	NA	
CIRCLING	3340-1¼	926 (1000-1¼)	NA	
AYMON INT MINIMUMS				
S-32	2940-1	527 (600-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	



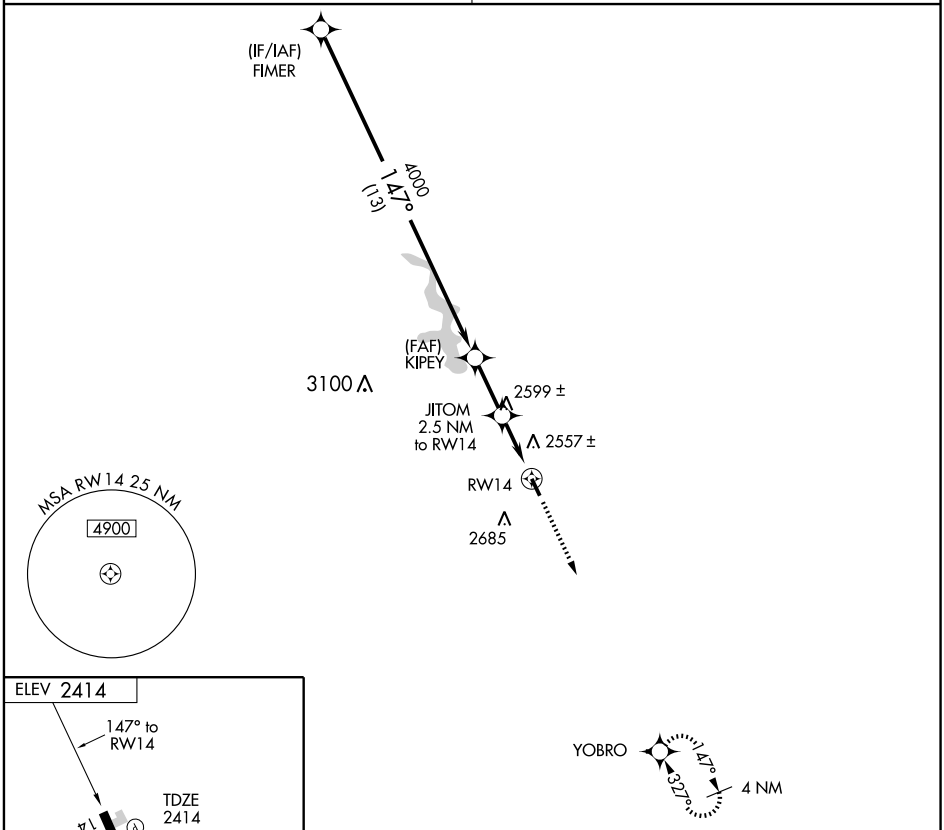
Knots	60	90	120	150	180
Min:Sec					

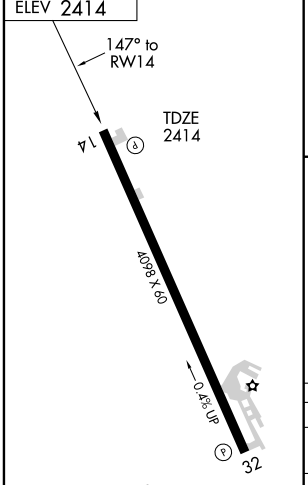
NC-2, 08 APR 2010 to 06 MAY 2010

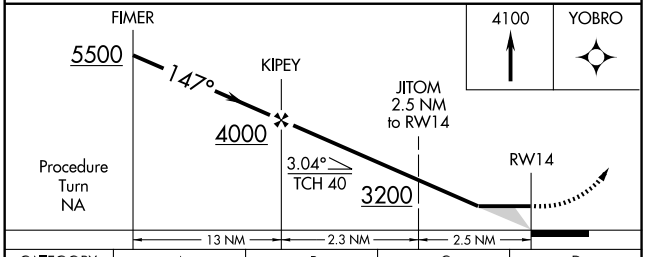
APP CRS	Rwy Idg	4098
147°	TDZE	2414
	Apt Elev	2414

RNAV (GPS) RWY 14
CAMBRIDGE MUNI (CSB)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2880-1 466 (500-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

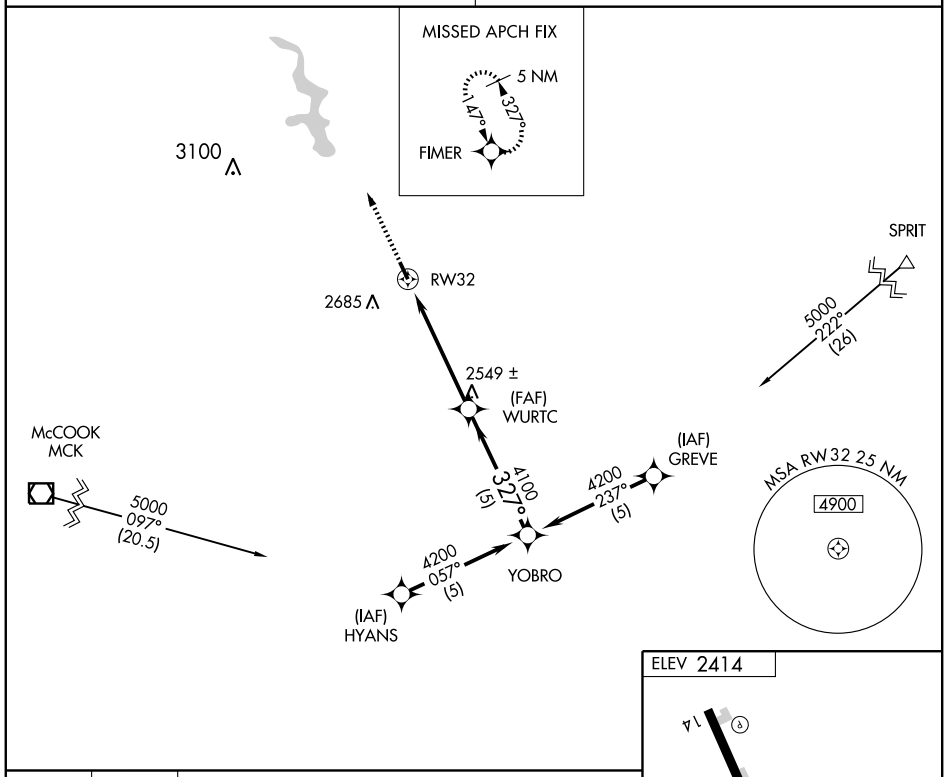
APP CRS	Rwy Idg	4098
327°	TDZE	2413
	Apt Elev	2414

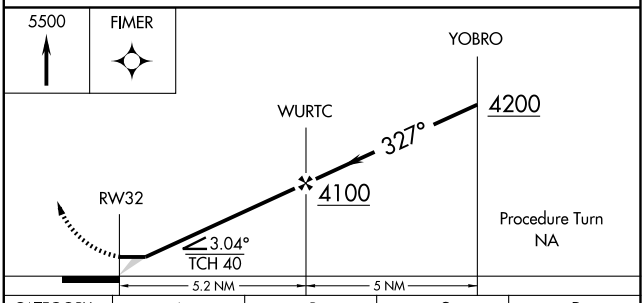
RNAV (GPS) RWY 32
CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.

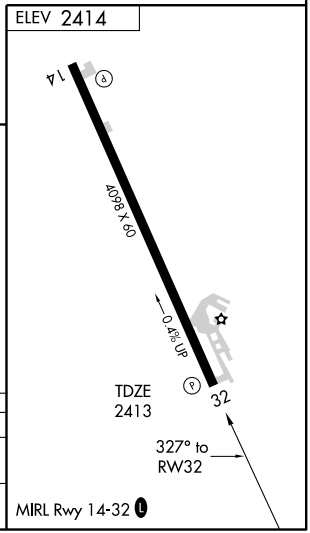
MISSED APPROACH: Climb to 5500 direct FIMER and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2860-1	447 (500-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-CDR	APP CRS	Rwy Idg	5212
110.9	024°	TDZE	3292
		Apt Elev	3296

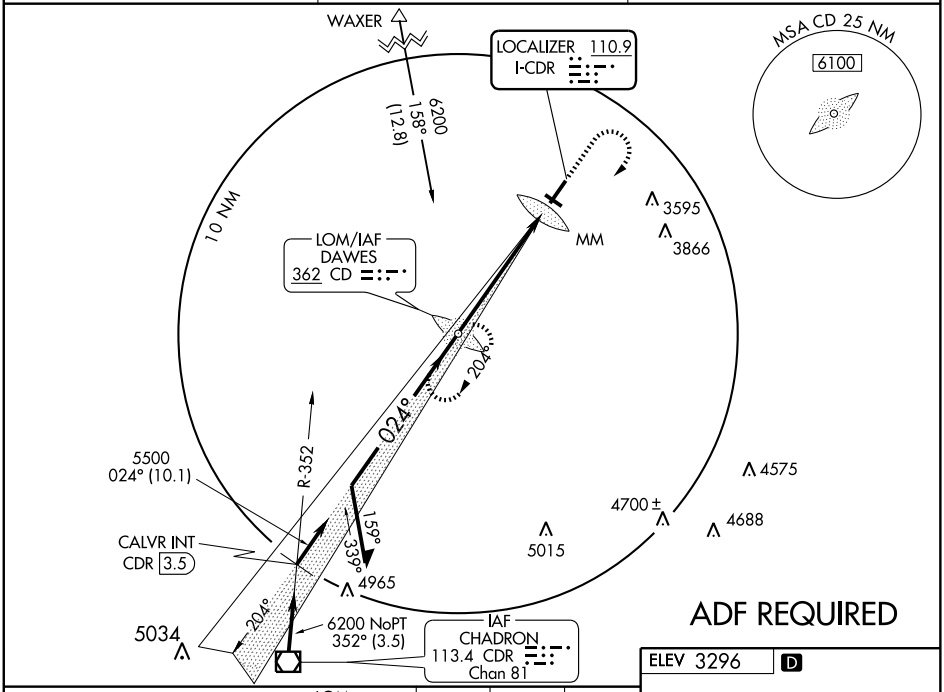
ILS RWY 2
CHADRON MUNI (CDR)

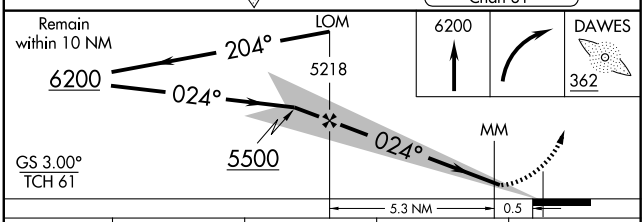
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MALSR

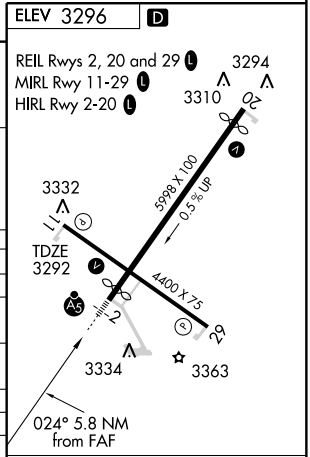
MISSED APPROACH: Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 2	3492-½ 200 (200-½)			
S-LOC 2	3880-½ 588 (600-½)		3880-1 588 (600-1)	3880-1¼ 588 (600-1¼)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-ILS 2	3729-½ 437 (500-½)			
S-LOC 2	4120-½ 828 (900-½)	4120-¾ 828 (900-¾)	4120-2 828 (900-2)	4120-2¼ 828 (900-2¼)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-2. 08 APR 2010 to 06 MAY 2010

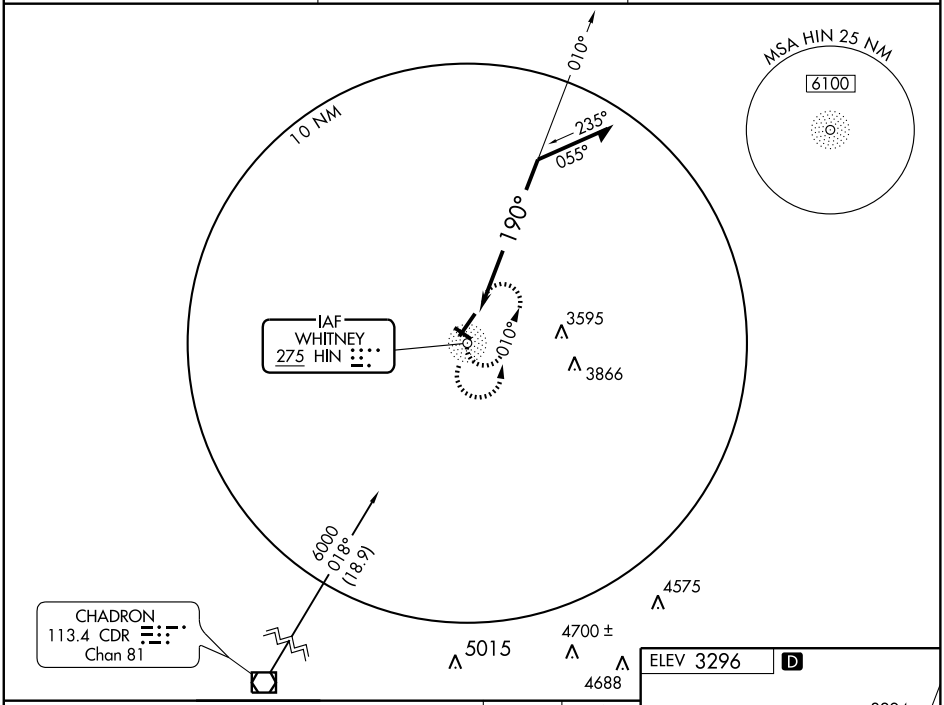
NDB HIN	APP CRS		
275	190°	Rwy Idg	5500
		TDZE	3282
		Apt Elev	3296

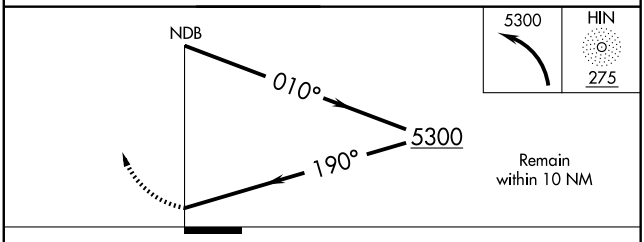
NDB RWY 20
CHADRON MUNI (CDR)

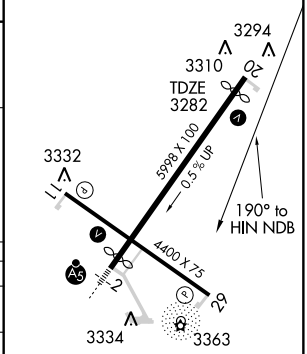
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1¾ 638 (700-1¾)	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1¼ 878 (900-1¼)	4160-2½ 878 (900-2½)	4160-2¾ 878 (900-2¾)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5212
CH 65615	024°	TDZE	3293
W02A		Apt Elev	3297

RNAV (GPS) RWY 2
CHADRON MUNI (CDR)

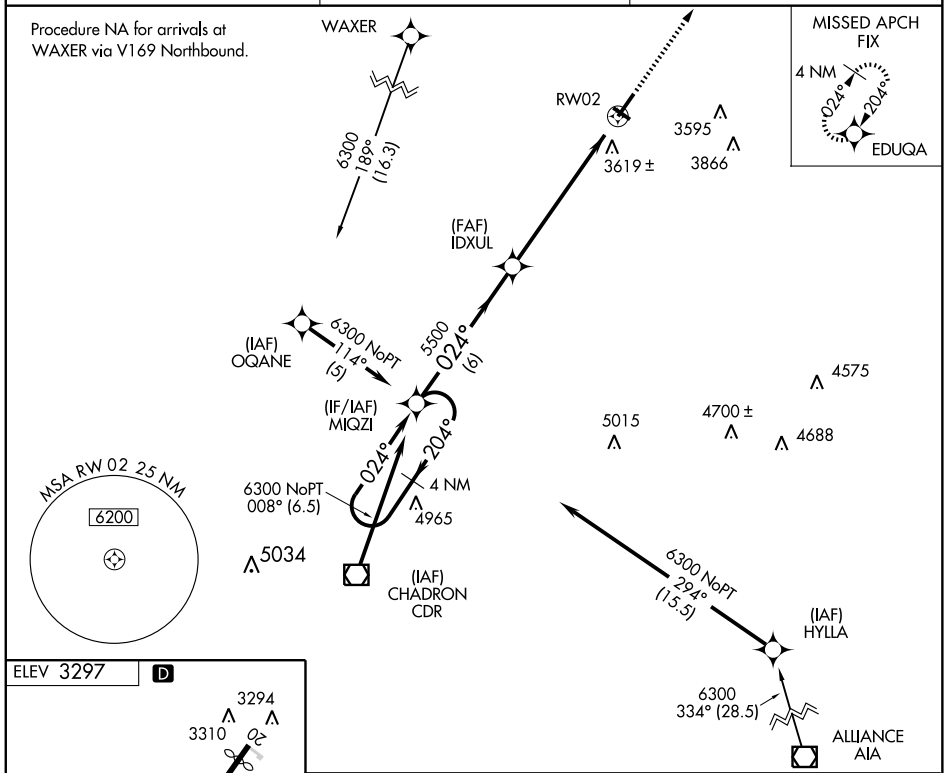
NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Pine Ridge altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1.

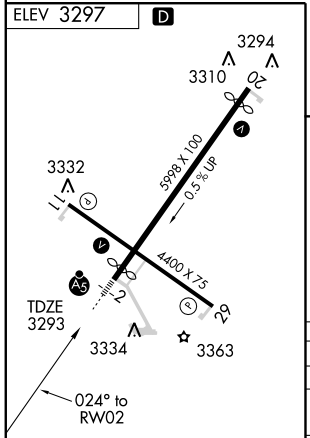
MALSR

MISSED APPROACH: Climb to 5100 direct EDUQA and hold.

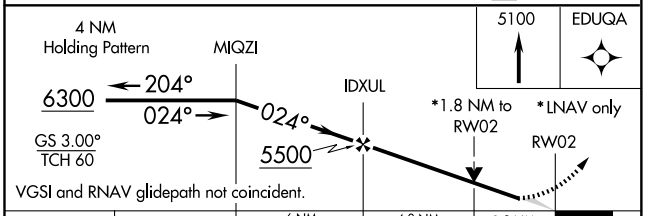
ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L

Procedure NA for arrivals at WAXER via V169 Northbound.





REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	3564-½ 271 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3900-½ 607 (700-½)		3900-1¼ 607 (700-1¼)	3900-1½ 607 (700-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

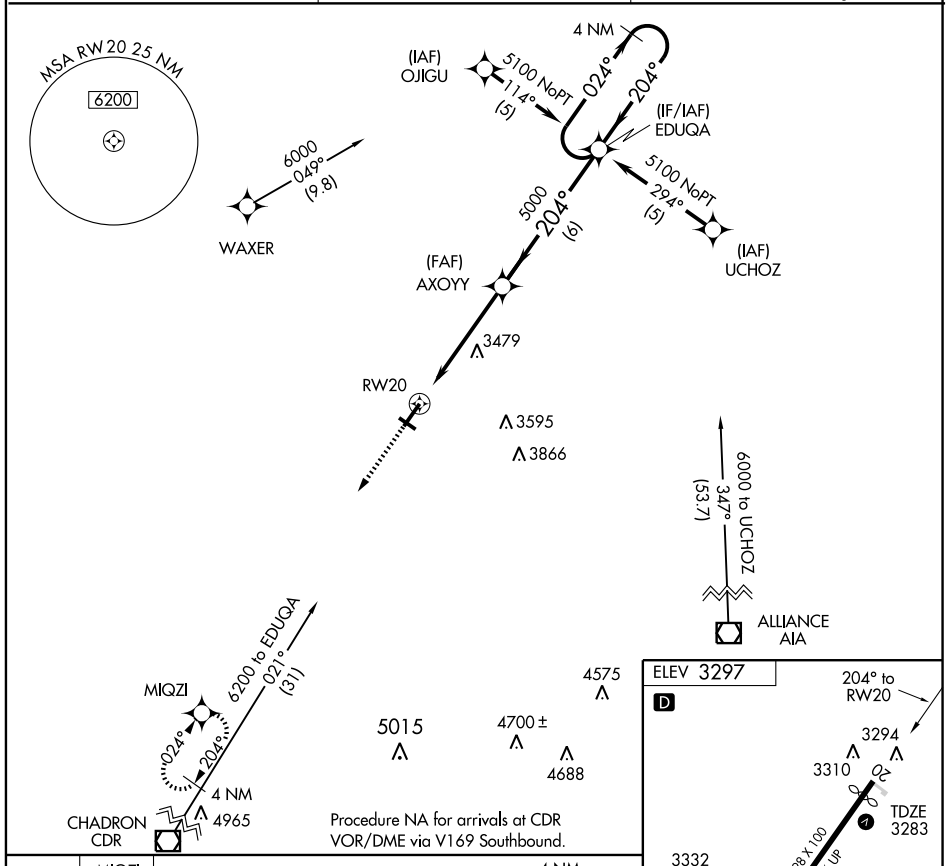
APP CRS	Rwy Idg	5500
204°	TDZE	3283
	Apt Elev	3297

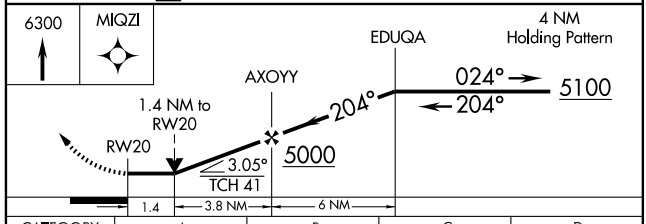
RNAV (GPS) RWY 20

CHADRON MUNI (CDR)

NA	DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 6300 direct MIQZI and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3740-1 457 (500-1)		3740-1¼ 457 (500-1¼)	3740-1½ 457 (500-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME CDR	APP CRS	Rwy Idg	5212
113.4	017°	TDZE	3292
Chan 81		Apt Elev	3296

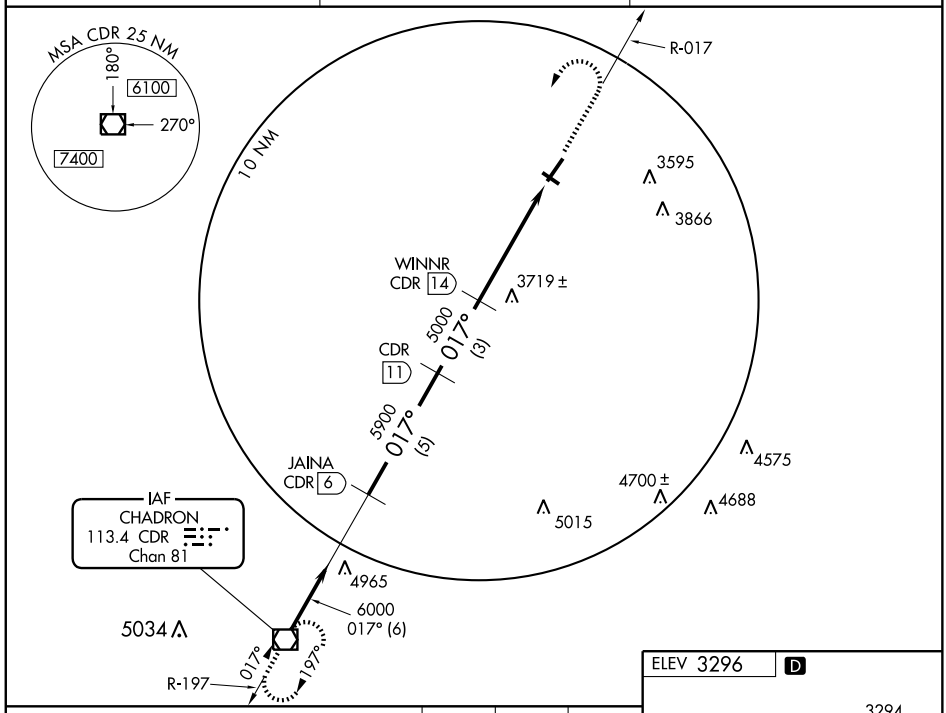
VOR/DME RWY 2
CHADRON MUNI (CDR)

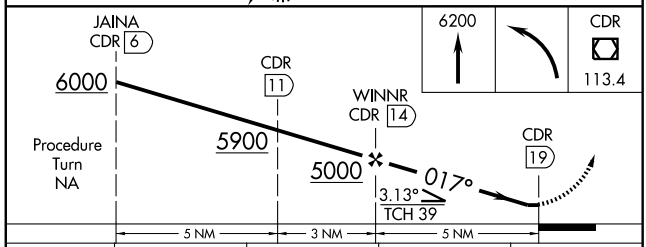
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altemeter setting.

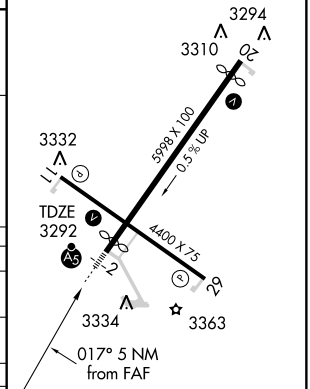
MALSR

MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S-2	4200-¾ 908 (1000-¾)		4200-2¼ 908 (1000-2¼)	4200-2½ 908 (1000-2½)
CIRCLING	4200-1¼ 904 (1000-1¼)		4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-2	4440-¾ 1148 (1200-¾)	4440-1 1148 (1200-1)	4440-2½ 1148 (1200-2½)	
CIRCLING	4440-1¼ 1144 (1200-1¼)	4440-1½ 1144 (1200-1½)	4440-3 1144 (1200-3)	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CDR	APP CRS	Rwy Idg	5500
113.4	197°	TDZE	3282
Chan 81		Apt Elev	3296

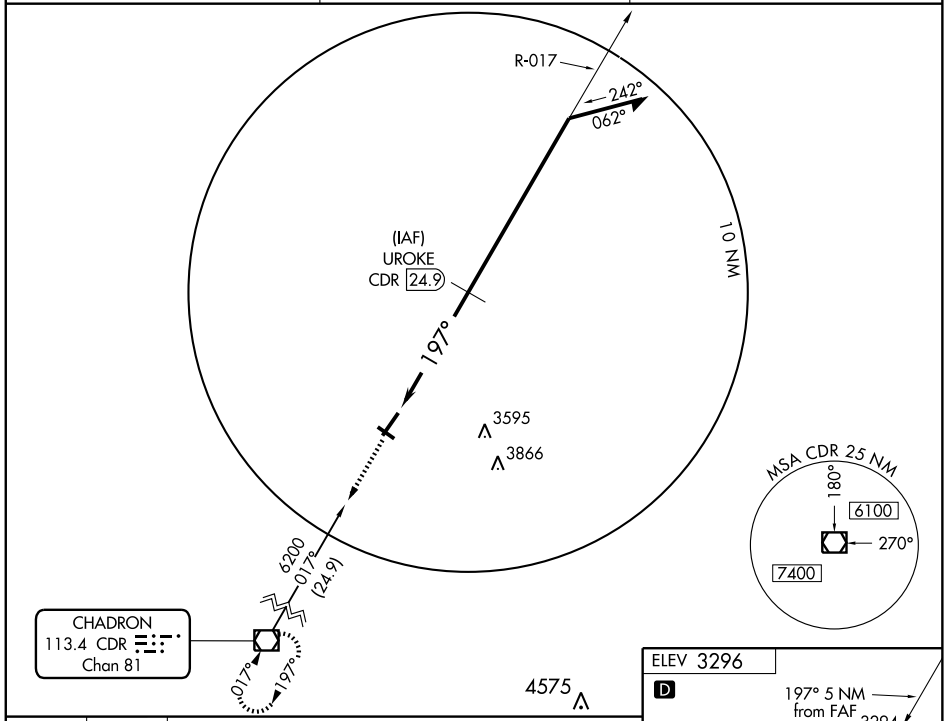
VOR/DME RWY 20

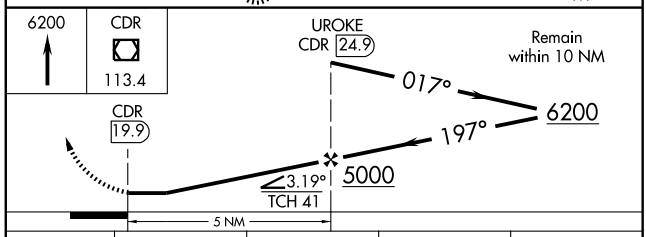
CHADRON MUNI (CDR)

Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

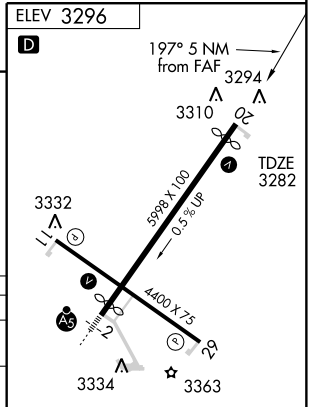
MISSED APPROACH: Climb to 6200 direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-20	4500-1¼ 1218 (1300-1¼)	4500-1½ 1218 (1300-1½)	4500-3 1218 (1300-3)	
CIRCLING	4500-1¼ 1204 (1300-1¼)	4500-1½ 1204 (1300-1½)	4500-3 1204 (1300-3)	
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4740-1¼ 1458 (1500-1¼)	4740-1½ 1458 (1500-1½)	4740-3 1458 (1500-3)	
CIRCLING	4740-1¼ 1444 (1500-1¼)	4740-1½ 1444 (1500-1½)	4740-3 1444 (1500-3)	



REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB CNP	APP CRS		
383	312°	Rwy Idg	3870
		TDZE	3680
		Apt Elev	3680

NDB or GPS RWY 30

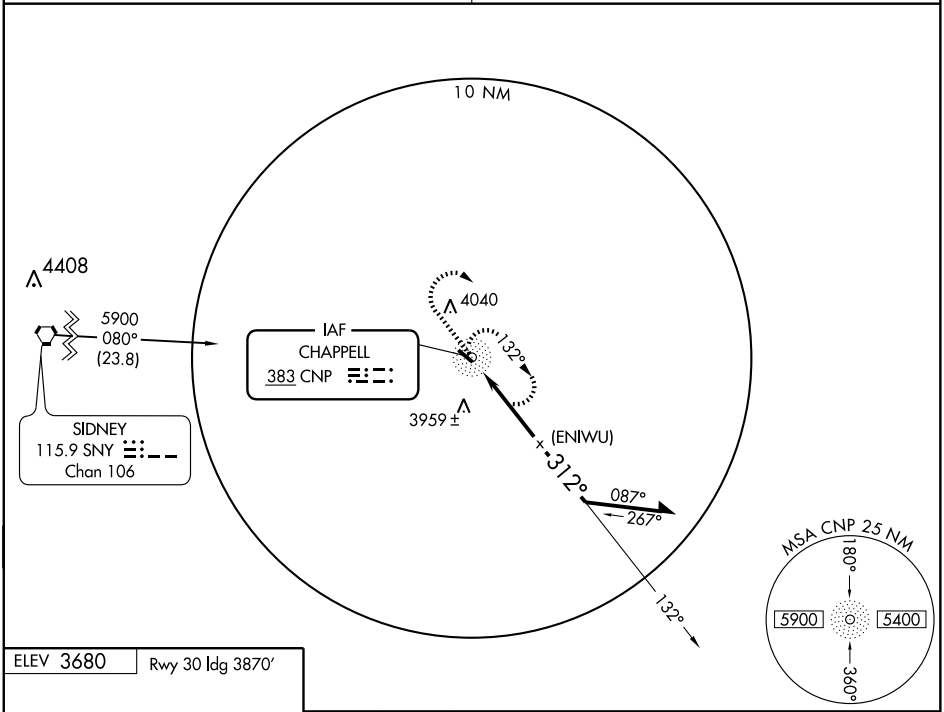
CHAPPELL/BILLY G.RAY FIELD (CNP)

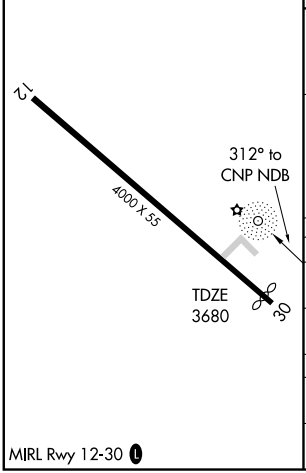
NA — Use Sidney altimeter setting if not received, use Scottsbluff altimeter setting.

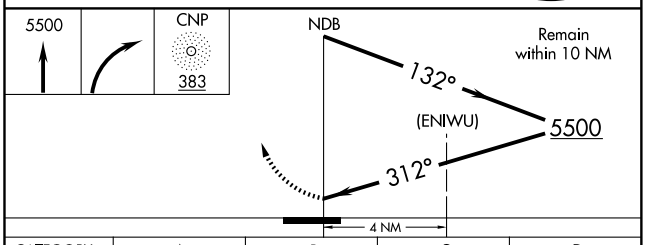
MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

DENVER CENTER
118.475 225.4

CTAF
122.9 L







CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼)		4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OLU	APP CRS	Rwy Idg	6260
109.1	142°	TDZE	1447
		Apt Elev	1447

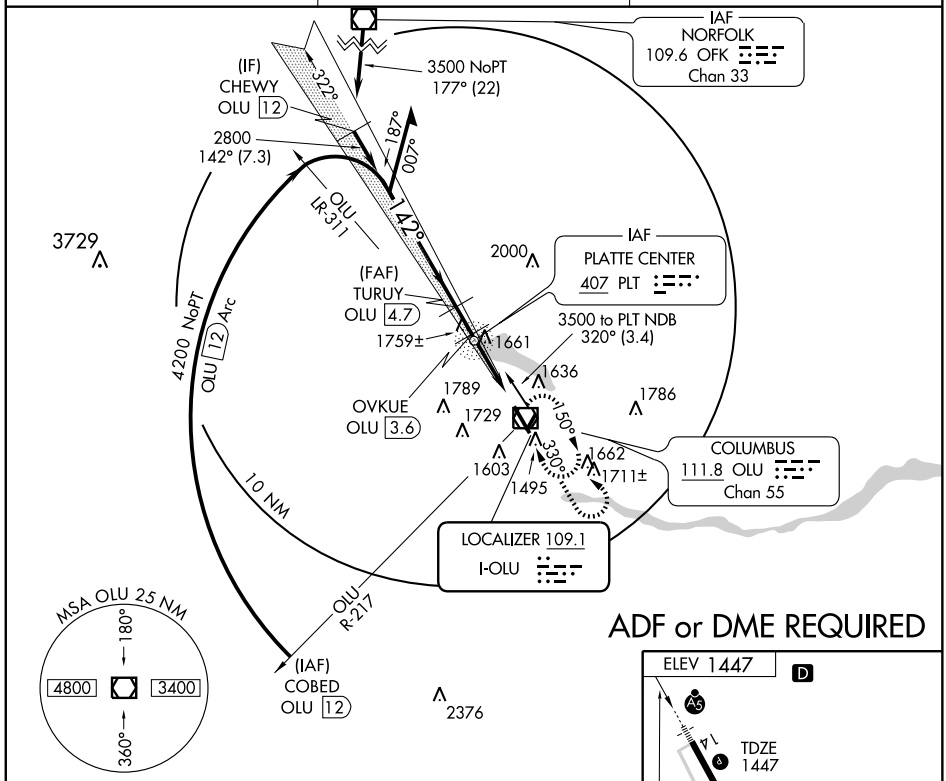
LOC/DME RWY 14
COLUMBUS MUNI (OLU)

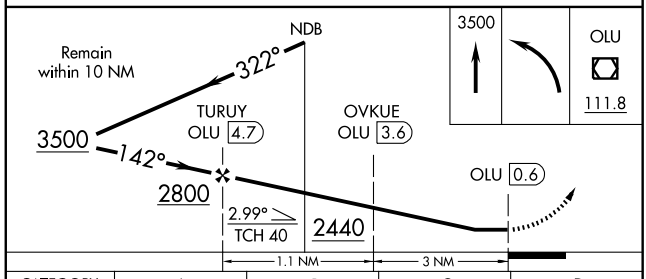
When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 100 feet and S-14 Cats C and D and circling Cat D visibility ¼ mile.

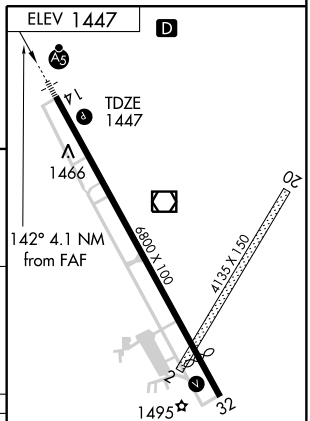
MALSR

MISSED APPROACH: Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF)







CATEGORY	A	B	C	D
S-14	1920-½	473 (500-½)	1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

REIL Rwy 32 (L)
MIRL Rwy 14-32 (L)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6260
CH 60910	142°	TDZE	1447
W14A		Apt Elev	1447

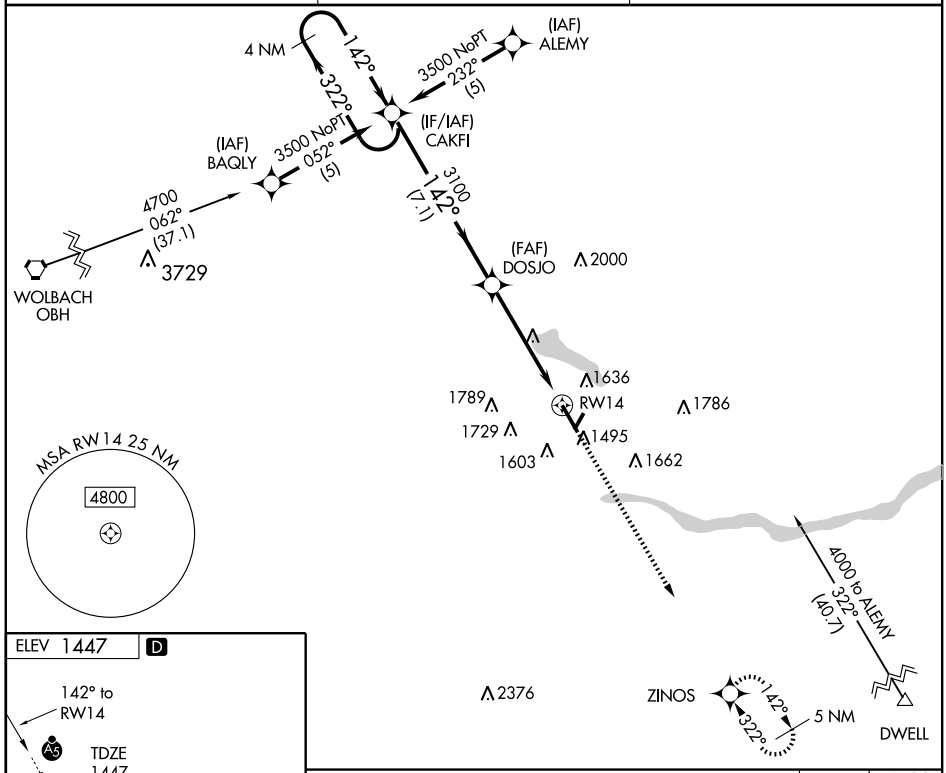
RNAV (GPS) RWY 14
COLUMBUS MUNI (OLU)

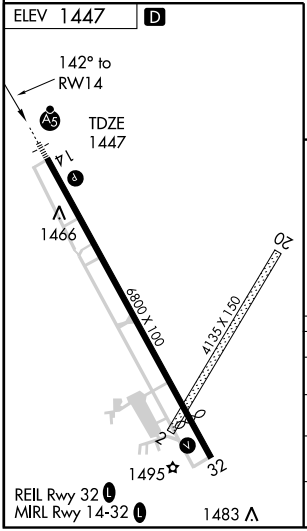
DME/DME RNP -0.3 NA.
BARO-VNAV NA below -15°C (5°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

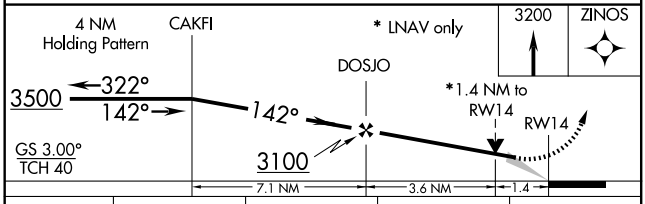
MALSR

MISSED APPROACH: Climb to 3200 direct ZINOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1750-½ 303 (400-½)			
LNAV/VNAV DA	1840-1 393 (400-1)			
LNAV MDA	1920-½ 473 (500-½)		1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

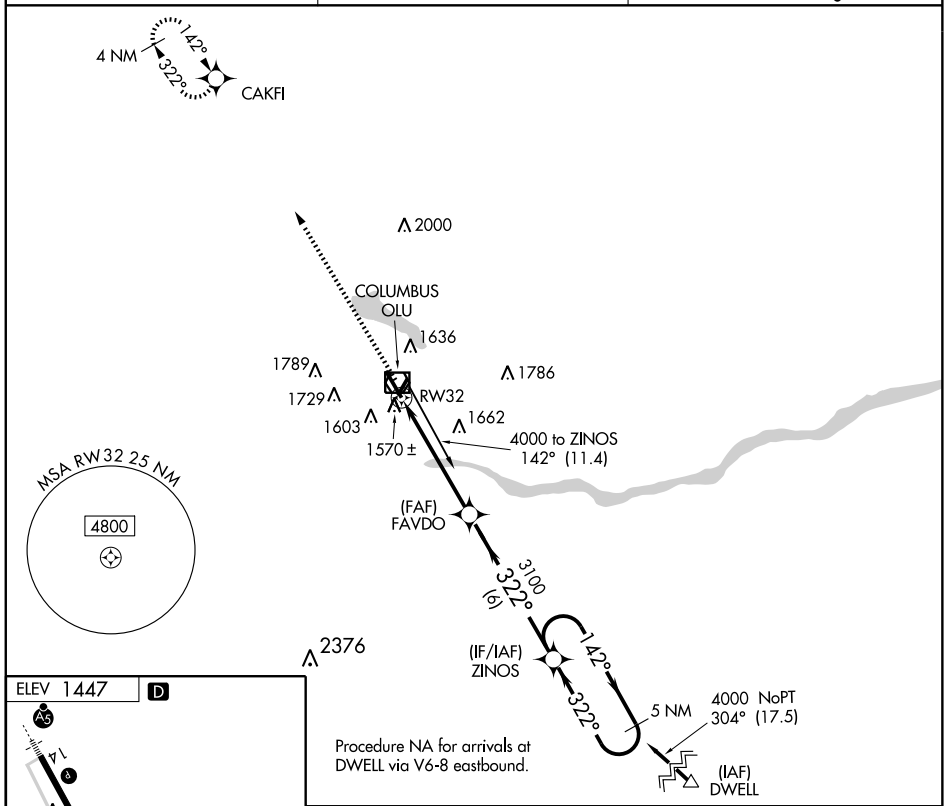
WAAS	APP CRS	Rwy Idg	5850
CH 81810	322°	TDZE	1442
W32A		Apt Elev	1447

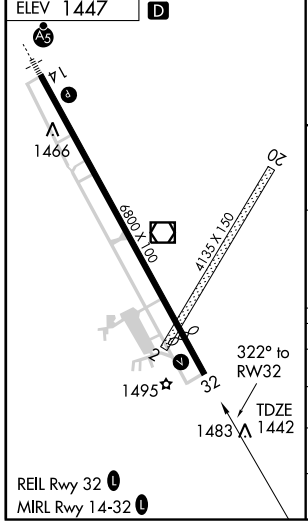
RNAV (GPS) RWY 32
COLUMBUS MUNI (OLU)

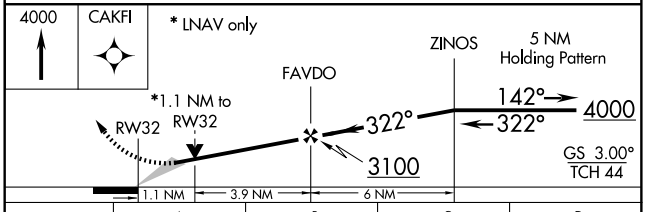
DME/DME RNP -0.3 NA
Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1710-1 268 (300-1)			
LNAV/VNAV DA	1840-1½ 398 (400-1½)			
LNAV MDA	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

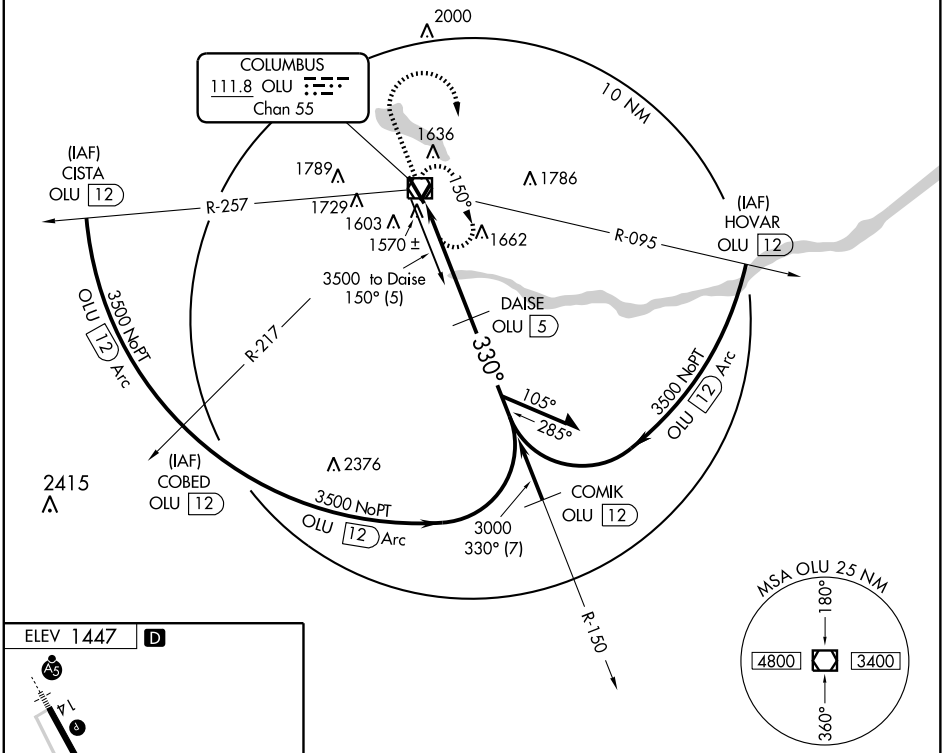
NC-2, 08 APR 2010 to 06 MAY 2010

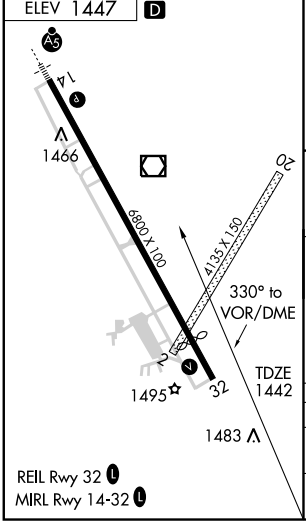
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

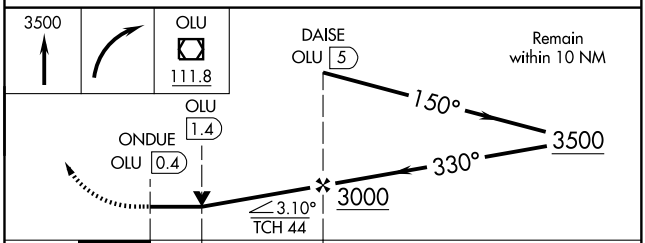
VOR/DME RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

NC-2, 08 APR 2010 to 06 MAY 2010

COLUMBUS, NEBRASKA AL-5291 (FAA)

VOR/DME OLU	APP CRS	Rwy Idg	6260
111.8	129°	TDZE	1447
Chan 55		Apt Elev	1447

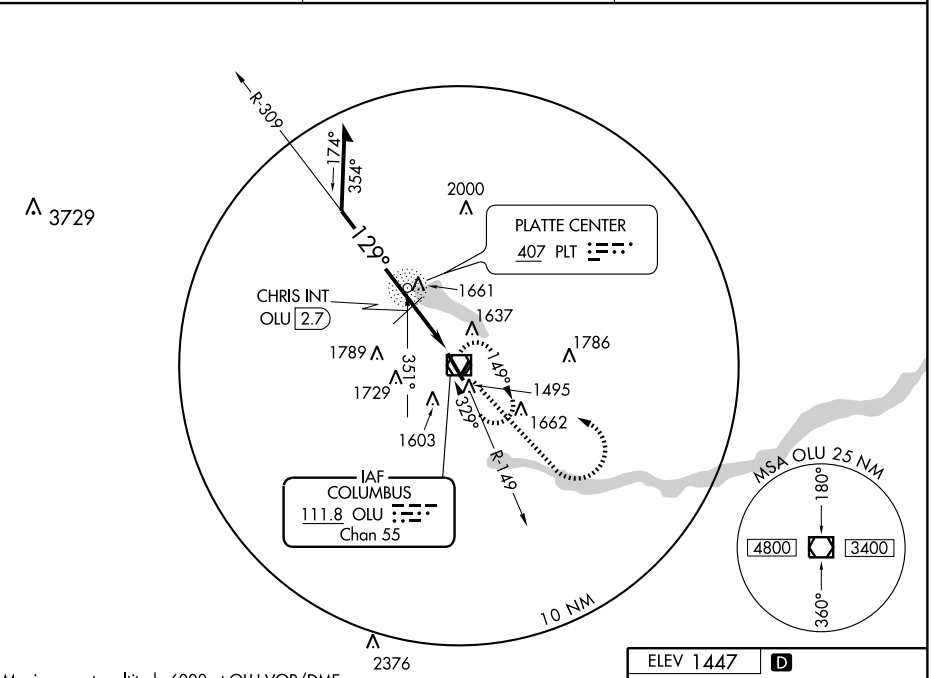
VOR RWY 14
COLUMBUS MUNI (OLU)

Inoperative table does not apply.

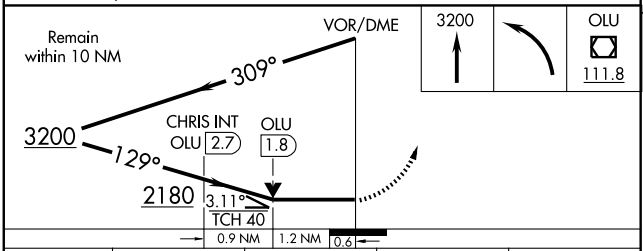
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

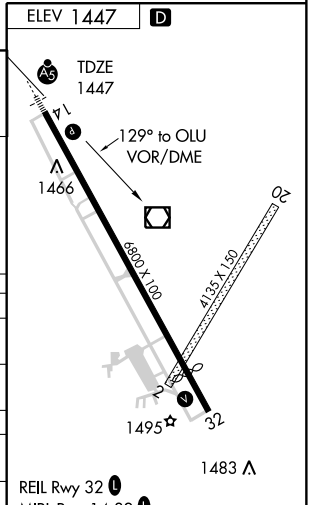
AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L



Maximum entry altitude 6000 at OLU VOR/DME.



CATEGORY	A	B	C	D
S-14	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CIRCLING	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CHRIS FIX MINIMUMS				
S-14	1860-1	413 (500-1)	1860-1¼	413 (500-1¼)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)



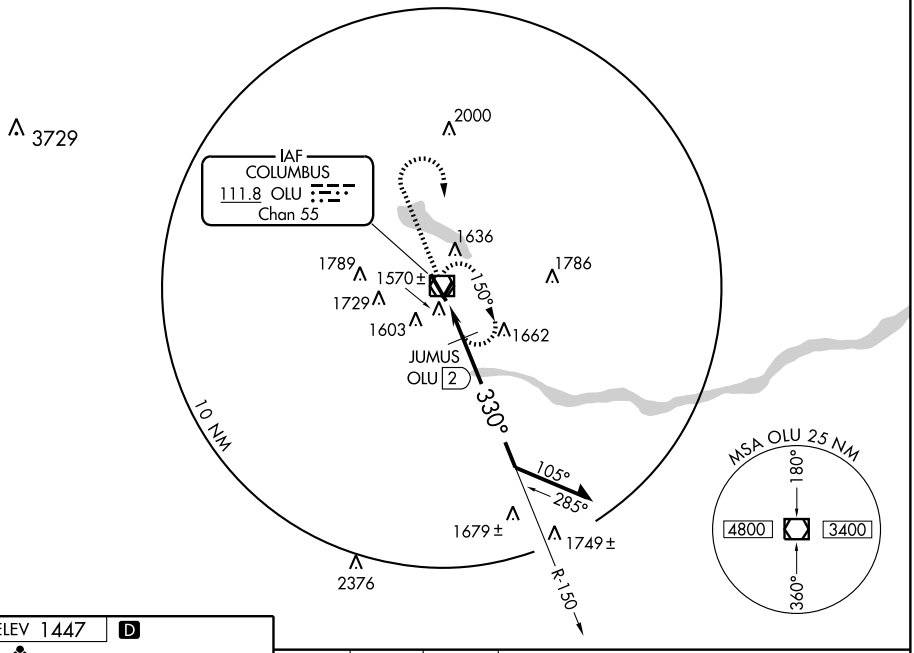
NC-2. 08 APR 2010 to 06 MAY 2010

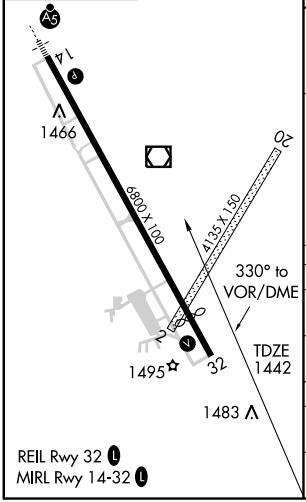
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

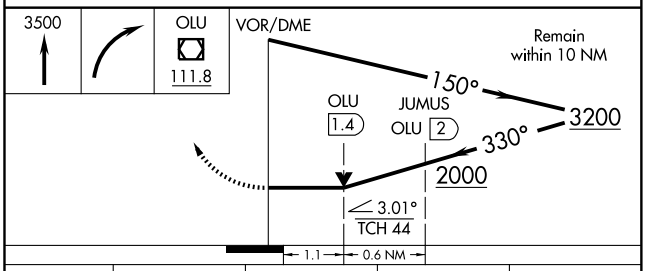
VOR RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-32	2000-1 558 (600-1)		2000-1½ 558 (600-1½)	2000-1¾ 558 (600-1¾)
CIRCLING	2000-1 553 (600-1)		2000-1½ 553 (600-1½)	2040-2 593 (600-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 93707	130°	TDZE	2503
W13A		Apt Elev	2503

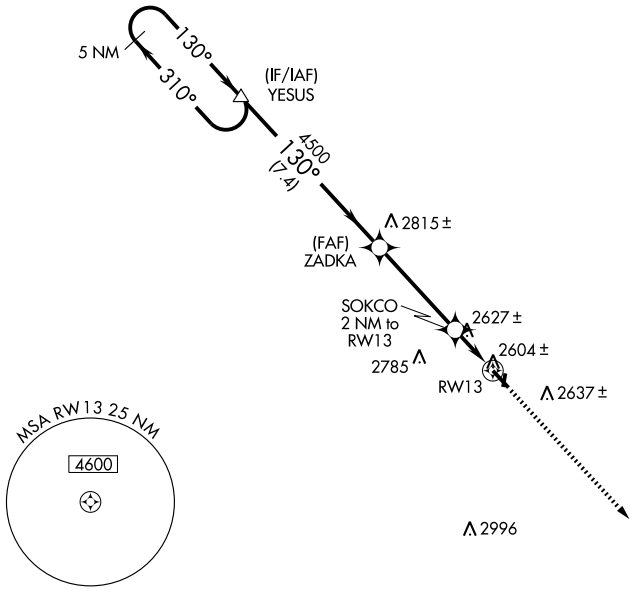
RNAV (GPS) RWY 13
COZAD MUNI (CZD)

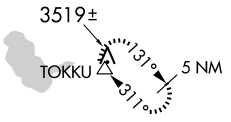
Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDAs 80 feet and circling Cat C visibility ¼ mile.

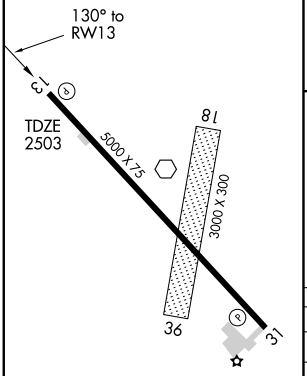
NA

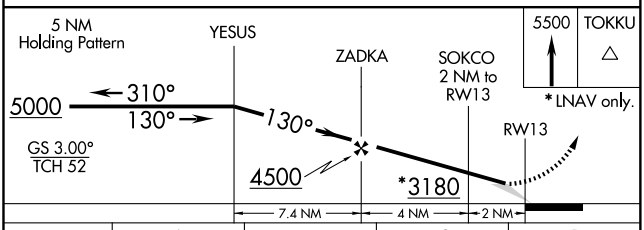
MISSED APPROACH: Climb to 5500 direct TOKKU and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	2875-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	2913-1½ 410 (500-1½)			NA
LNAV MDA	2920-1 417 (500-1)		2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1 577 (600-1)		3080-1½ 577 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
310°	TDZE	2501
	Apt Elev	2503

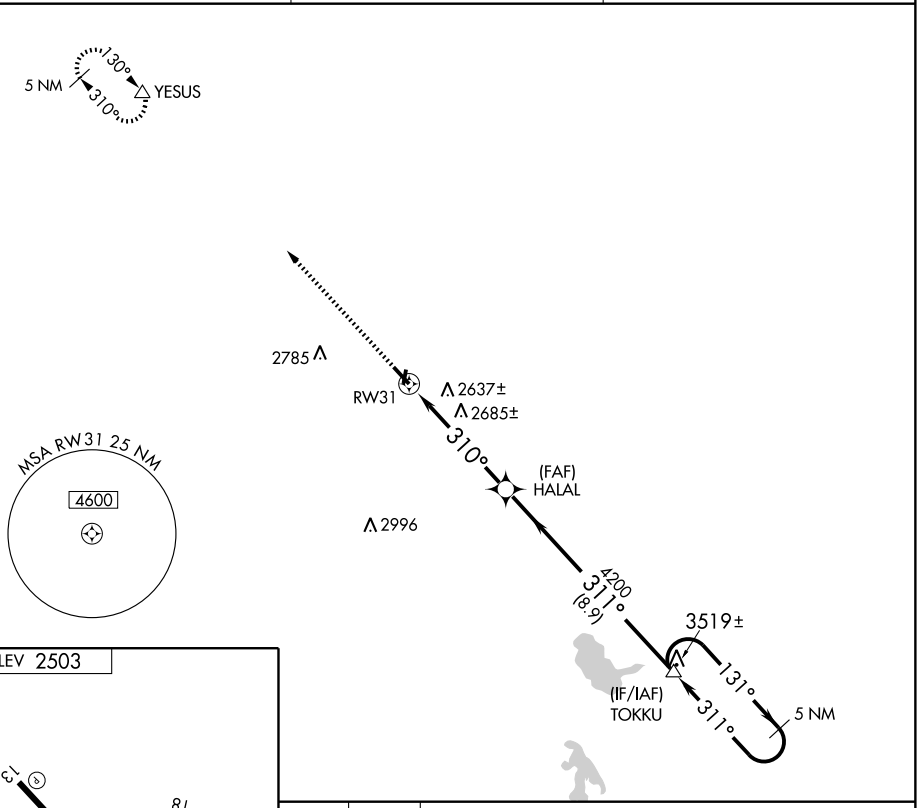
RNAV (GPS) RWY 31
COZAD MUNI (CZD)

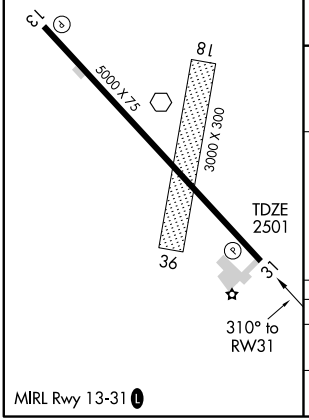
Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ¼ mile.

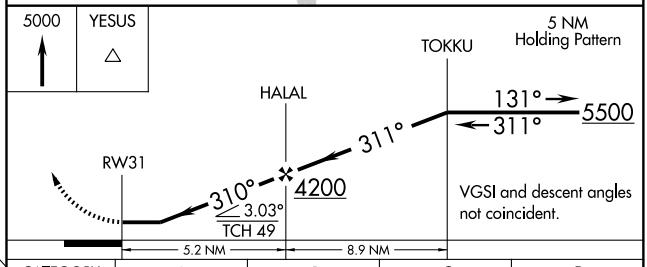
NA

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

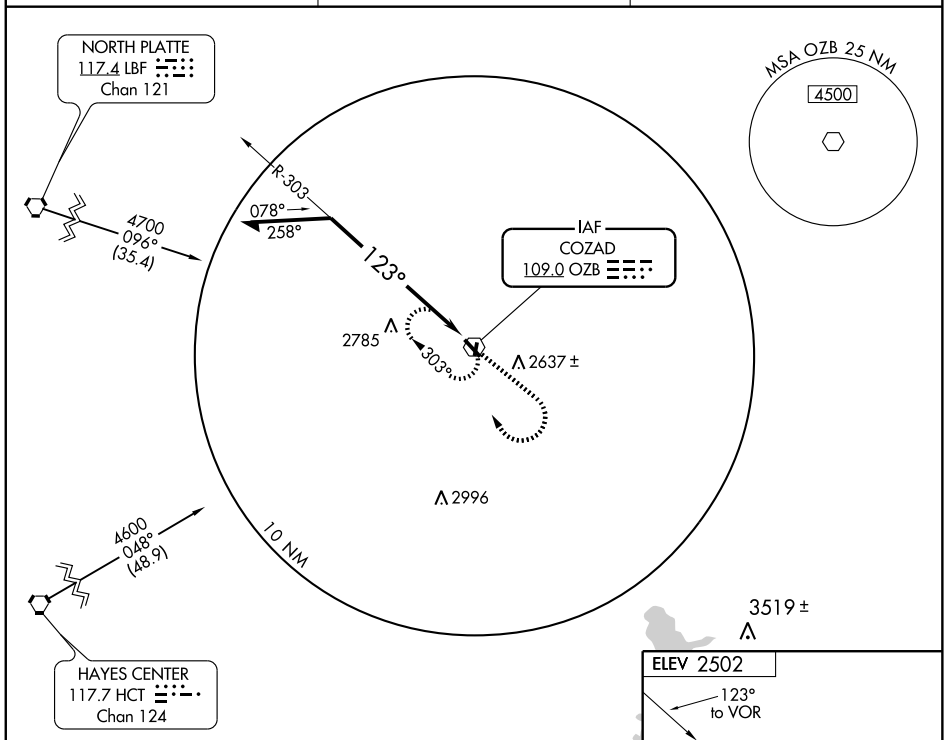
VOR OZB 109.0	APP CRS 123°	Rwy Idg 5000 TDZE 2502 Apt Elev 2502

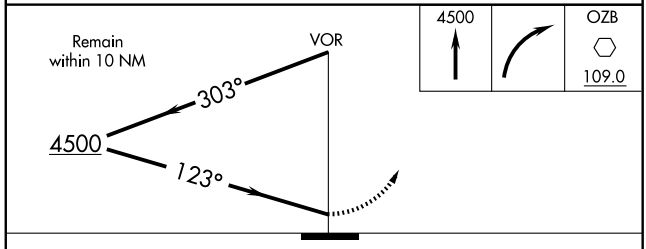
VOR RWY 13
COZAD MUNI (CZD)

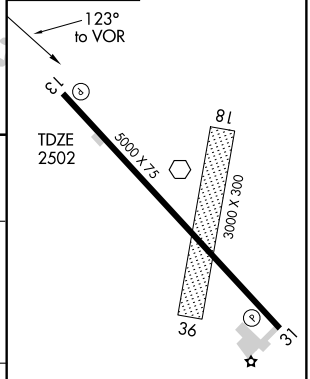
Use Lexington altimeter setting; if not received, use North Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn direct OZB VOR and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

CRETE, NEBRASKA

AL-6555 (FAA)

WAAS CH 63107 W17A	APP CRS 175°	Rwy Idg 4201 TDZE 1500 Apt Elev 1500

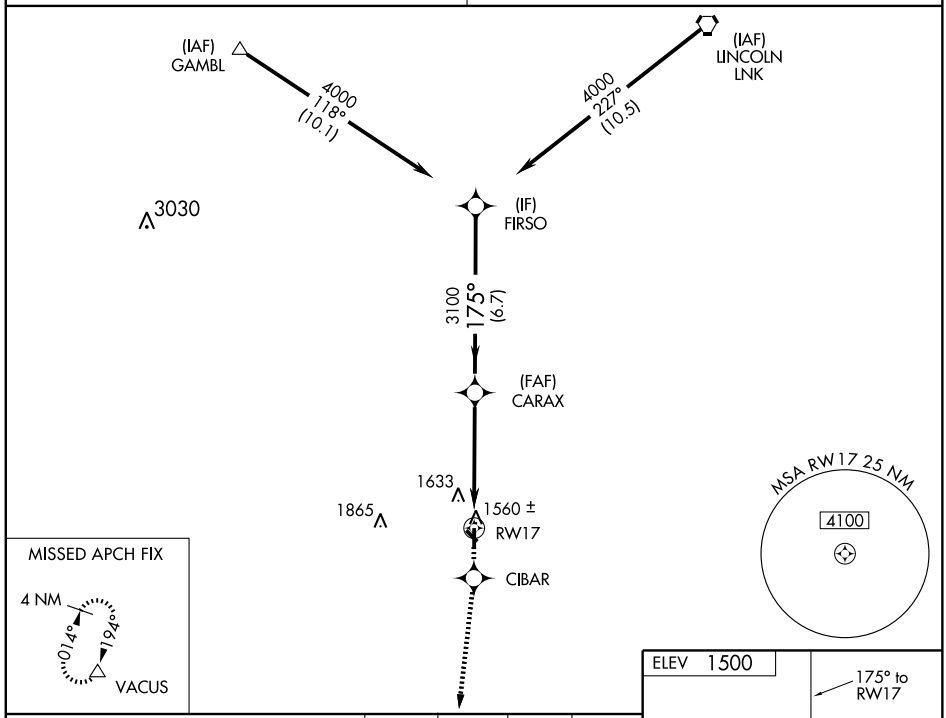
RNAV (GPS) RWY 17

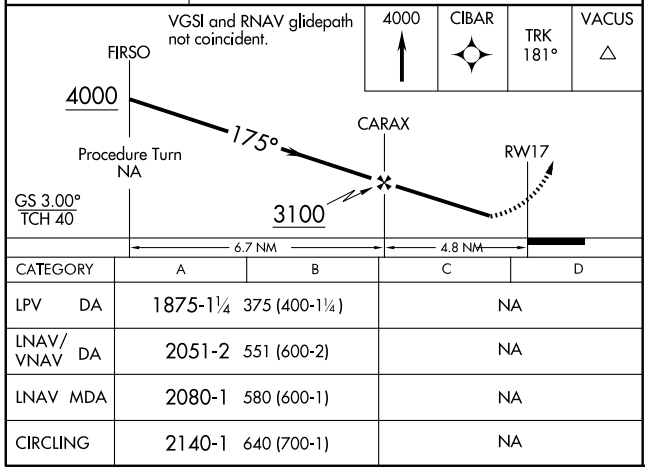
CRETE MUNI (CEK)

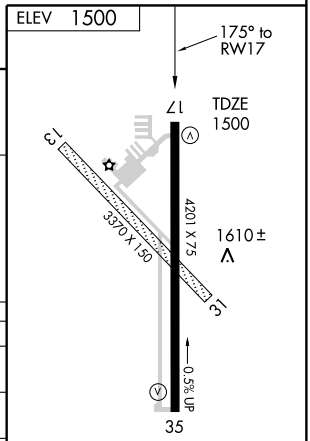
Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★	UNICOM
124.0 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1875-1¼	375 (400-1¼)	NA	
LNAV/VNAV DA	2051-2	551 (600-2)	NA	
LNAV MDA	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

MIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4201
CH 77708	355°	TDZE	1498
W35A		Apt Elev	1500

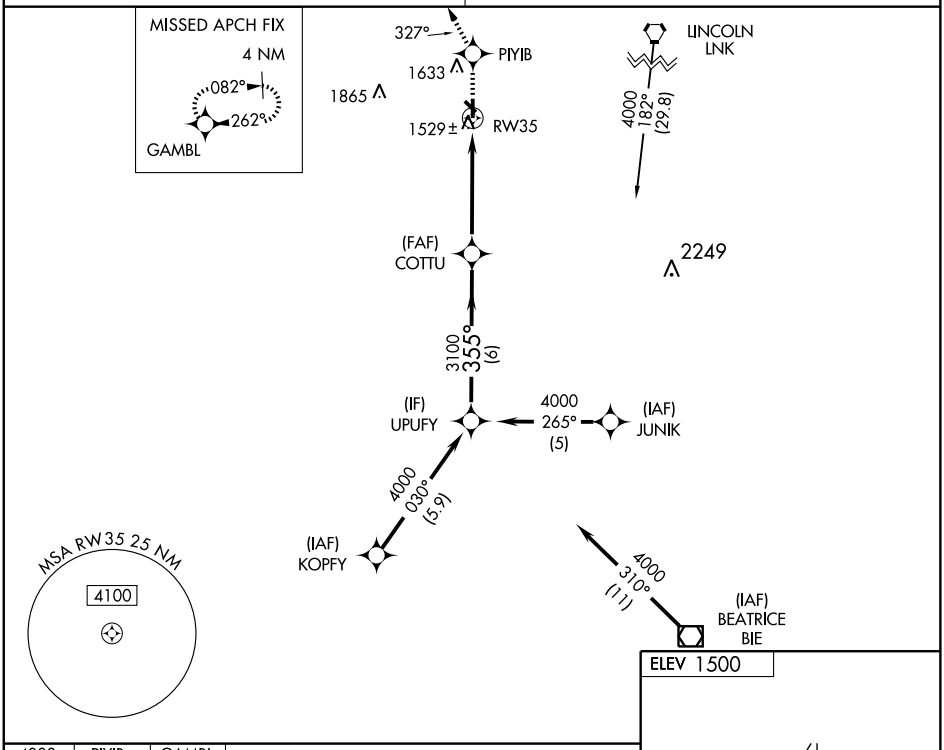
RNAV (GPS) RWY 35

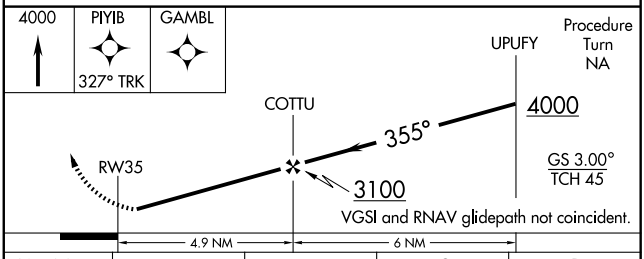
CRETE MUNI (CEK)

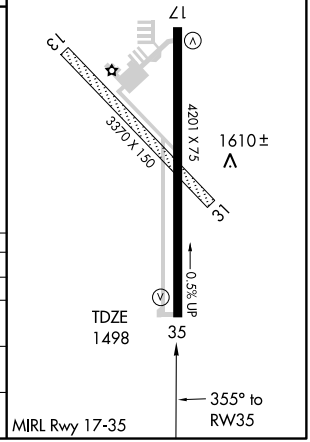
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct PIYIB and via 327° track to GAMBL and hold.

LINCOLN APP CON ★	UNICOM
124.0 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1824-1¼ 326 (400-1¼)		NA	
LNAV/VNAV DA	1855-1¼ 357 (400-1¼)		NA	
LNAV MDA	2040-1 542 (600-1)		NA	
CIRCLING	2140-1 640 (700-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APP CRS 196°	Rwy Idg 4201 TDZE 1500 Apt Elev 1500

VOR/DME RWY 17

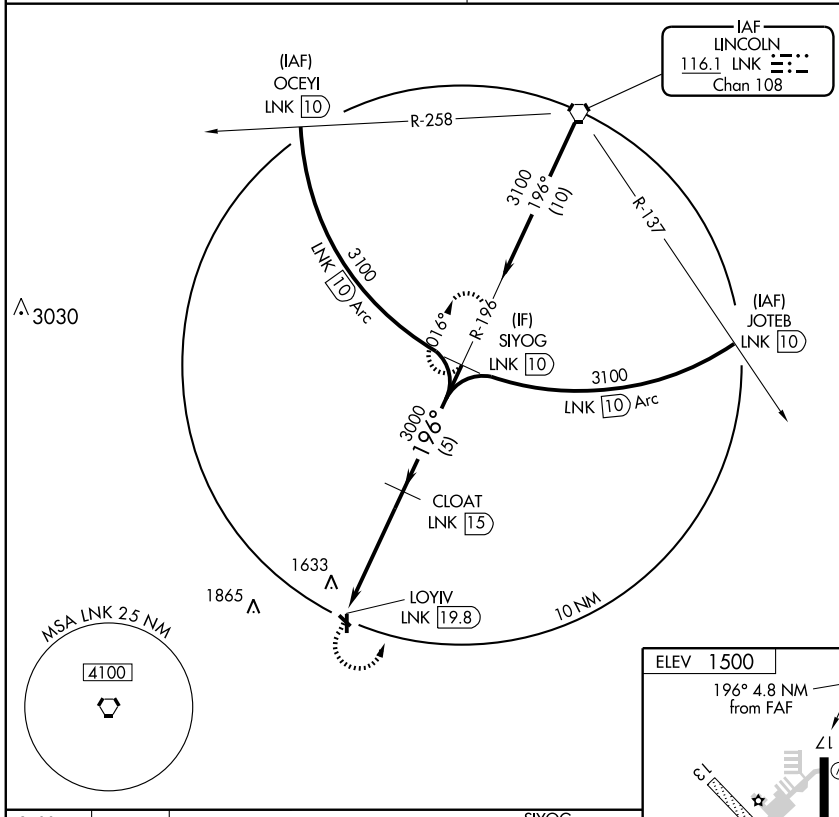
CRETE MUNI (CEK)

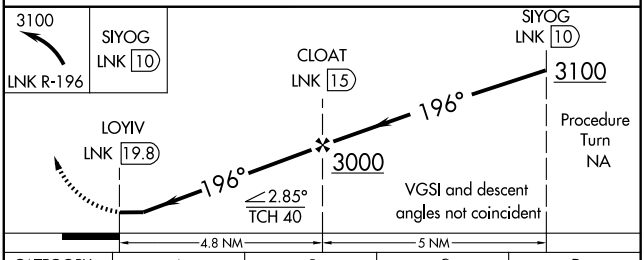
T A NA — Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

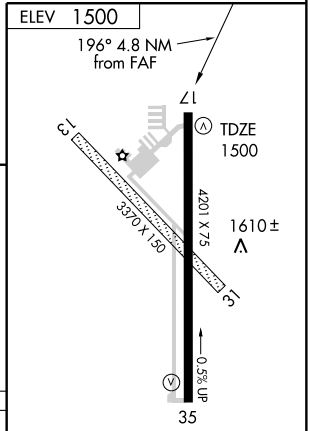
LINCOLN APP CON★ 124.0 270.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	



MIRL Rwy 17-35

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LNK	APP CRS	Rwy Idg	4201
116.1	015°	TDZE	1497
Chan 108		Apt Elev	1499

VOR/DME RWY 35

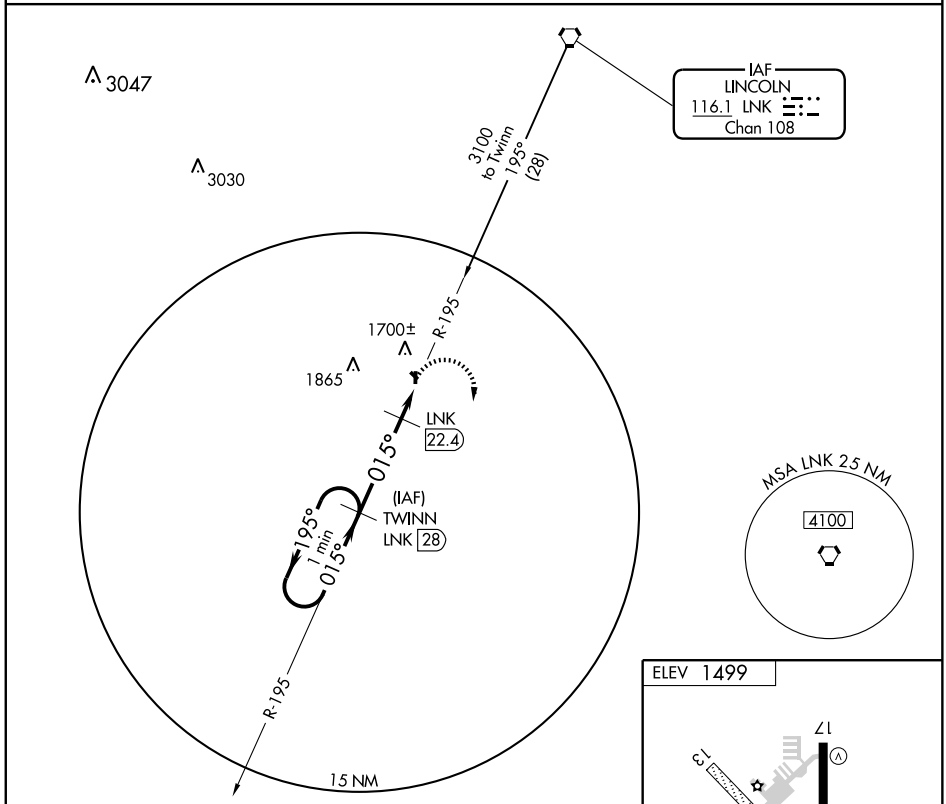
CRETE MUNI (CEK)

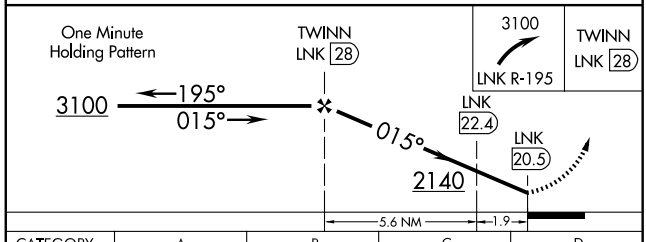
NA Use Lincoln altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

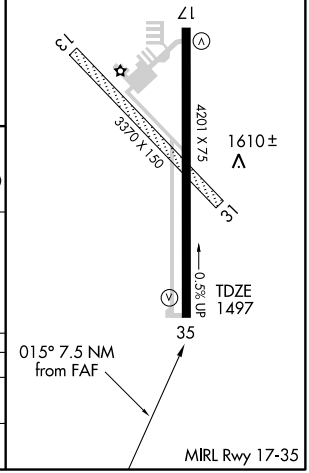
LINCOLN APP CON* 124.0 270.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	2080-1	583 (600-1)	NA	
CIRCLING	2140-1	641 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3600
CH 69315	141°	TDZE	1617
W14A		Apt Elev	1617

RNAV (GPS) RWY 14

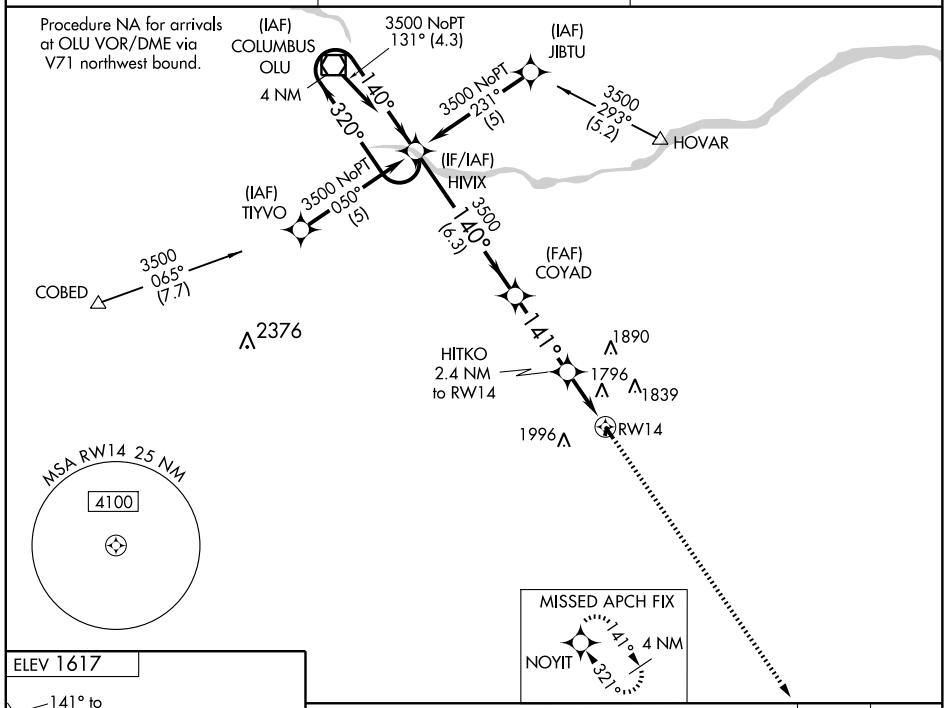
DAVID CITY MUNI (93Y)

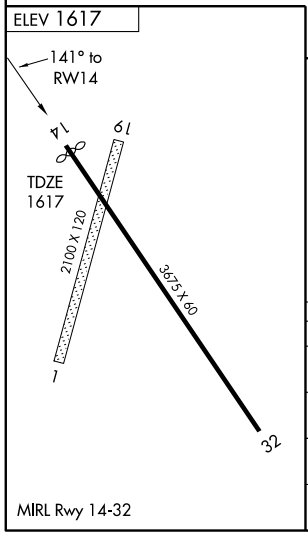
Baro-VNAV NA. DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

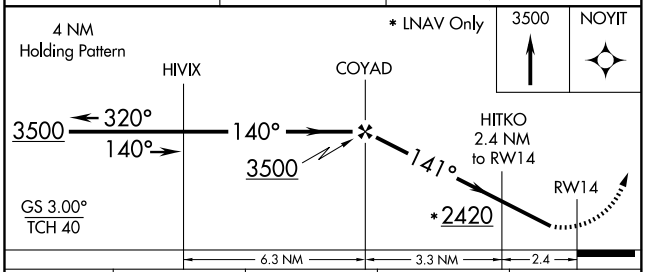
NA

MISSED APPROACH: Climb to 3500 direct NOYIT and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
LPV DA	1971-1¼ 354 (400-1¼)		NA	
LNAV/VNAV DA	2174-2 557 (600-2)		NA	
LNAV MDA	2120-1 503 (600-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50315 W32A	APP CRS 321°	Rwy Idg 3675 TDZE 1617 Apt Elev 1617

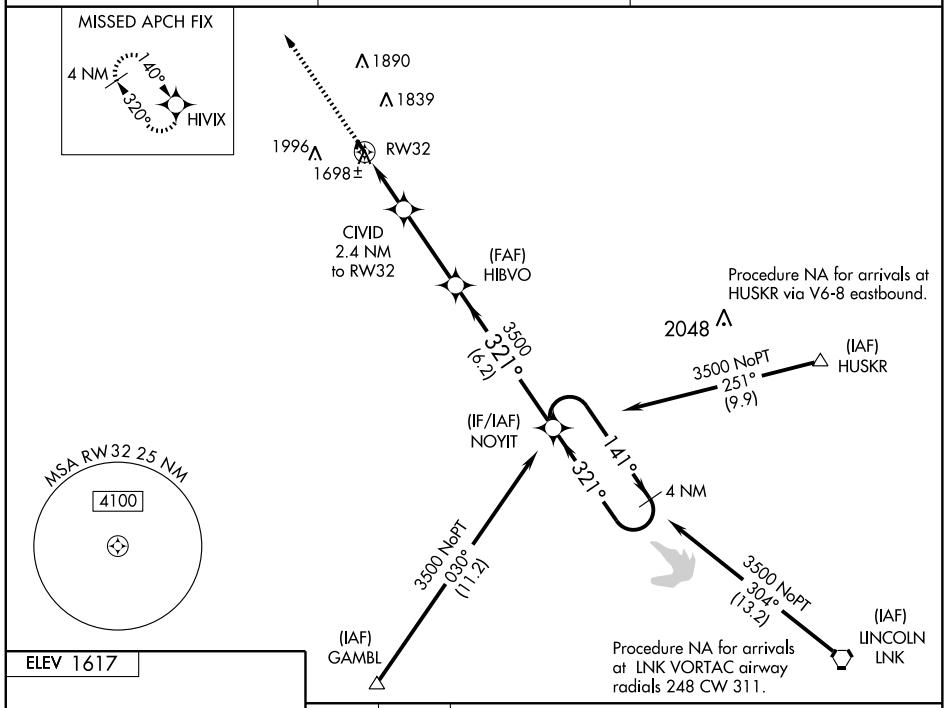
RNAV (GPS) RWY 32

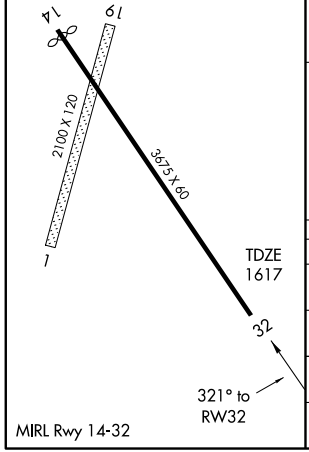
DAVID CITY MUNI (93Y)

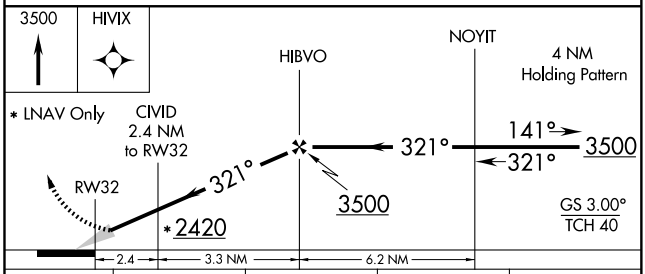
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3500 direct HIVIX and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
LPV DA	1929-1 312 (400-1)		NA	
LNAV/VNAV DA	2080-1¾ 463 (500-1¾)		NA	
LNAV MDA	2020-1 403 (500-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 32

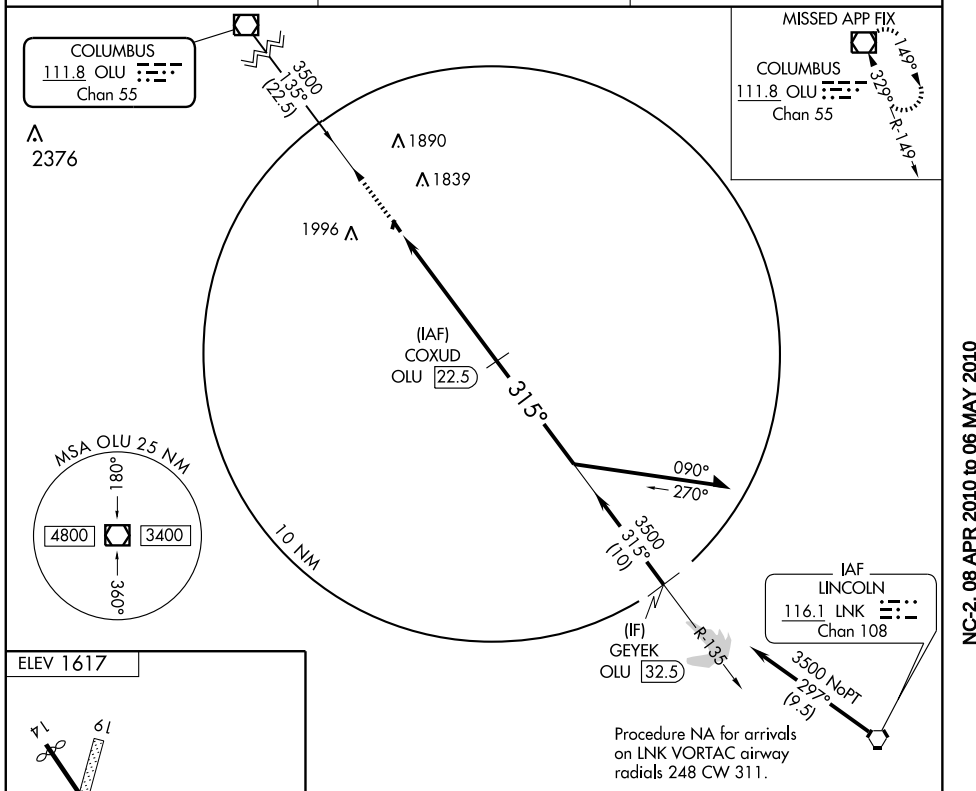
DAVID CITY MUNI (93Y)

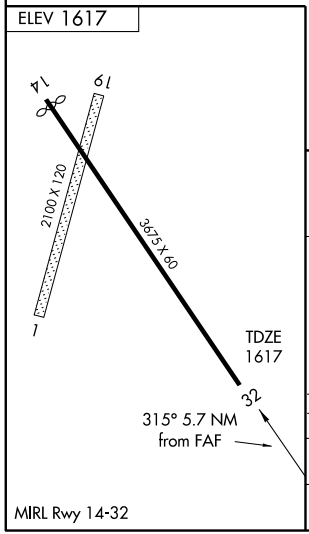
VOR/DME OLU	APP CRS	Rwy Idg	3675
111.8	315°	TDZE	1617
Chan 55		Apt Elev	1617

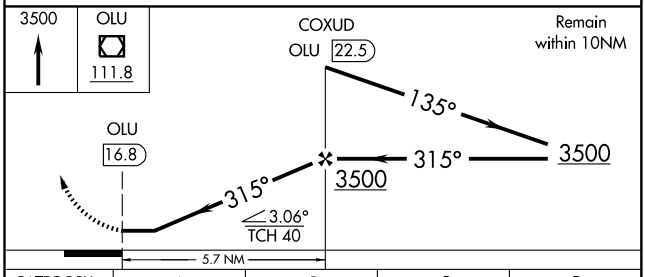
Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
S–32	2200-1 583 (600-1)		NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FBY 293	APP CRS 186°	Rwy Idg N/A TDZE N/A Apt Elev 1479

NDB-A

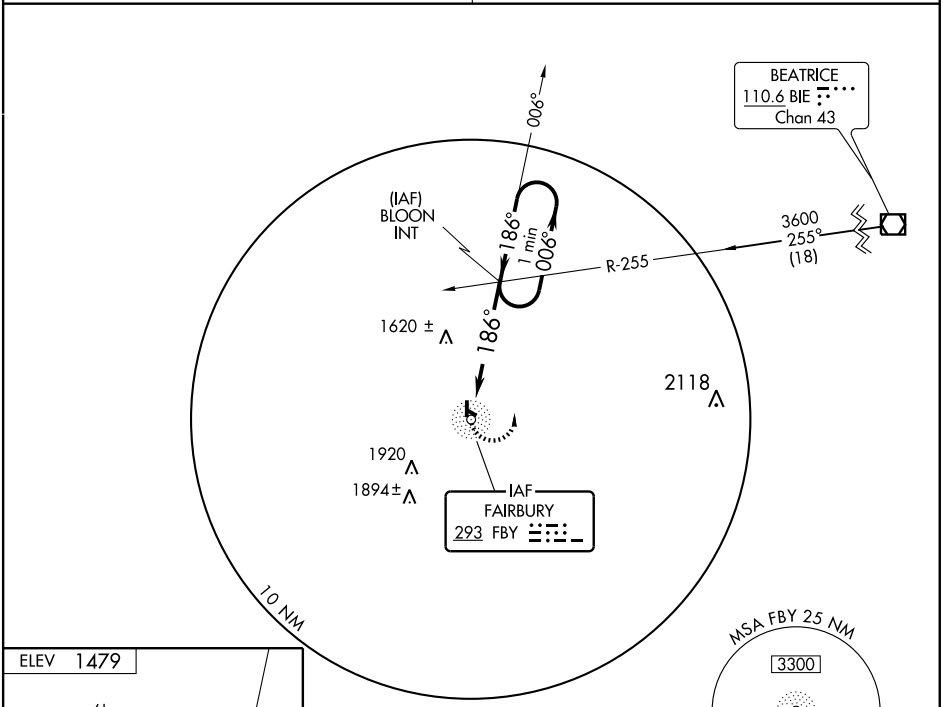
FAIRBURY MUNI (FBY)

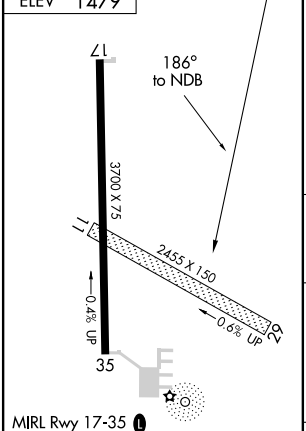
Use Hebron Muni altimeter setting.

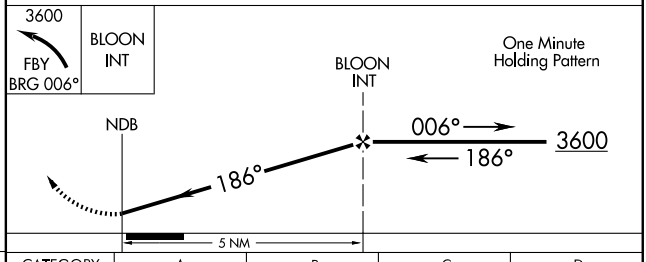
NA

MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2000-1 521 (600-1)	2040-1 561 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3700
CH 77608	174°	TDZE	1479
W17A		Apt Elev	1479

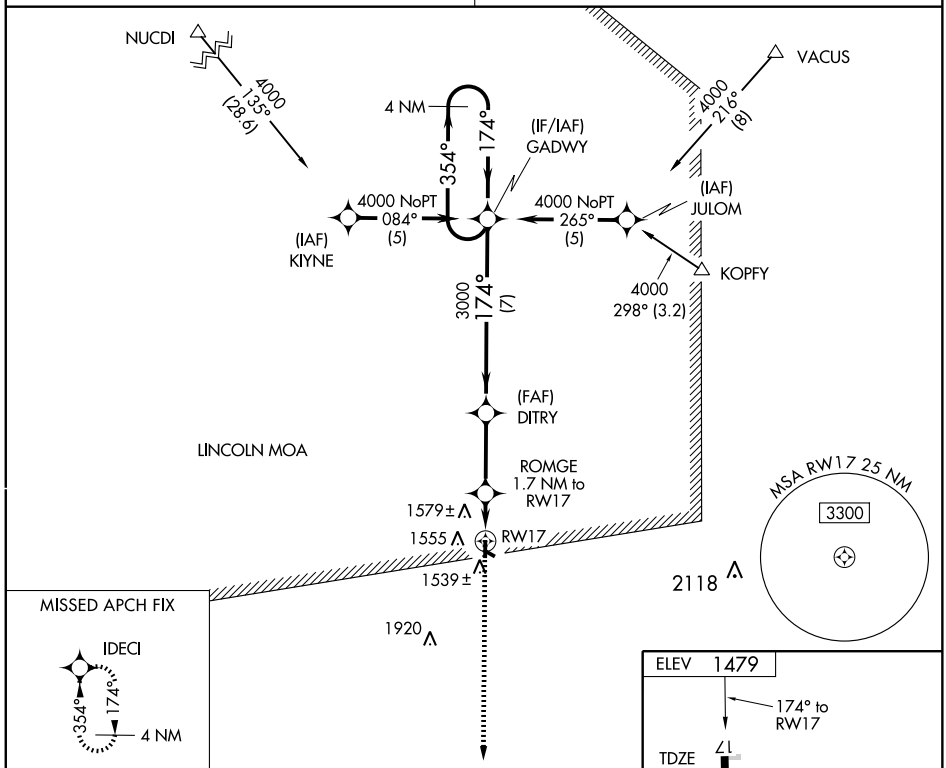
RNAV (GPS) RWY 17
FAIRBURY MUNI (FBY)

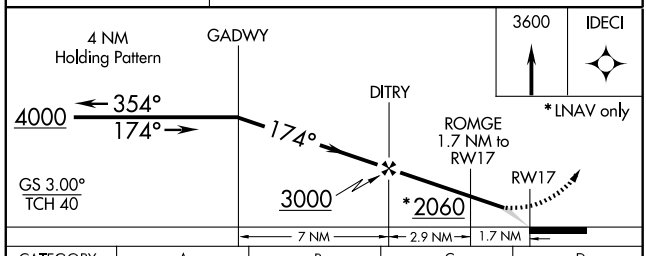
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.

NA

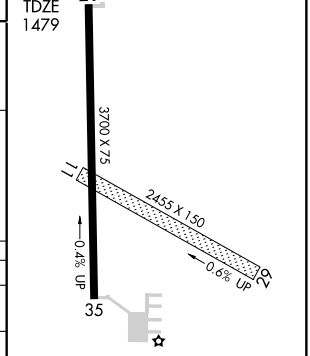
MISSED APPROACH: Climb to 3600 direct IDECI and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1775-1	296 (300-1)	NA	
LNAV MDA	1840-1	361 (400-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 65808 W35A	APP CRS 354°	Rwy Idg 3700 TDZE 1477 Apt Elev 1479

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

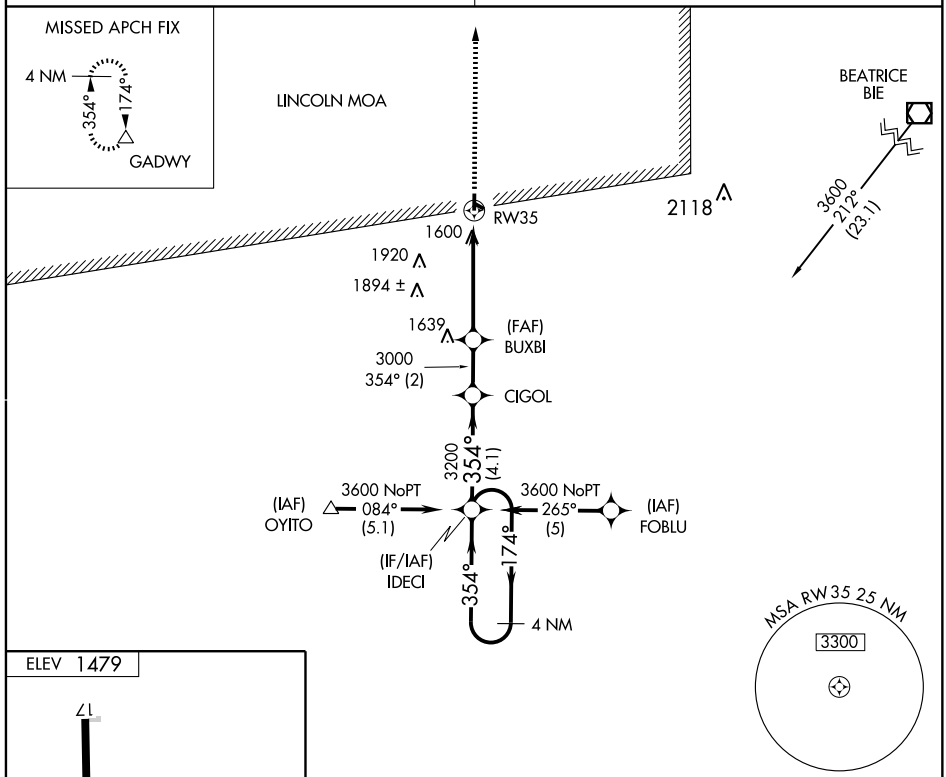
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities ¼ mile; increase all MDA 40 feet.

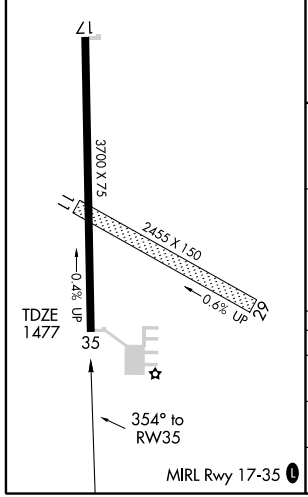
NA

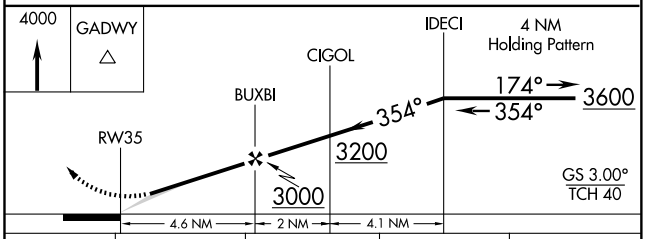
MISSED APPROACH: Climb to 4000 direct GADWY and hold.

MINNEAPOLIS CENTER 126.4 317.7

UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FMZ 392	APP CRS 162°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636

NDB RWY 17

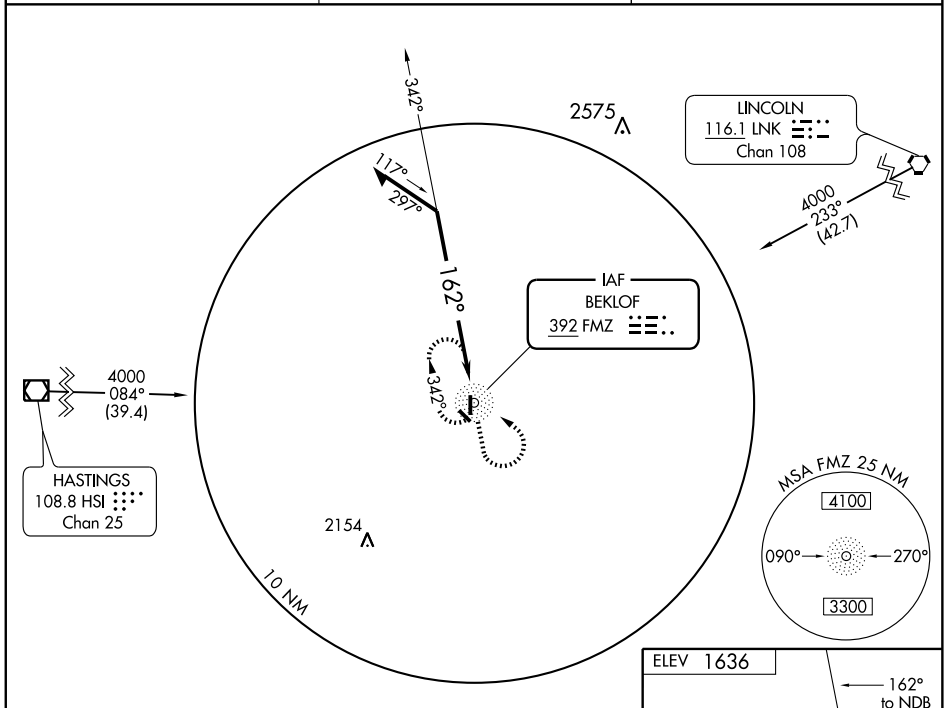
FAIRMONT STATE AIRFIELD (FMZ)

NA

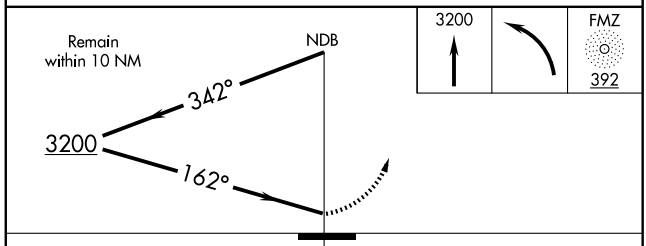
Use York altimeter setting.

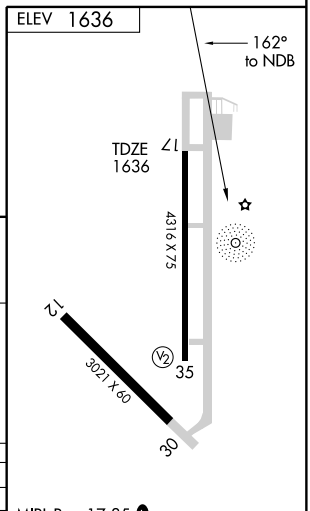
MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.





MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	
CIRCLING	2340-1	704 (800-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FMZ	APP CRS	Rwy Idg	4316
392	001°	TDZE	1635
		Apt Elev	1636

NDB RWY 35

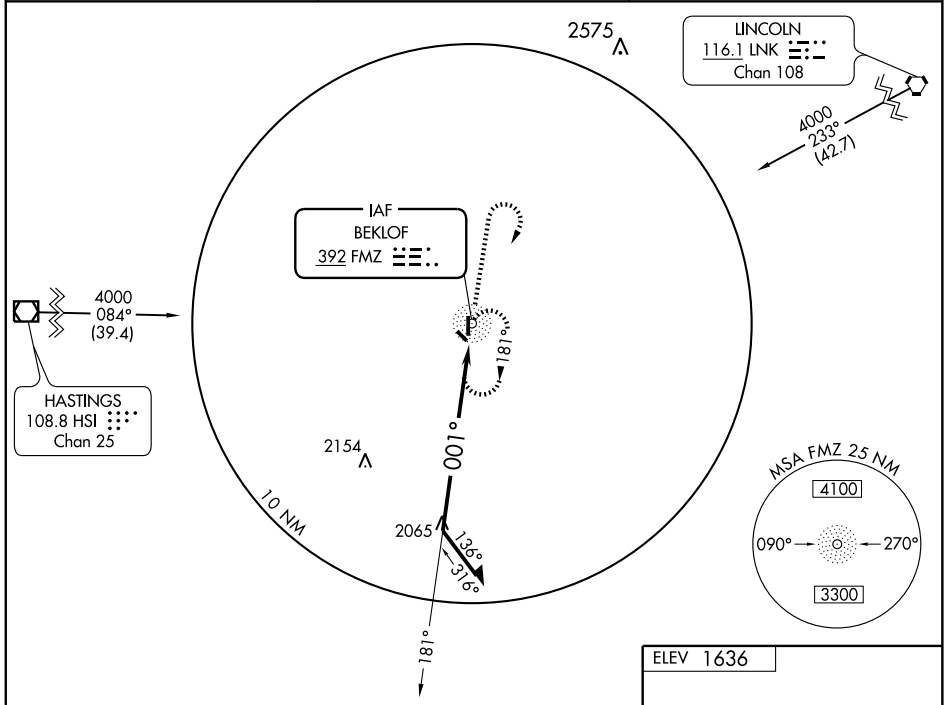
FAIRMONT STATE AIRFIELD (FMZ)

NA

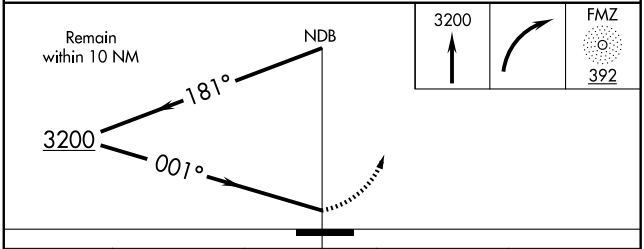
Use York altimeter setting.

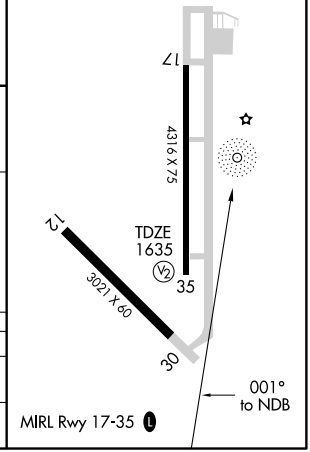
MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.





CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 69414 W17A	APP CRS 173°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636

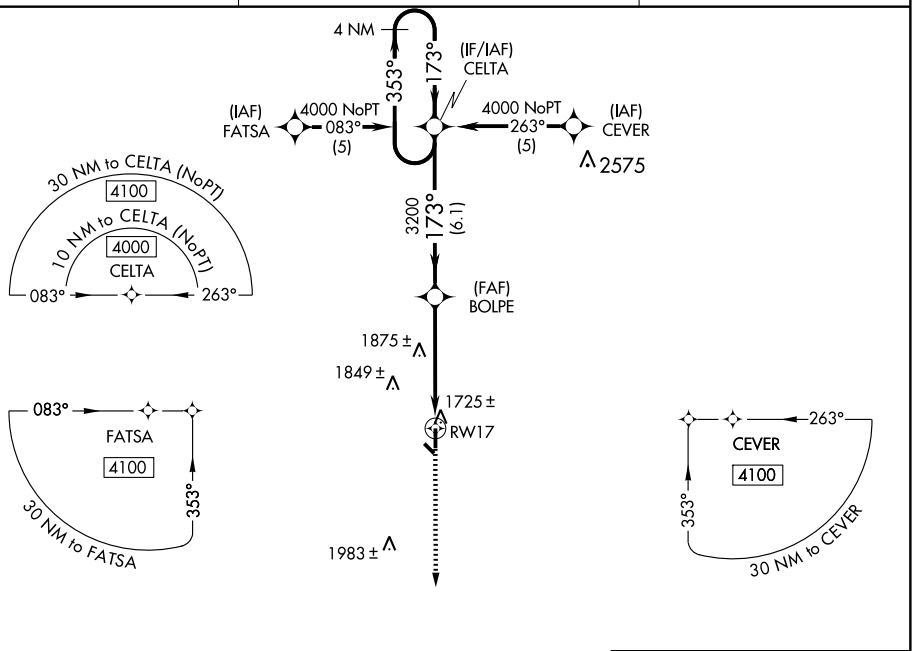
RNAV (GPS) RWY 17

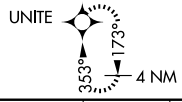
FAIRMONT STATE AIRFIELD (FMZ)

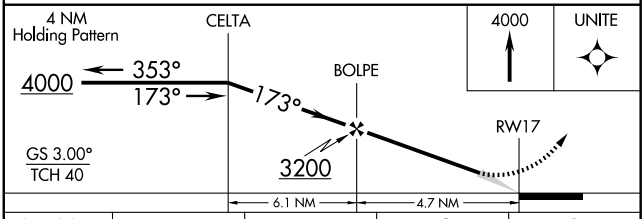
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct UNITE and hold.

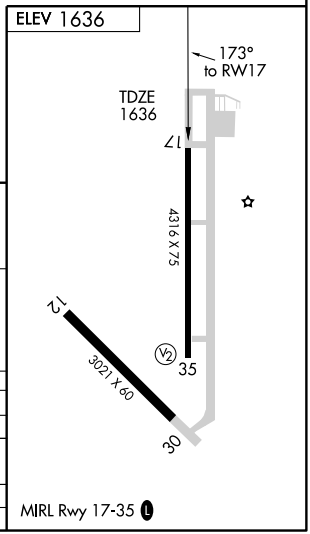
AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/VNAV DA	2043-1½	407 (500-1½)	NA	
LNAV MDA	2240-1	604 (700-1)	NA	
CIRCLING	2240-1	604 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4316
CH 93614	353°	TDZE	1636
W35A		Apt Elev	1636

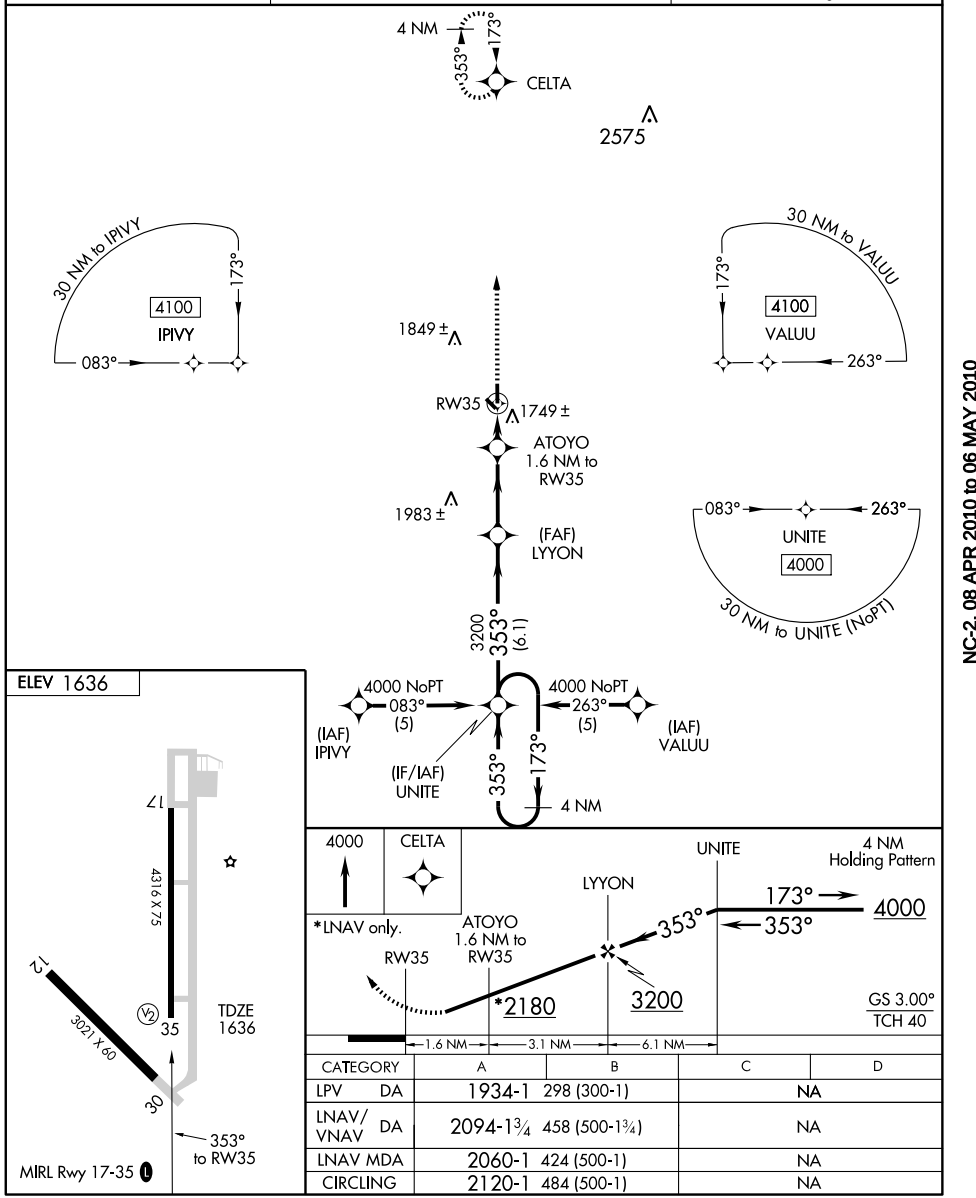
RNAV (GPS) RWY 35

FAIRMONT STATE AIRFIELD (FMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile. Baro-VNAV N/A.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



CATEGORY	A	B	C	D
LPV DA	1934-1 298 (300-1)		NA	
LNAV/VNAV DA	2094-1¾ 458 (500-1¾)		NA	
LNAV MDA	2060-1 424 (500-1)		NA	
CIRCLING	2120-1 484 (500-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

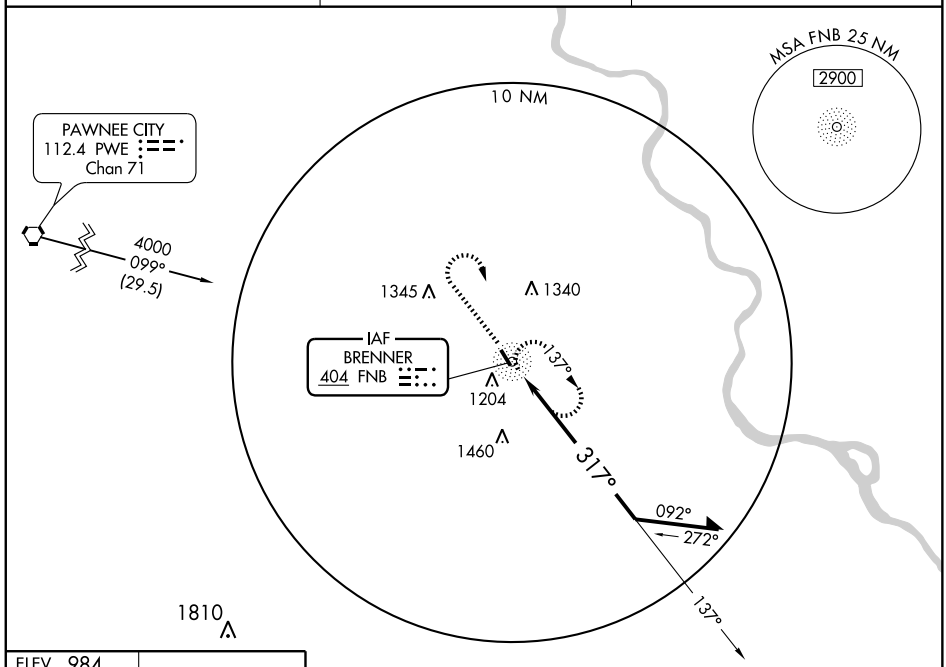
FNB NDB 404	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 984

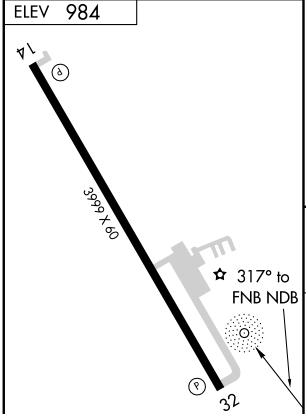
NDB-A

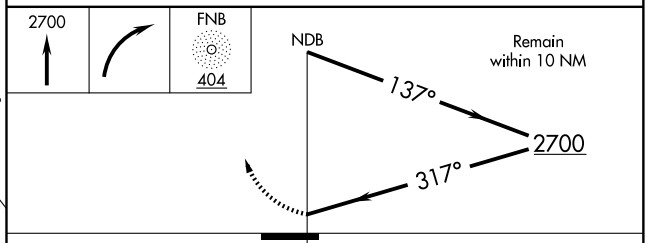
FALLS CITY/ BRENNER FIELD (FNB)

MISSED APPROACH: Climb to 2700 then right turn direct FNB NDB and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1580-1	596 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3999
144°	TDZE	984
	Apt Elev	984

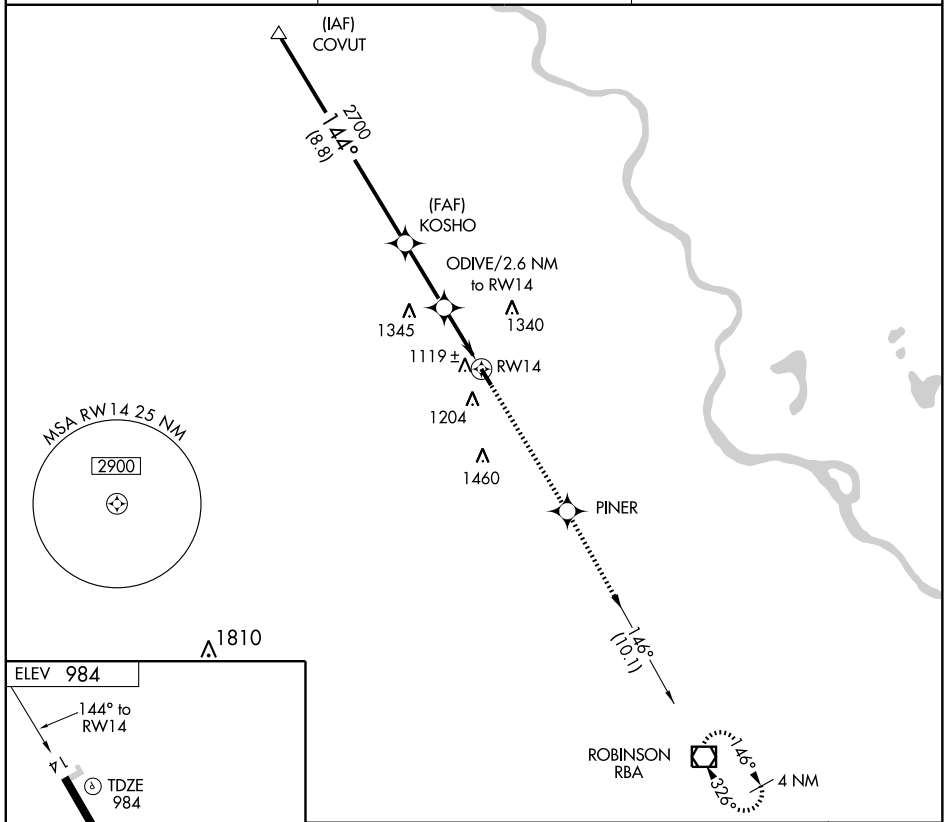
RNAV (GPS) RWY 14

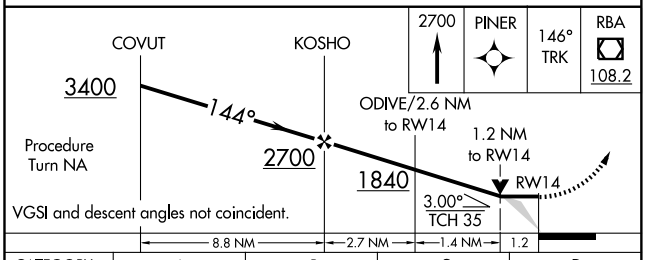
FALLS CITY/ BRENNER FIELD (FNB)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct PINER WP and via 146° track to RBA VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1380-1	396 (400-1)	NA	
CIRCLING	1560-1	576 (600-1)	NA	

MIRL Rwy 14-32

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45520 W32A	APP CRS 324°	Rwy Idg 3999 TDZE 984 Apt Elev 984

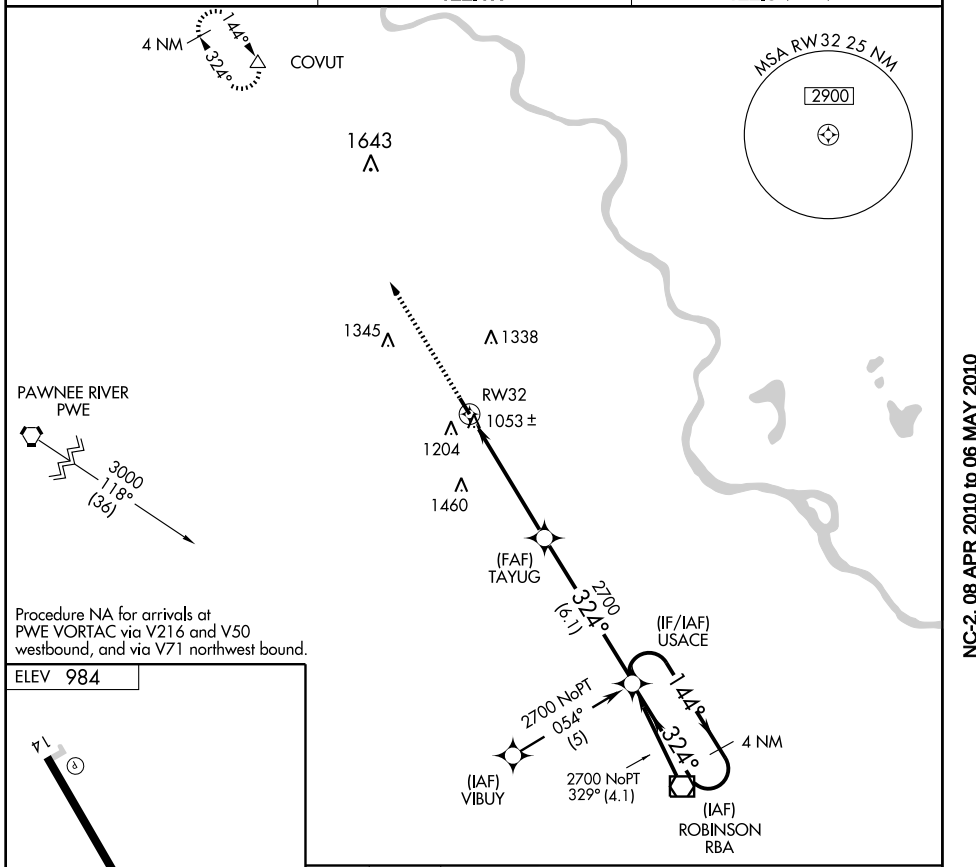
RNAV (GPS) RWY 32

FALLS CITY/ BRENNER FIELD (FNB)

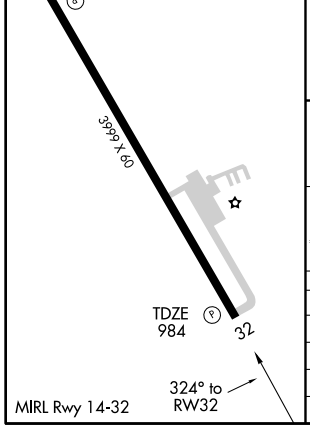
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting. If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

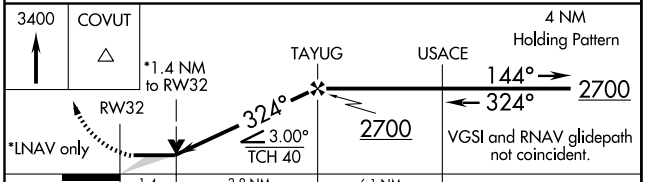
MISSED APPROACH: Climb to 3400 direct COVUT WP and hold.

ASOS 119.27	COLUMBUS RADIO 122.1R	UNICOM 122.8 (CTAF)



Procedure NA for arrivals at PWE VORTAC via V216 and V50 westbound, and via V71 northwest bound.





CATEGORY	A	B	C	D
LPV DA	1240-1 256 (300-1)		NA	
LNAV/VNAV DA	1420-1½ 436 (500-1½)		NA	
LNAV MDA	1460-1 476 (500-1)		NA	
CIRCLING	1560-1½ 576 (600-1½)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

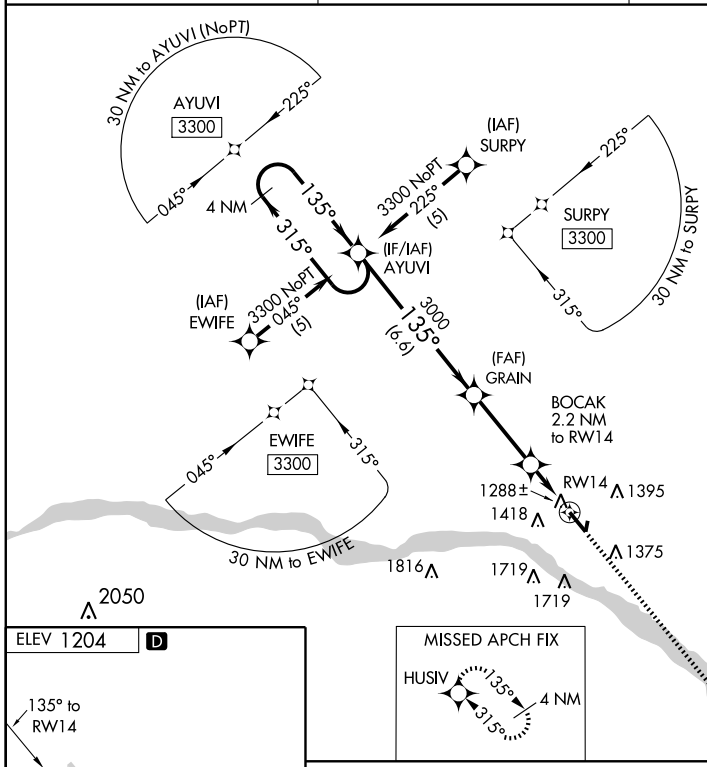
WAAS	APP CRS	Rwy Idg	5500
CH 82403	135°	TDZE	1203
W14A		Apt Elev	1204

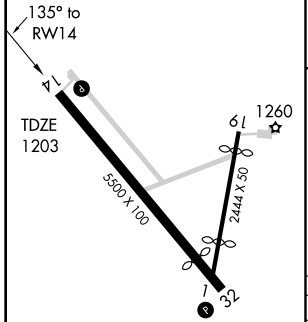
RNAV (GPS) RWY 14
FREMONT MUNI (FET)

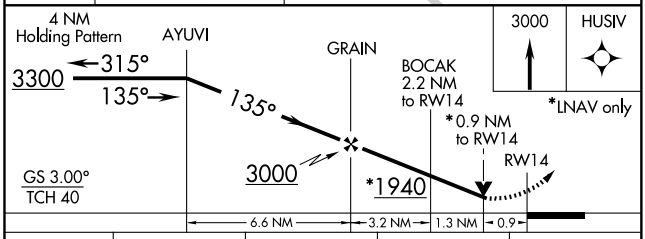
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSIV and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	120.1 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1515-1 312 (400-1)			NA
LNAV MDA	1540-1 337 (400-1)			NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32

NC-2, 08 APR 2010 to 06 MAY 2010

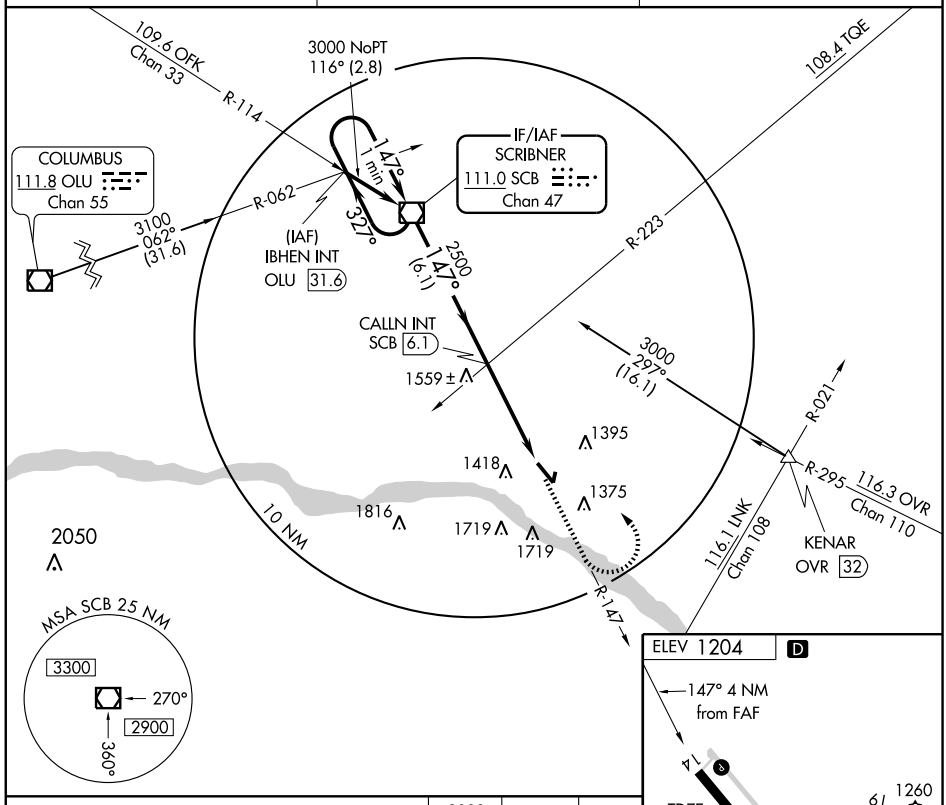
VOR/DME SCB 111.0 Chan 47	APP CRS 147°	Rwy Idg 5500 TDZE 1203 Apt Elev 1204

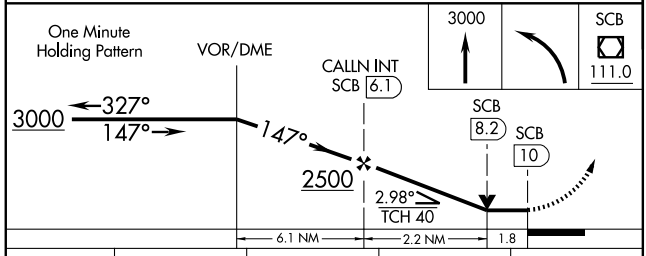
VOR RWY 14
FREMONT MUNI (FET)

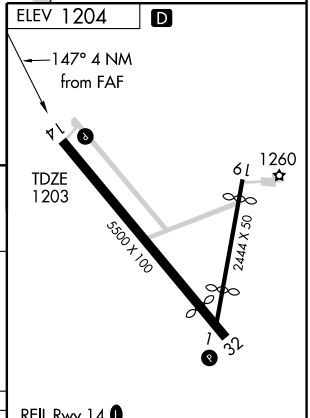
▼ ▲NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	120.1 354.05	122.8 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	1820-1	617 (700-1)	1820-1¾ 617 (700-1¾)	NA
CIRCLING	1820-1	616 (700-1)	1820-1¾ 616 (700-1¾)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2. 08 APR 2010 to 06 MAY 2010

NDB GRN	APP CRS	Rwy Idg	5196
414	216°	TDZE	3561
		Apt Elev	3561

NDB RWY 22
GORDON MUNI (GRN)

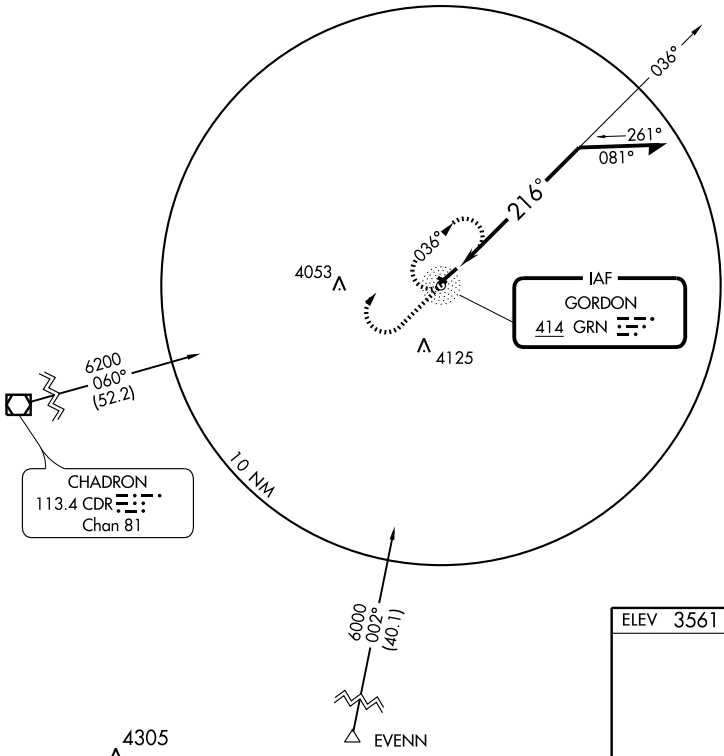
Use Pine Ridge, SD altimeter setting.

NA

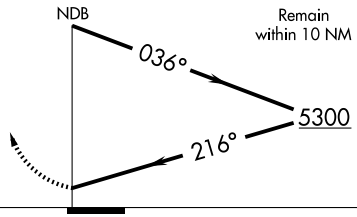
MISSED APPROACH: Climb to 5300 then right turn direct GRN NDB and hold.

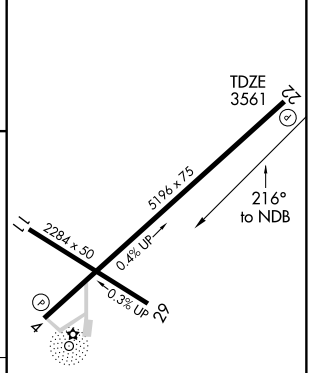
DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) L









MIRL Rwys 4-22 and 11-29 L

CATEGORY	A	B	C	D
S-22	4240-1	679 (700-1)	4240-2 679 (700-2)	4240-2 ¼ 679 (700-2 ¼)
CIRCLING	4240-1	679 (700-1)	4240-2 679 (700-2)	4400-2 ¾ 839 (900-2 ¾)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5196
CH 65909	040°	TDZE	3545
W04A		Apt Elev	3562

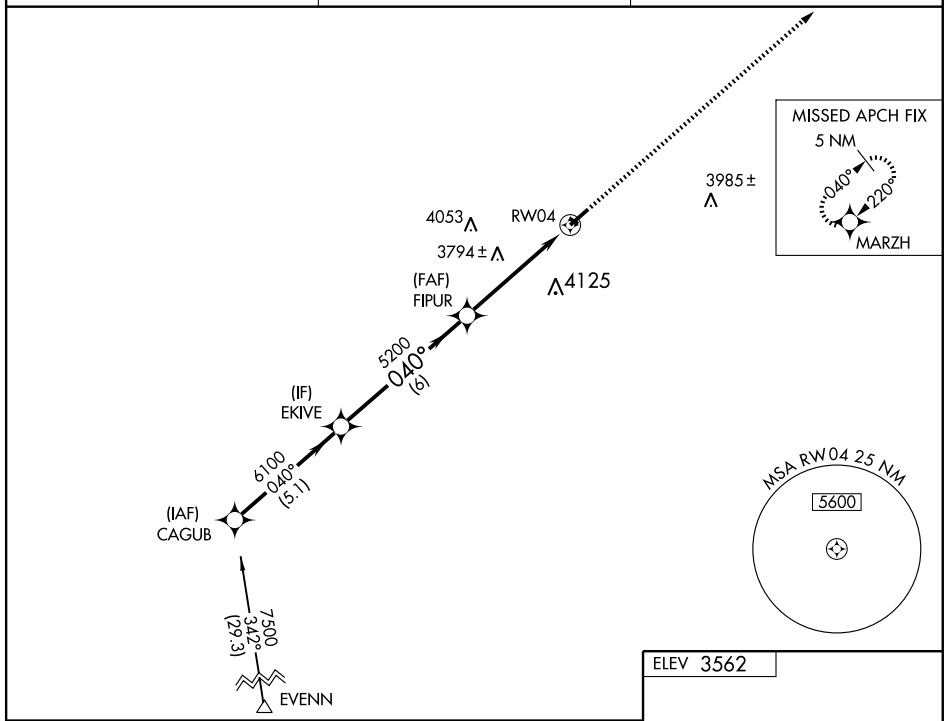
RNAV (GPS) RWY 4
GORDON MUNI (GRN)

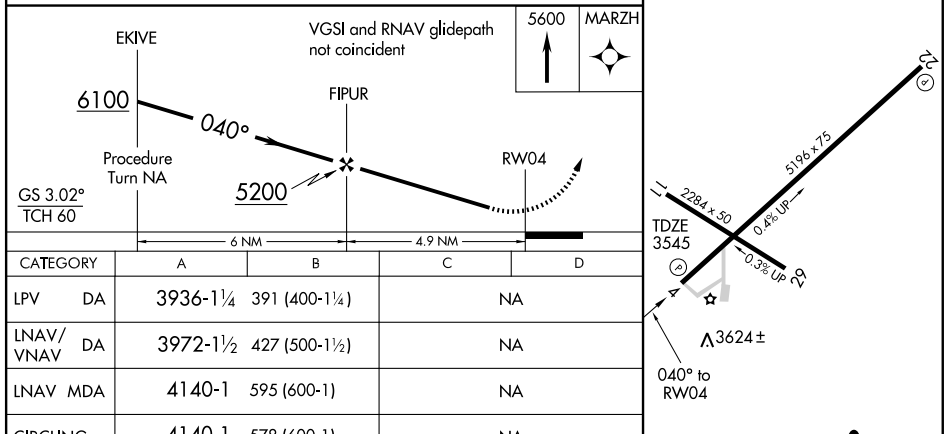
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge, SD altimeter setting when not received, use Chadron altimeter setting and increase DA 53 feet, and all MDA 60 feet. Increase all LPV and LNAV/VNAV visibility ¼ mile. Baro-VNAV NA.

NA

MISSED APPROACH: Climb to 5600 direct MARZH and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3936-1¼	391 (400-1¼)	NA	
LNAV/VNAV DA	3972-1½	427 (500-1½)	NA	
LNAV MDA	4140-1	595 (600-1)	NA	
CIRCLING	4140-1	578 (600-1)	NA	

MIRL Rwys 4-22 and 11-29 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5196
CH 86609	220°	TDZE	3562
W22A		Apt Elev	3562

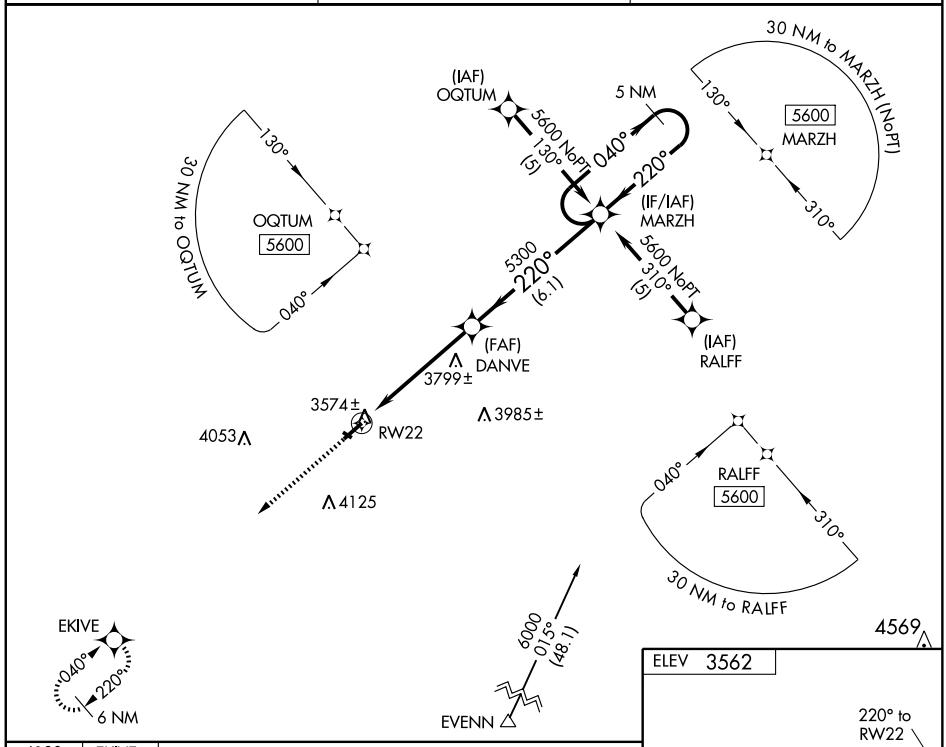
RNAV (GPS) RWY 22
GORDON MUNI (GRN)

DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility ¼ mile.

NA

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3890-1¼ 328 (400-1¼)		NA	
LNAV/VNAV DA	3922-1¼ 360 (400-1¼)		NA	
LNAV MDA	4140-1 578 (600-1)		NA	
CIRCLING	4140-1 578 (600-1)		NA	

MIRL Rwys 4-22 and 11-29 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	N/A
304°	TDZE	N/A
	Apt Elev	2559

NDB-A

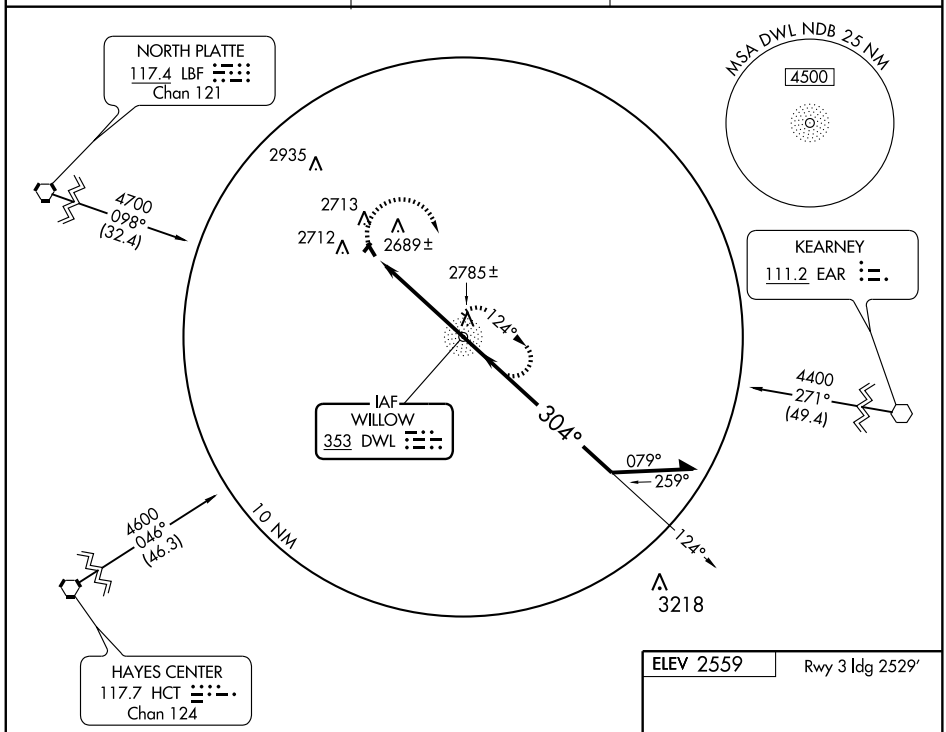
GOTHENBURG/QUINN FIELD (GTE)

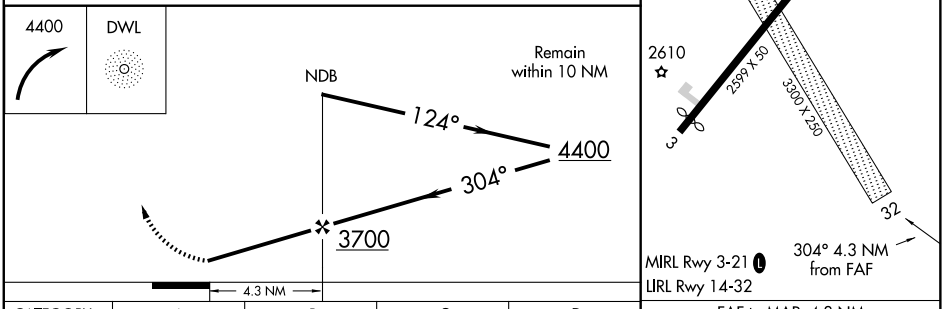
NA

Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	3140-1 581 (600-1)		3140-1½ 581 (600-1½)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2529
030°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 3

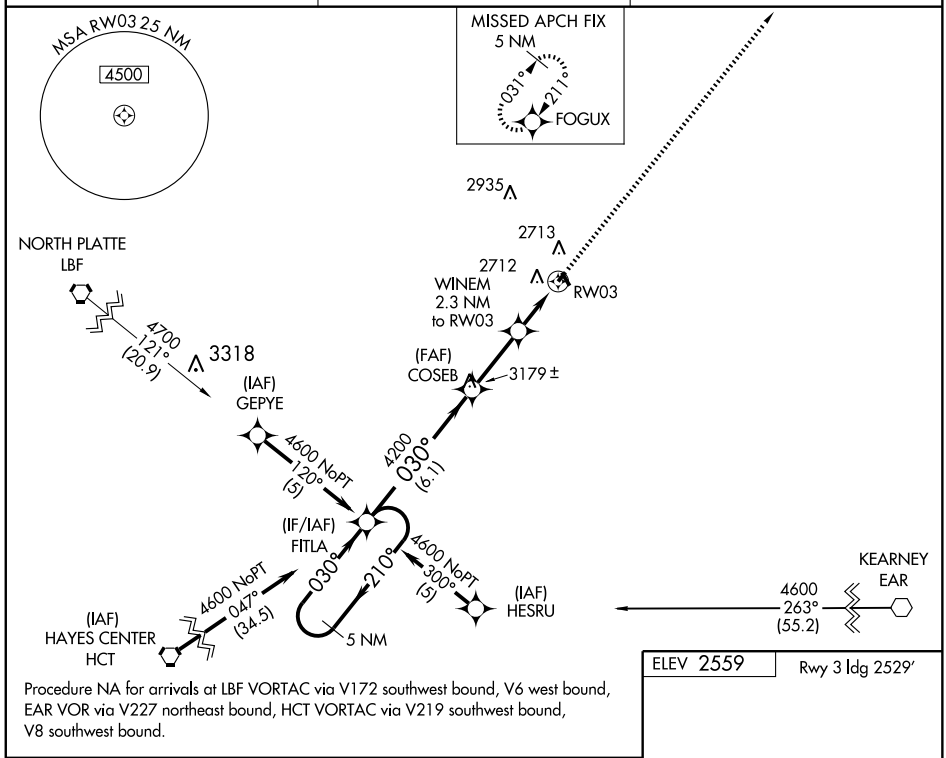
GOTHENBURG/QUINN FIELD (GTE)

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

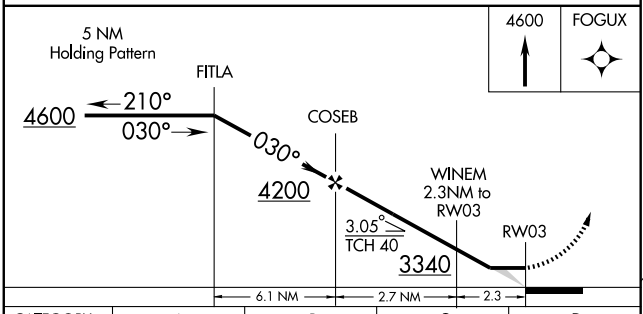
NA

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

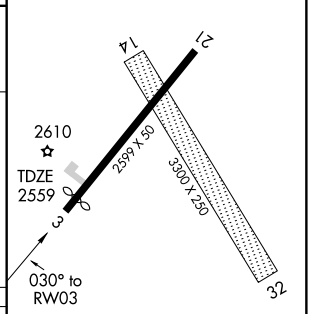
JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1½)	NA



MIRL Rwy 3-21 L
LIRL Rwy 14-32

NC-2. 08 APR 2010 to 06 MAY 2010

GOTHENBURG, NEBRASKA AL-6371 (FAA)

APP CRS	Rwy Idg	2599
210°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 21

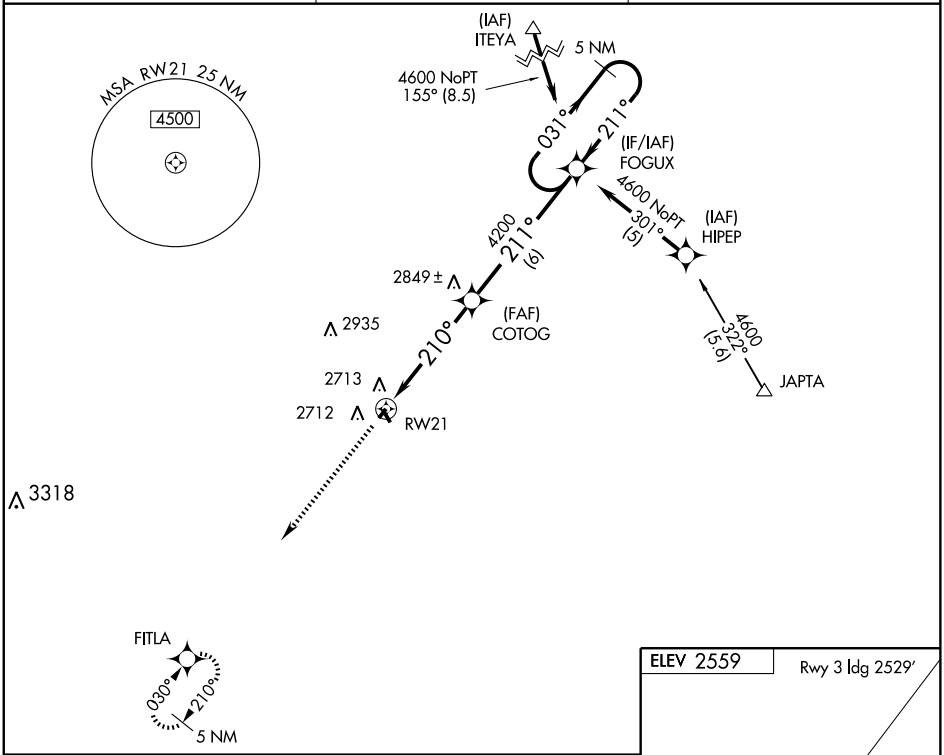
GOTHENBURG/QUINN FIELD (GTE)

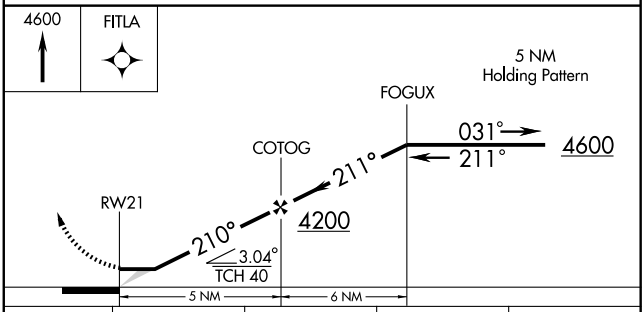
NA

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

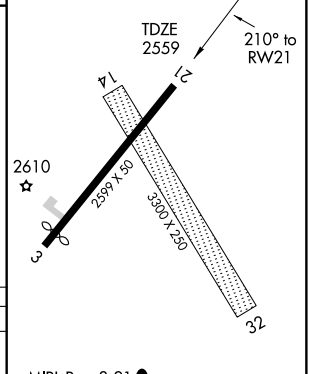
MISSED APPROACH: Climb to 4600 direct FITLA and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

VOR OZB	APP CRS	Rwy Idg	N/A
109.0	287°	TDZE	N/A
		Apt Elev	2559

VOR-A

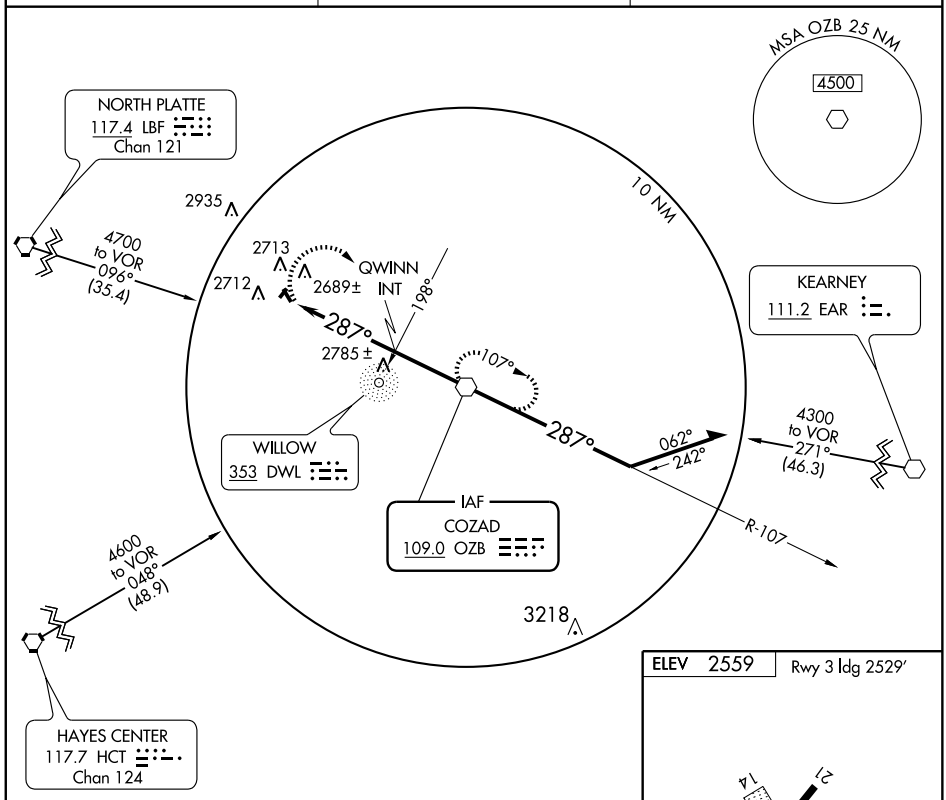
GOTHENBURG/QUINN FIELD (GTE)

Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.

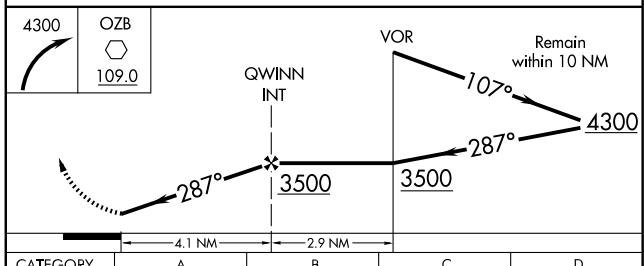
NA

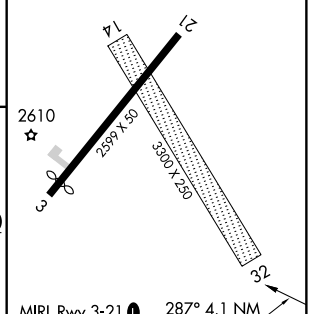
MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

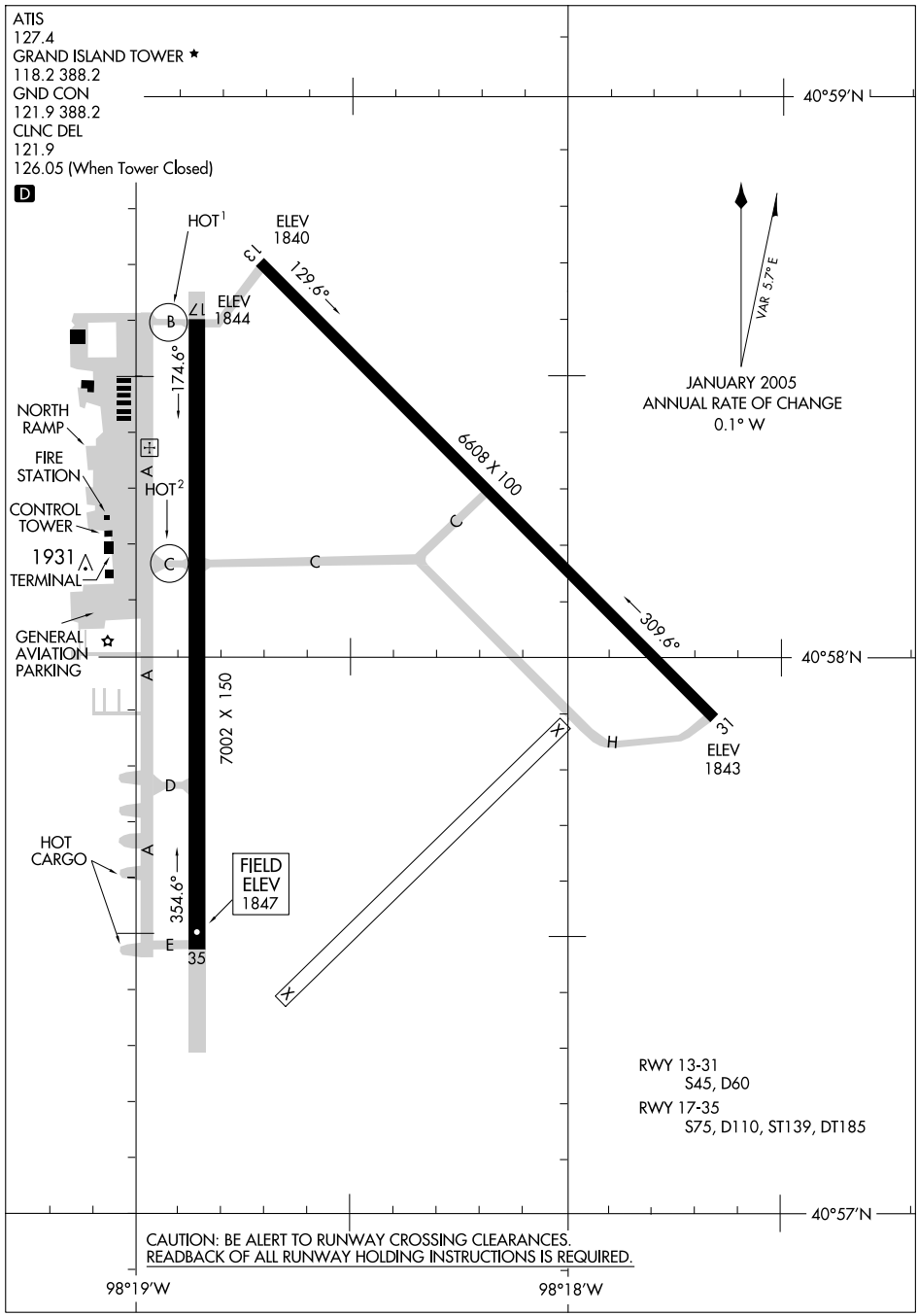
FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)
AL-173 (FAA)
GRAND ISLAND, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	353°	TDZE	1847
		Apt Elev	1847

ILS or LOC RWY 35

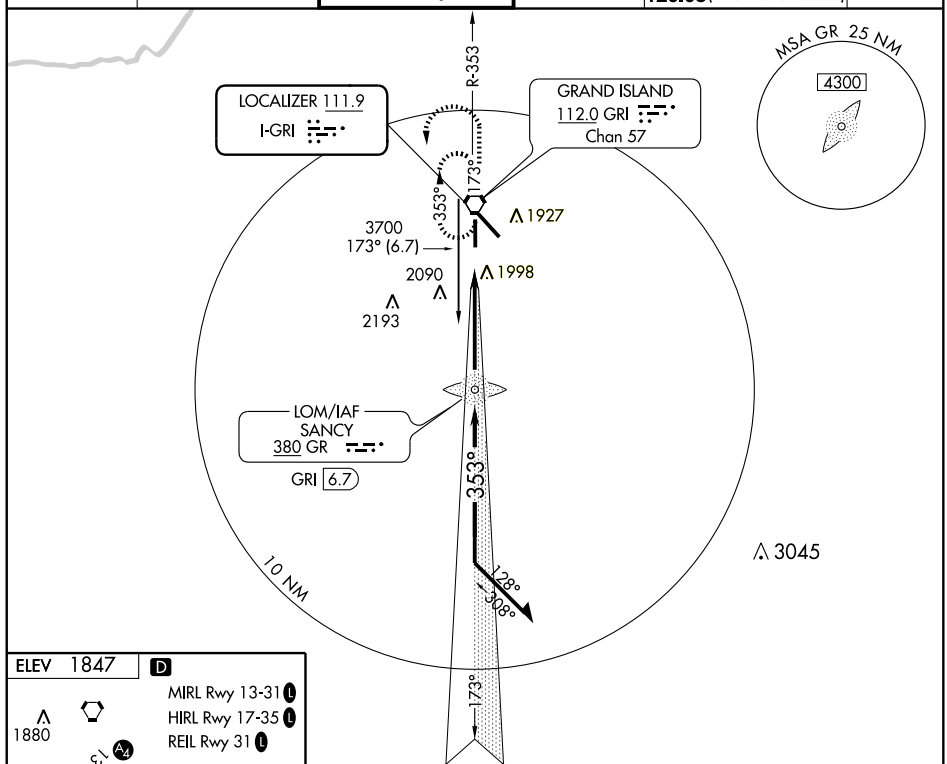
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

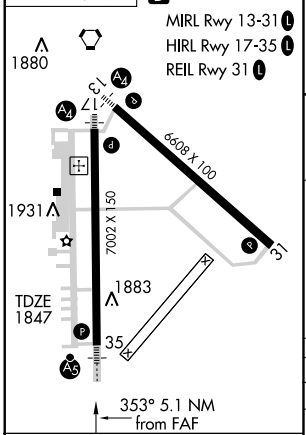
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

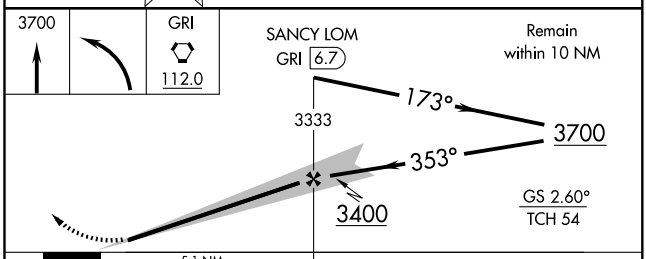
MALSR

MISSED APPROACH: Climb to 3700 then left turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 35	*2047-24 200 (200-½)			
S-LOC 35	2200-24 353 (400-½)			2200-40 353 (400-¾)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	173°	TDZE	1844
		Apt Elev	1847

LOC/DME BC RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

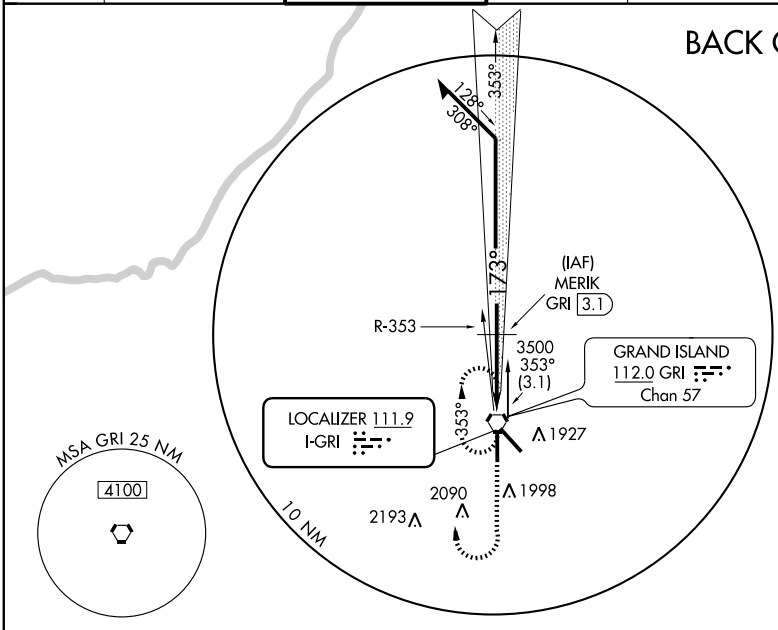
Simultaneous reception of I-GRI and GRI DME required. Disregard glide slope indications.

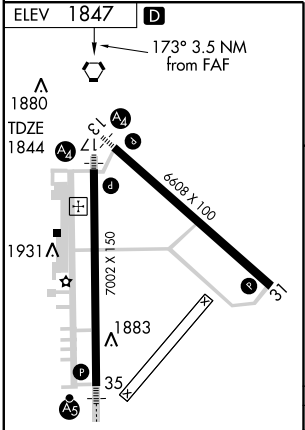
MALS

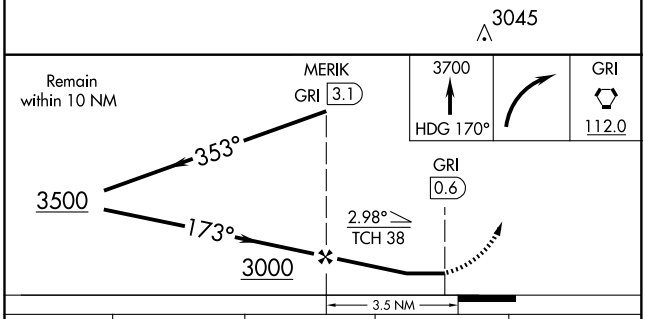
MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95

BACK COURSE







CATEGORY	A	B	C	D
S-17	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6608
CH 53399	128°	TDZE	1842
W13A		Apt Elev	1847

RNAV (GPS) RWY 13

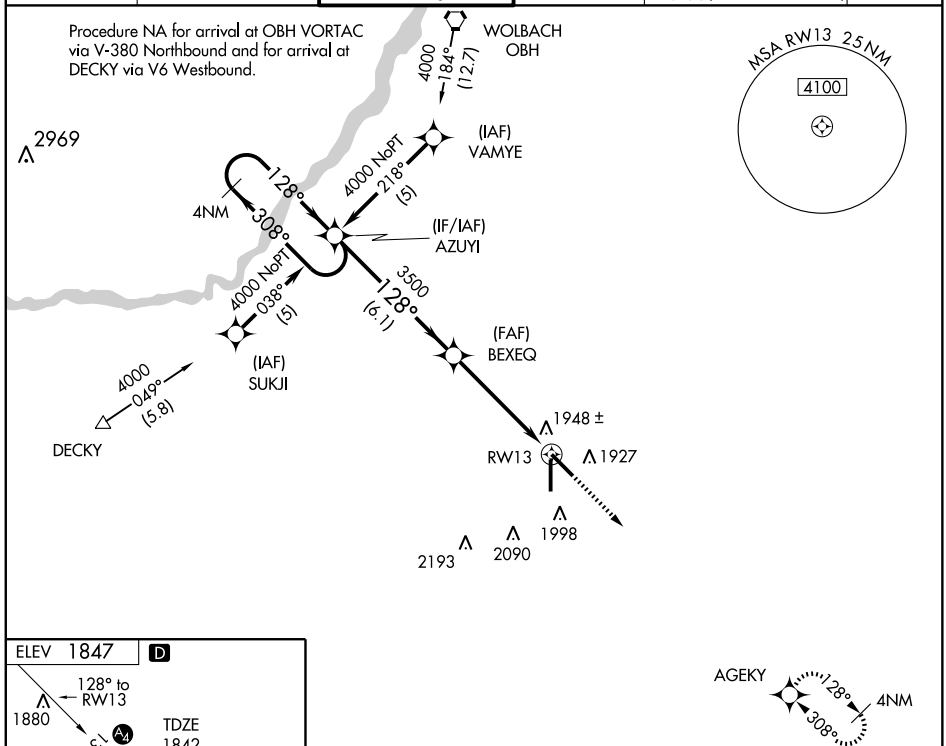
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

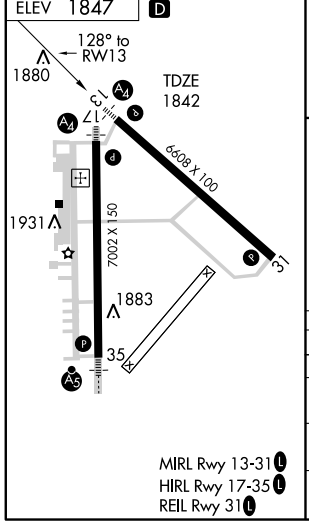
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.

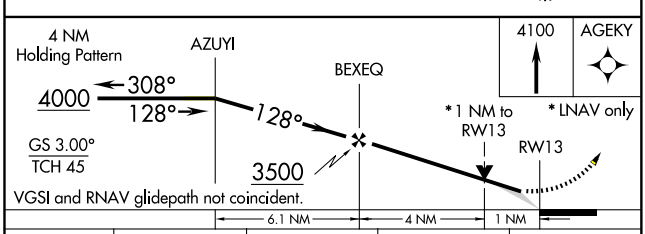
MALS

MISSED APPROACH: Climb to 4100 direct AGEKY and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2092-¾ 250 (300-¾)			
LNAV/ VNAV DA	2247-1½ 405 (400-1½)			
LNAV MDA	2200-¾ 358 (400-¾)			2200-1¼ 358 (400-1¼)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 60999 W17A	APP CRS 173°	Rwy Idg 7002 TDZE 1844 Apt Elev 1847

RNAV (GPS) RWY 17

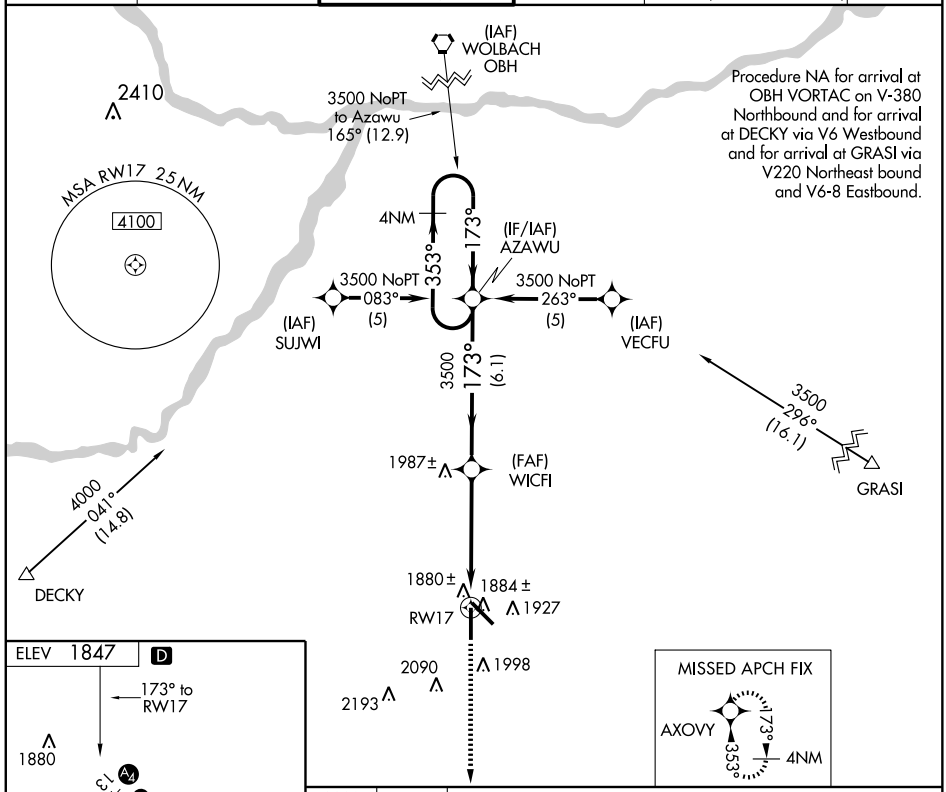
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

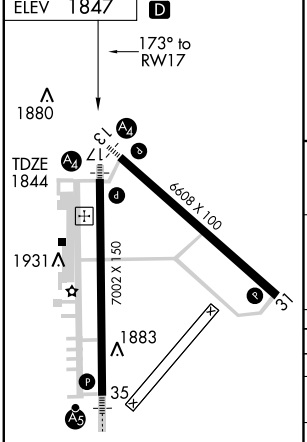
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.

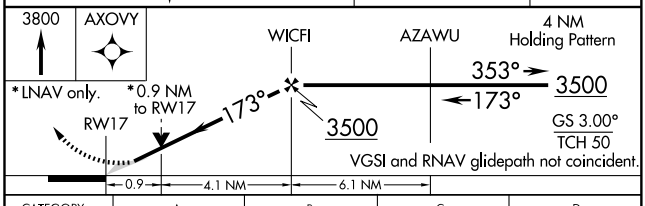
MALS

MISSED APPROACH: Climb to 3800 direct AXOVY and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2094-¾ 250 (300-¾)			
LNAV/ VNAV DA	2138-¾ 294 (300-¾)			2138-1 294 (300-1)
LNAV MDA	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6608
308°	TDZE	1844
	Apt Elev	1847

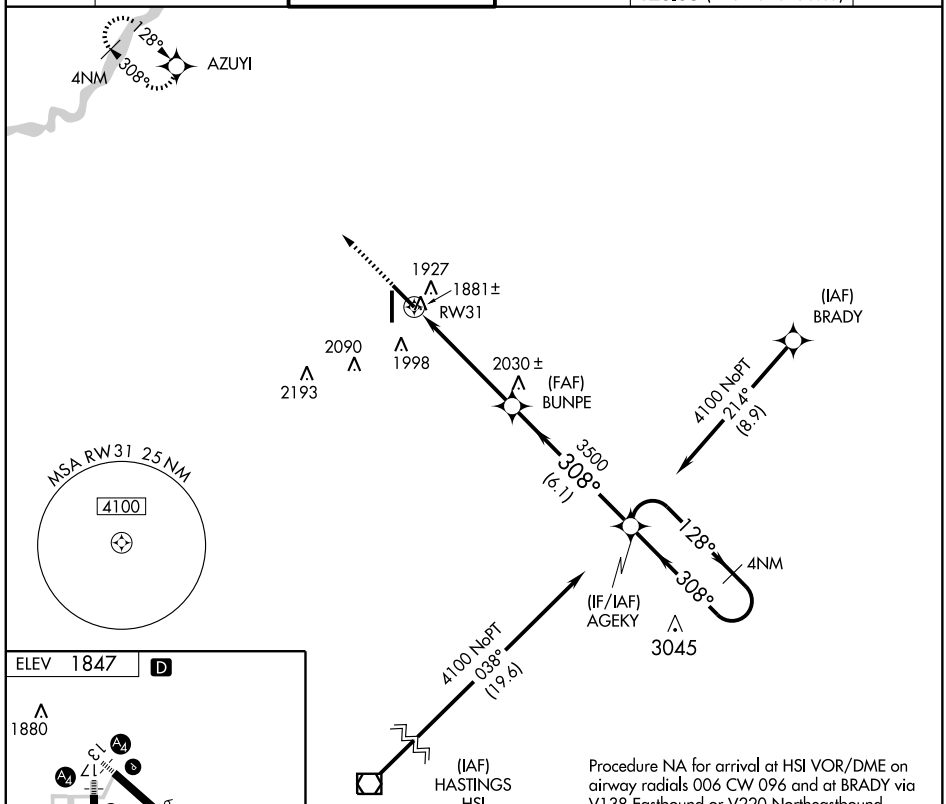
RNAV (GPS) RWY 31

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

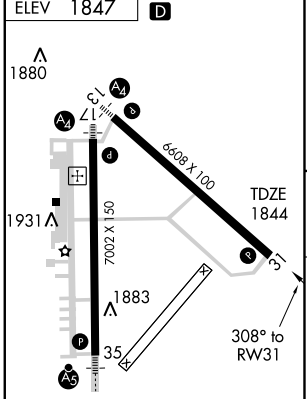
A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

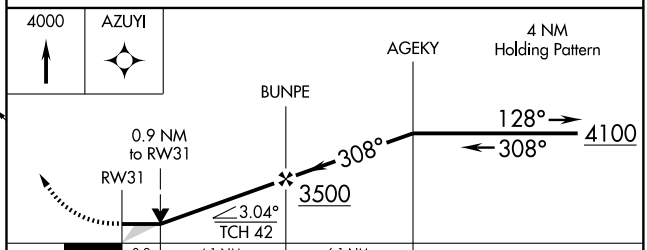
MISSED APPROACH: Climb to 4000 direct AZUYI and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95



Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 096 and at BRADY via V138 Eastbound or V220 Northeastbound.





MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L

CATEGORY	A	B	C	D
LNAV MDA	2180-1 336 (400-1)			
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7002
CH 86799	353°	TDZE	1847
W35A		Apt Elev	1847

RNAV (GPS) RWY 35

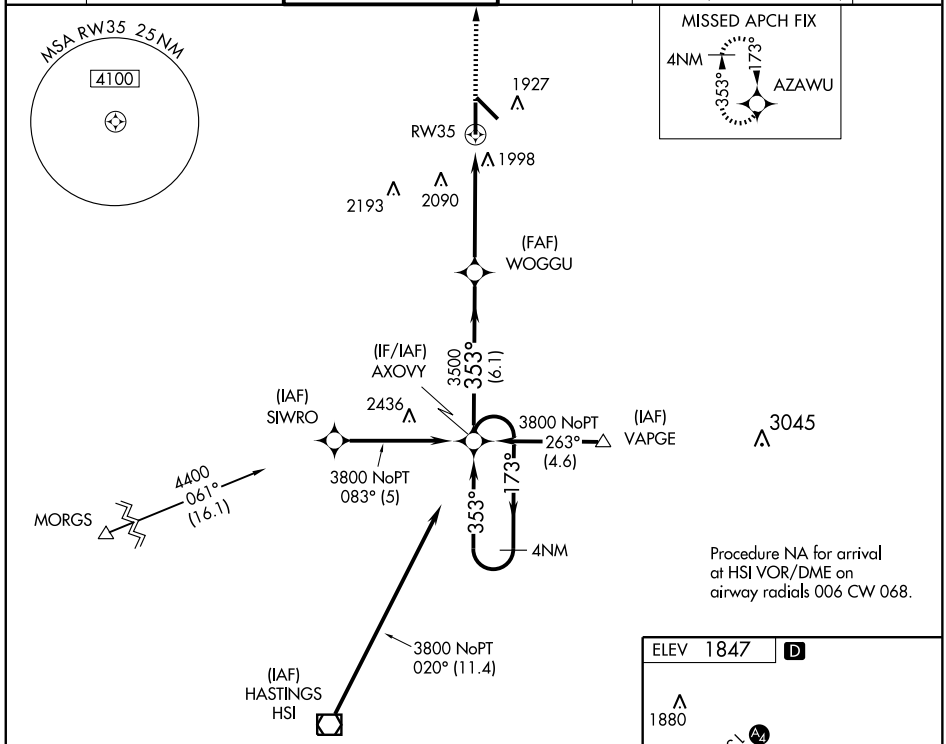
GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

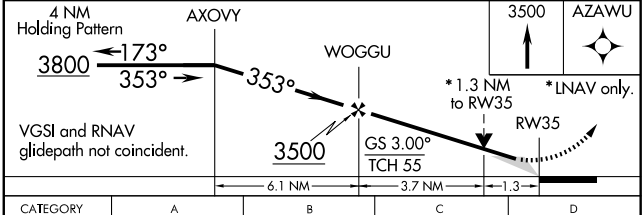
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

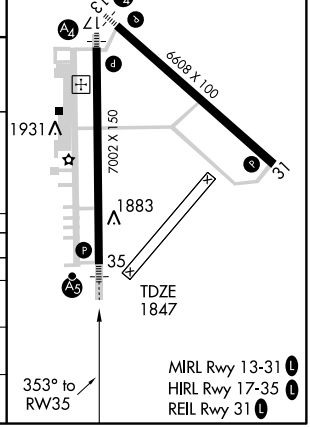
MALSR

MISSED APPROACH: Climb to 3500 direct AZAWU and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2097/24 250 (300-½)			
LNAV/VNAV DA	2283/50 436 (500-1)			
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	2260/50 413 (500-1)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	313°	TDZE	1844
Chan 57		Apt Elev	1847

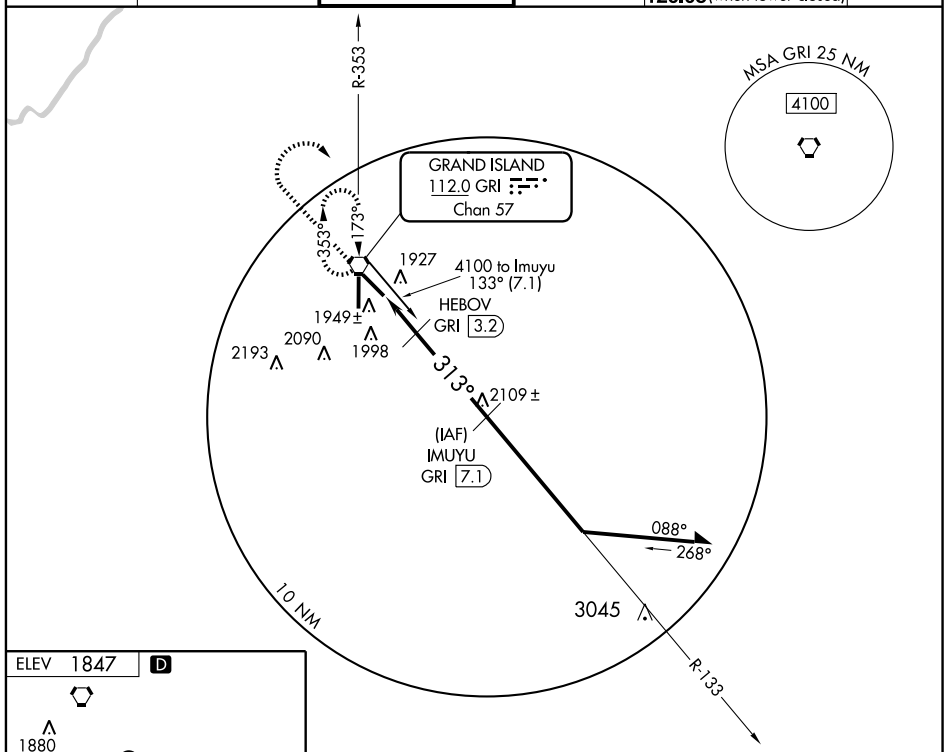
VOR/DME RWY 31

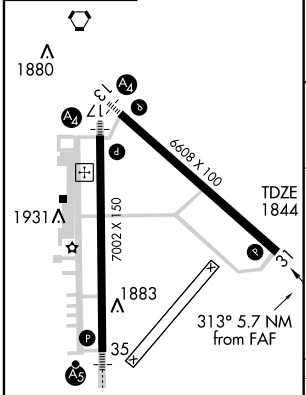
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

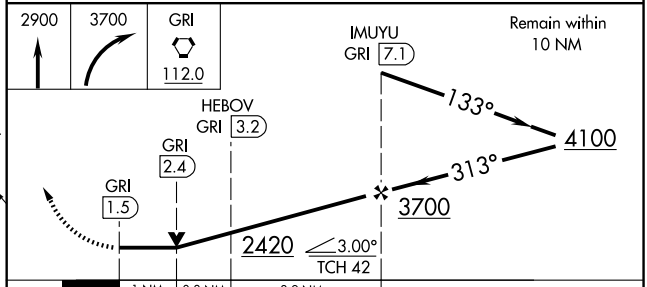
If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.
VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-31	2200-1 356 (400-1)			2200-1¼ 356 (400-1¼)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI 112.0 Chan 57	APP CRS 353°	Rwy Idg 7002 TDZE 1847 Apt Elev 1847

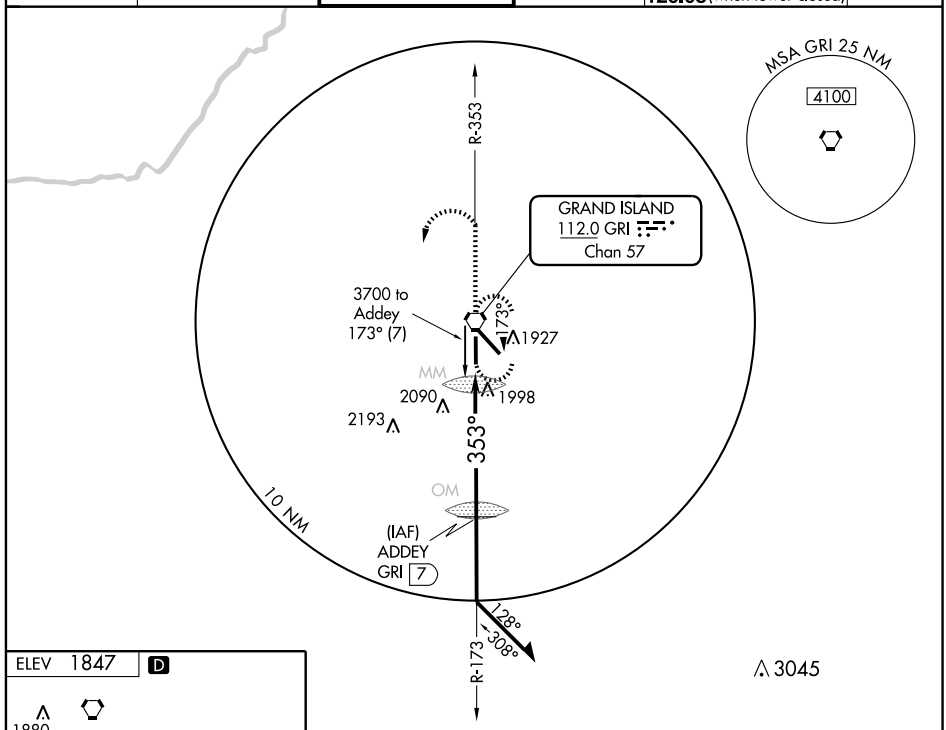
VOR/DME RWY 35

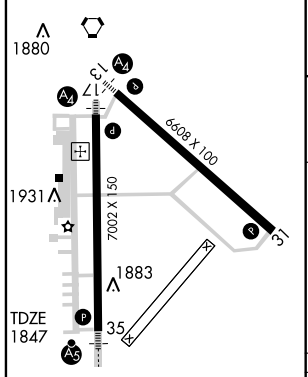
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

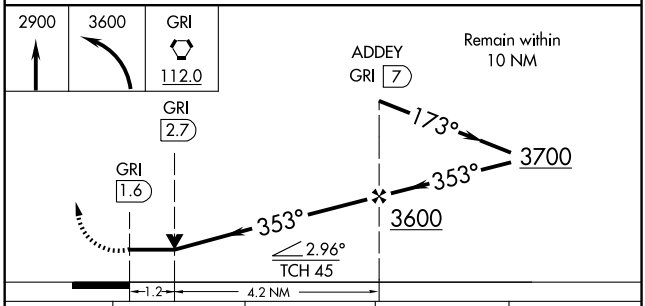
MALSR

MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-35	2260-½	413 (500-½)	2260-¾ 413 (500-¾)	2260-1 413 (500-1)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI 112.0 Chan 57	APP CRS 104°	Rwy Idg 6608 TDZE 1842 Apt Elev 1847

VOR RWY 13

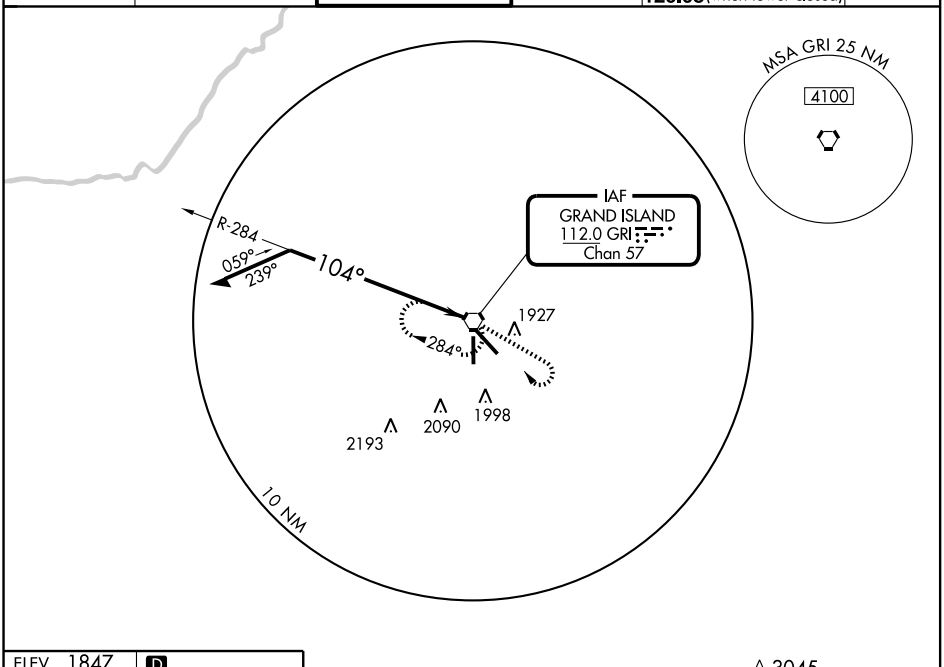
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

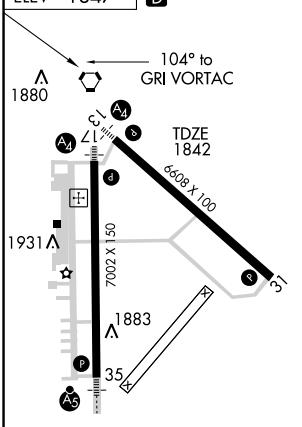
Inoperative table does not apply to S-13 Cat C.

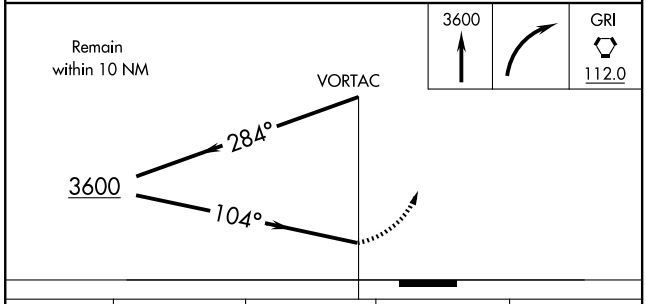
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-13	2300-¾ 458 (500-¾)		2300-1¼ 458 (500-1¼)	2300-1½ 458 (500-1½)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI	APP CRS	Rwy Idg	7002
112.0	173°	TDZE	1844
Chan 57		Apt Elev	1847

VOR RWY 17

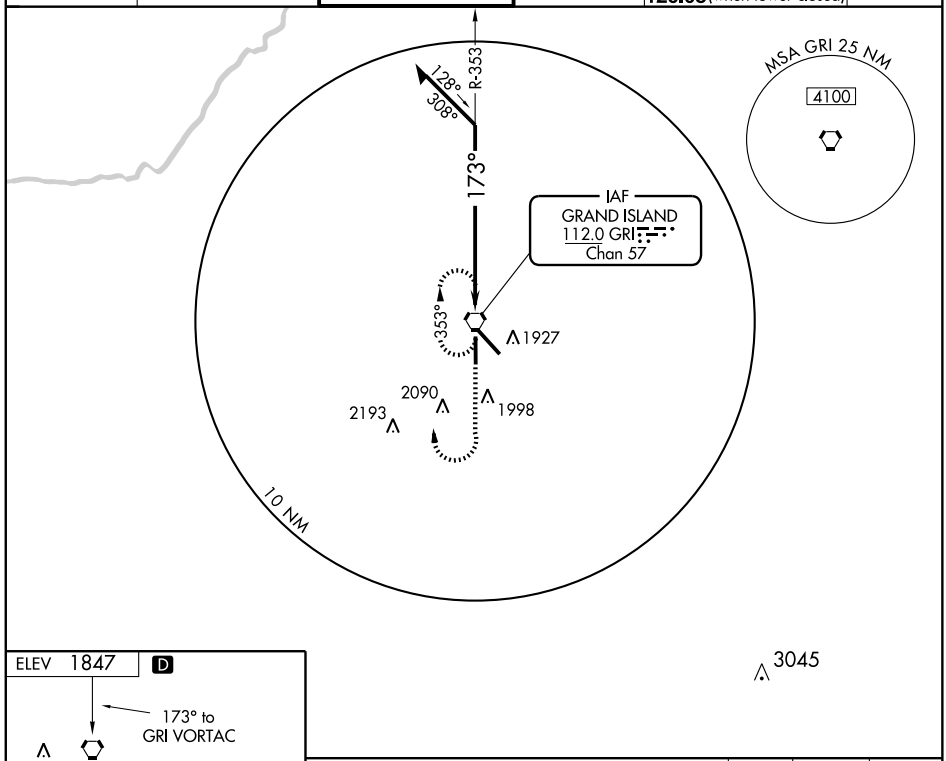
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

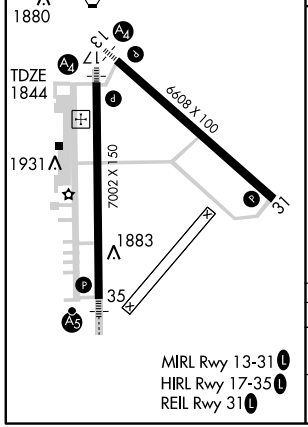
Inoperative table does not apply to S-17 Cat C.

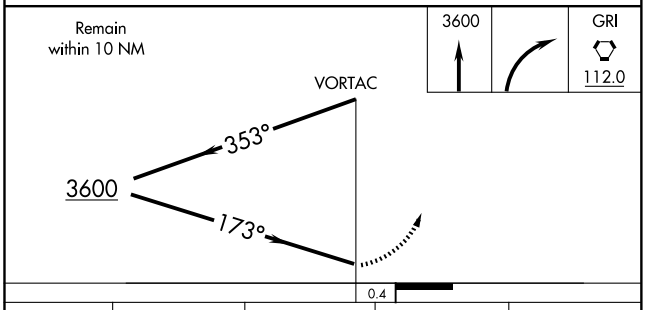
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-17	2300-¾ 456 (500-¾)		2300-1¼ 456 (500-1¼)	2300-1½ 456 (500-1½)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

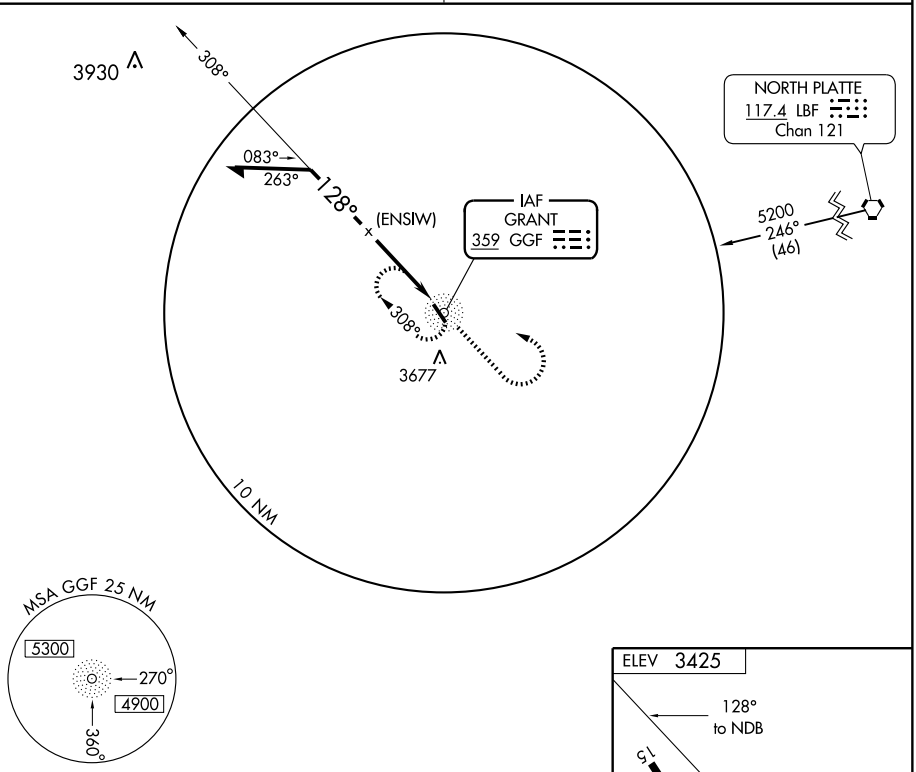
NDB GGF 359	APP CRS 128°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425

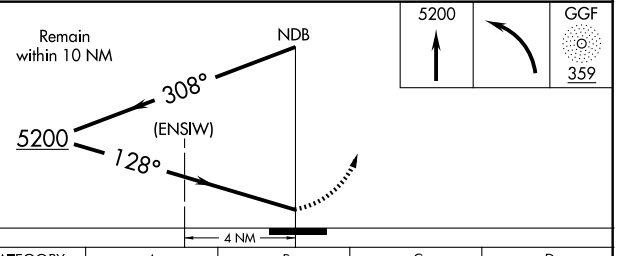
NDB RWY 15
GRANT MUNI (GGF)

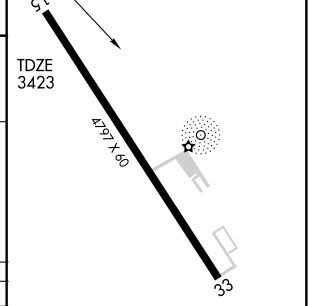
When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1	575 (600-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-15	4060-1	637 (700-1)	NA	
CIRCLING	4060-1	635 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

NDB GGF 359	APP CRS 327°	Rwy Idg 4797 TDZE 3425 Apt Elev 3425

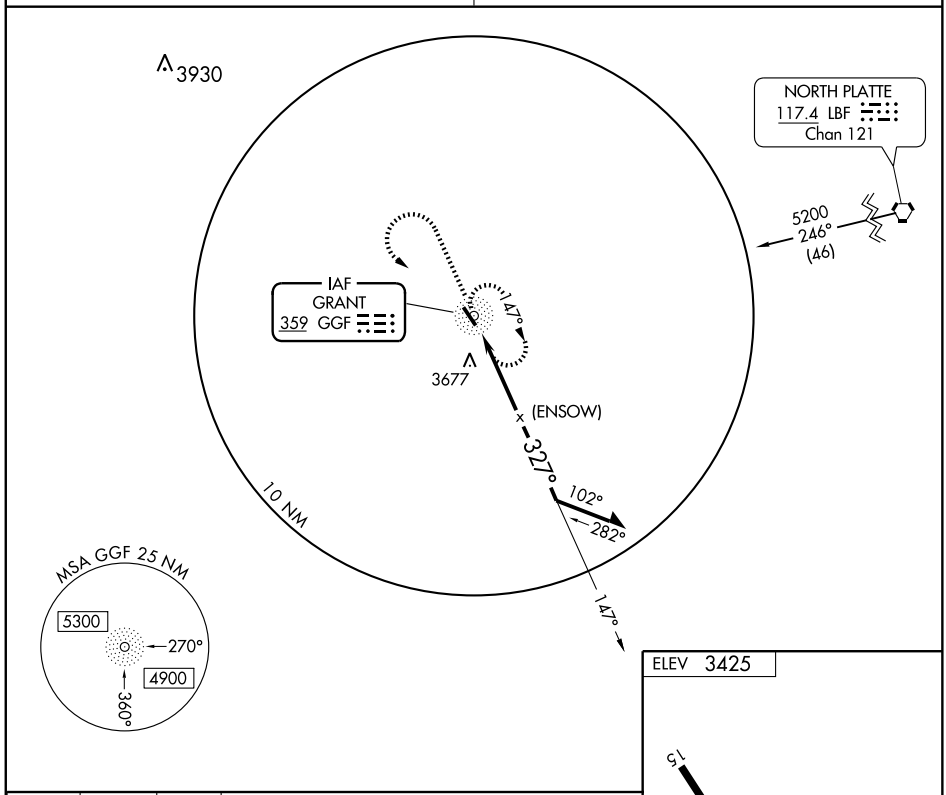
NDB RWY 33
GRANT MUNI (GGF)

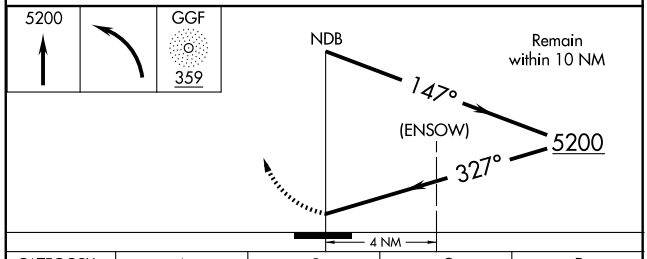
T
NA When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

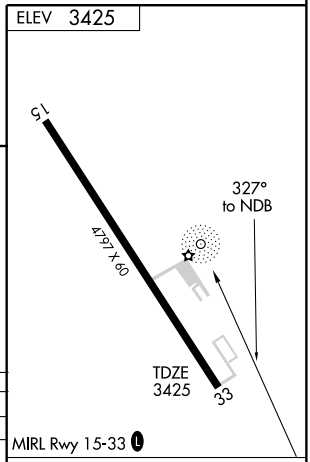
DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-33	4100-1	675 (700-1)	NA	
CIRCLING	4100-1	675 (700-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-33	4140-1	715 (800-1)	NA	
CIRCLING	4140-1	715 (800-1)	NA	



Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4797
CH 81908	137°	TDZE	3423
W15A		Apt Elev	3425

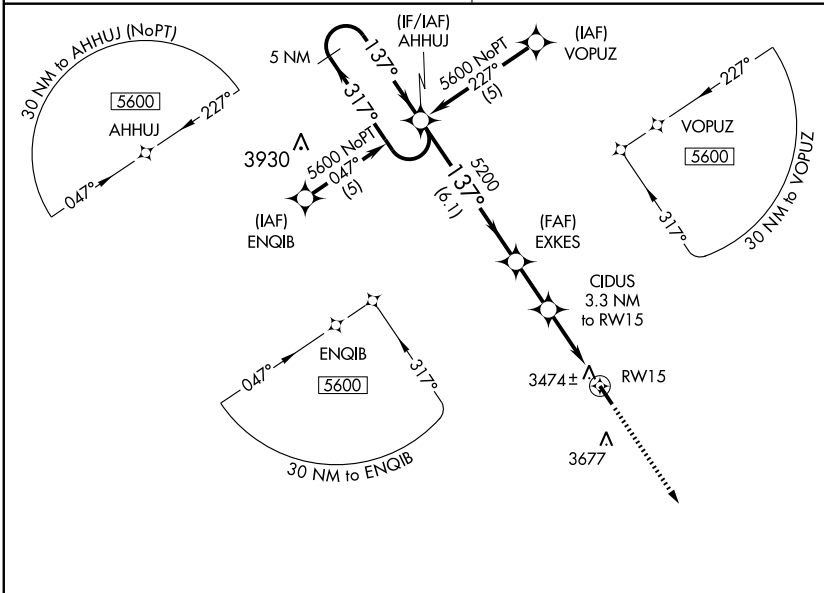
RNAV (GPS) RWY 15
GRANT MUNI (GGF)

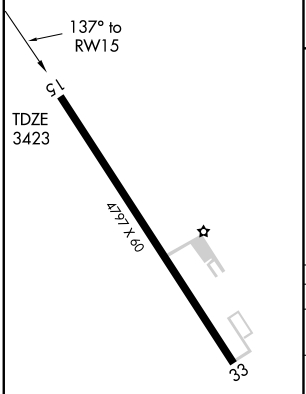
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

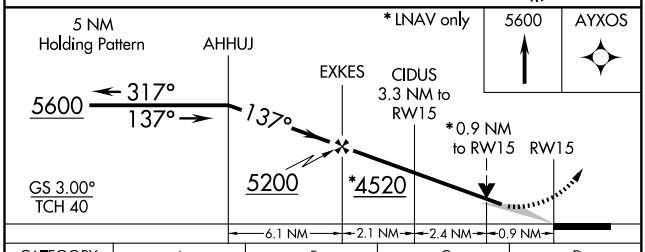
NA

MISSED APPROACH: Climb to 5600 direct AYXOS and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3673-1 250 (300-1)		NA	
LNAV/VNAV DA	3833-1½ 410 (500-1½)		NA	
LNAV MDA	3740-1 317 (400-1)		NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4797
CH 62908	317°	TDZE	3425
W33A		Apt Elev	3425

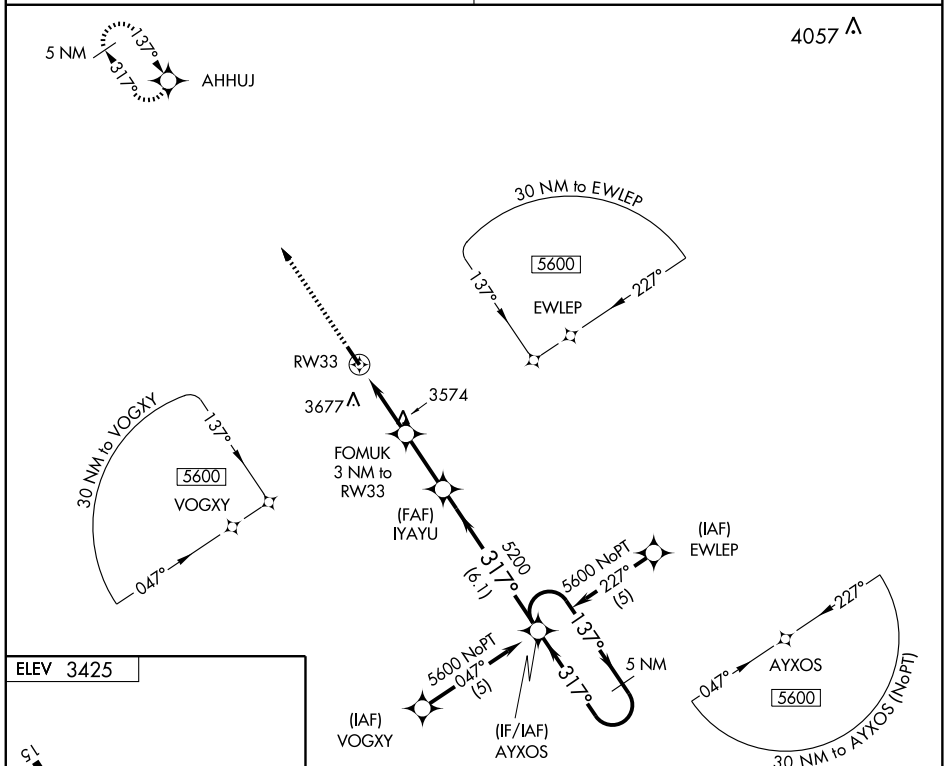
RNAV (GPS) RWY 33
GRANT MUNI (GGF)

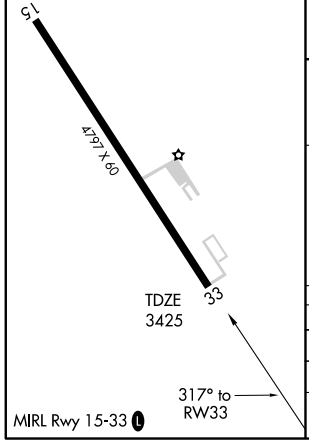
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

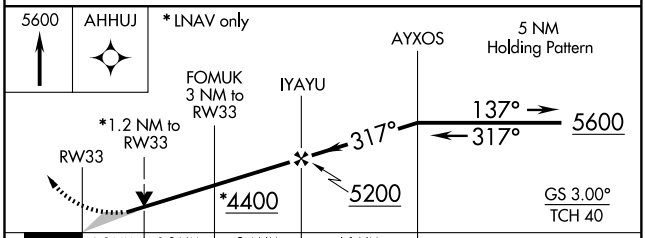
NA

MISSED APPROACH: Climb to 5600 direct AHHUJ and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3710-1 285 (300-1)		NA	
LNAV MDA	3840-1 415 (500-1)		NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	4797
110.2	162°	TDZE	3423
Chan 39		Apt Elev	3425

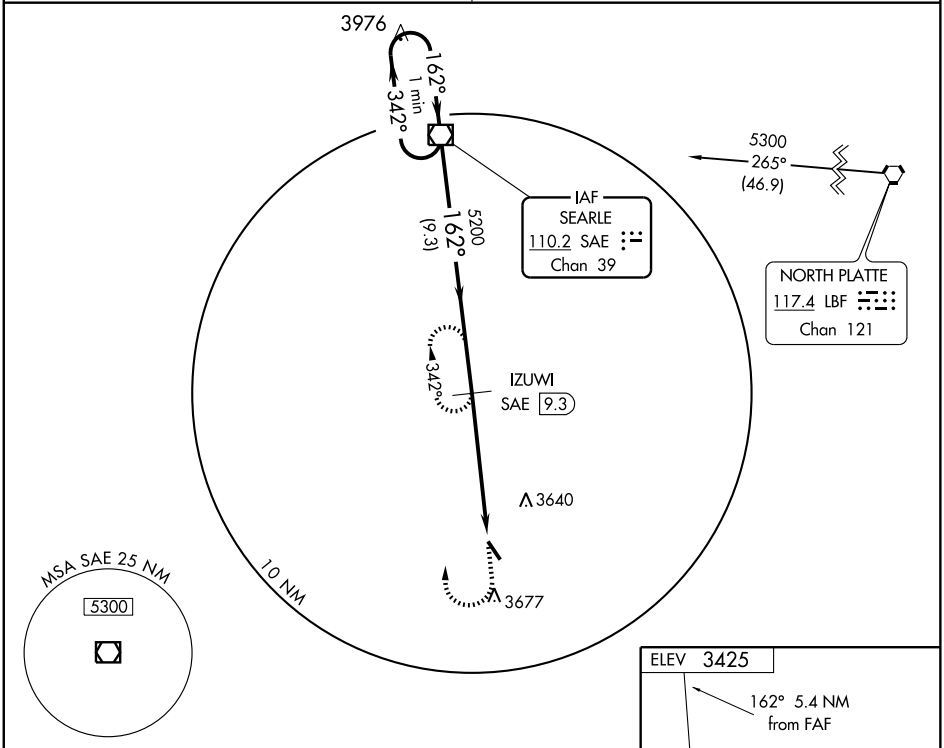
VOR/DME RWY 15
GRANT MUNI (GGF)

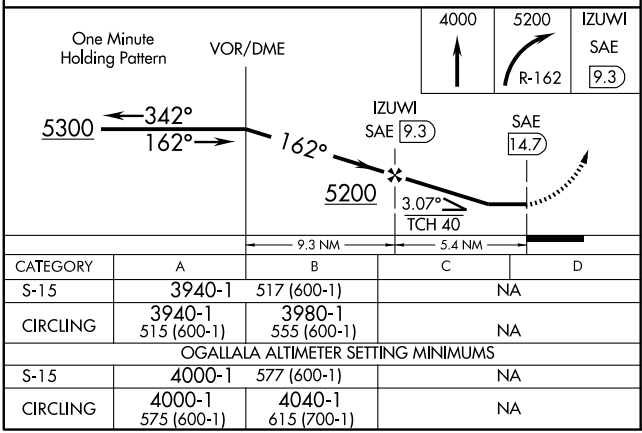
When local altimeter not received, use Ogallala altimeter setting.

NA

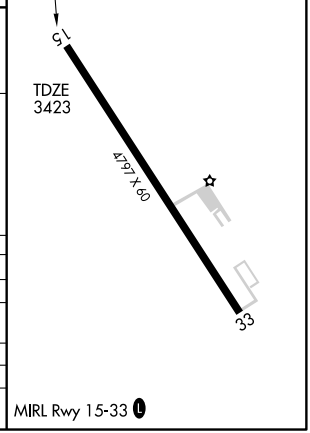
MISSED APPROACH: Climb to 4000 then climbing right turn to 5200 via R-162 to IZUWI and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3950
135°	TDZE	1383
	Apt Elev	1387

GPS RWY 13
HARTINGTON MUNI (ØB4)

NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COTPO WP and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 (L)

YANKTON YKN
3400 151° (8.4)
(IAF) BEGGA
3400 225° (5)
COVIL
3400 045° (5)
3100 135° (5)
(IAF) BOBCE
(FAF) BATOM
1908
1755
1780
2464
1975
1611±
RW13
MSA RW13 25 NM
3900
3700 351° (16.4)
BEWIG
2065 ±
2205
COTPO 135° 315°

ELEV 1387
135° to RW13
13
0.3% UP
TDZE 1383
21
3950 X 60
0.6% UP
2150 X 125
31

COVIL
3400
135°
BATOM
3100
RW13
Procedure Turn NA
5 NM
5 NM
3400
COTPO

CATEGORY	A	B	C	D
S-13	2080-1 697 (700-1)		NA	
CIRCLING	2080-1 693 (700-1)		NA	

MIRL Rwy 13-31 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

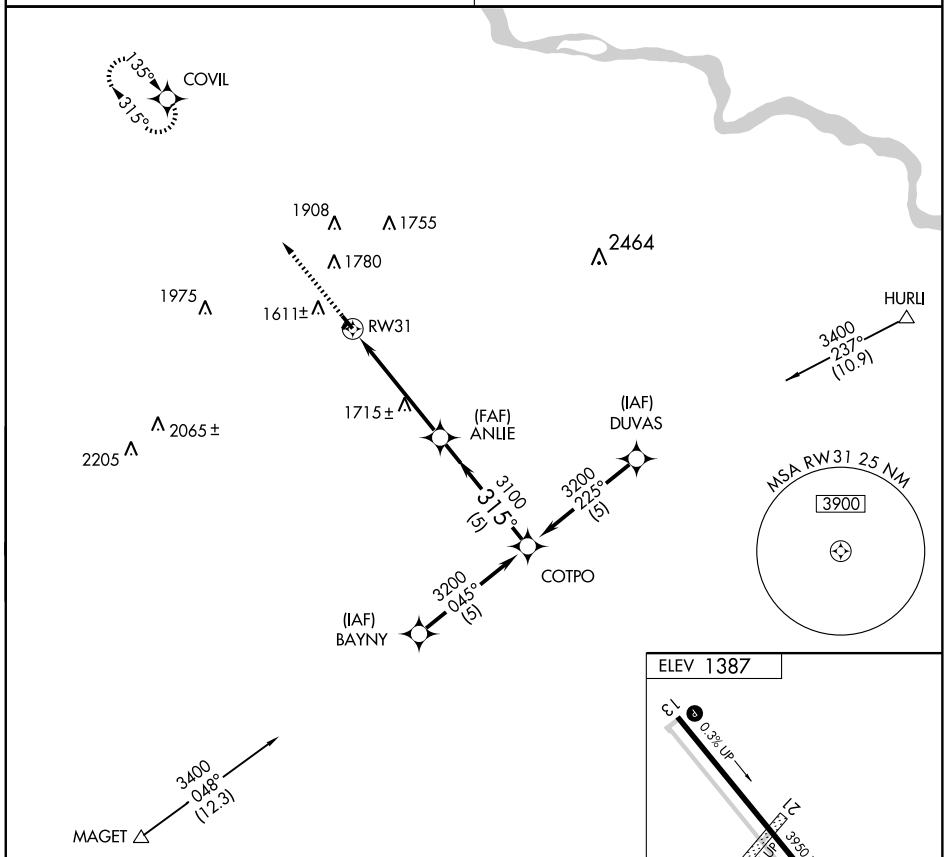
APP CRS		
315°	Rwy Idg	3550
	TDZE	1383
	Apt Elev	1387

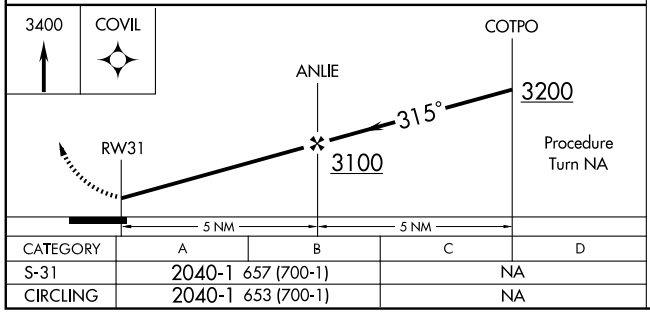
GPS RWY 31
HARTINGTON MUNI (ØB4)

NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

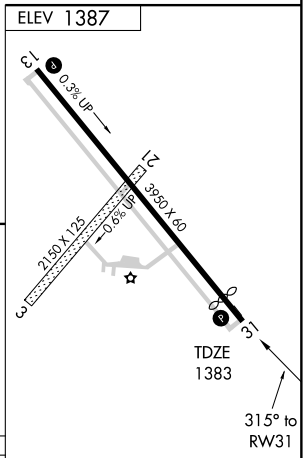
MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L





CATEGORY	A	B	C	D
S-31	2040-1 657 (700-1)		NA	
CIRCLING	2040-1 653 (700-1)		NA	



MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME YKN	APP CRS	Rwy Idg	3550
111.4	336°	TDZE	1383
Chan 51		Apt Elev	1383

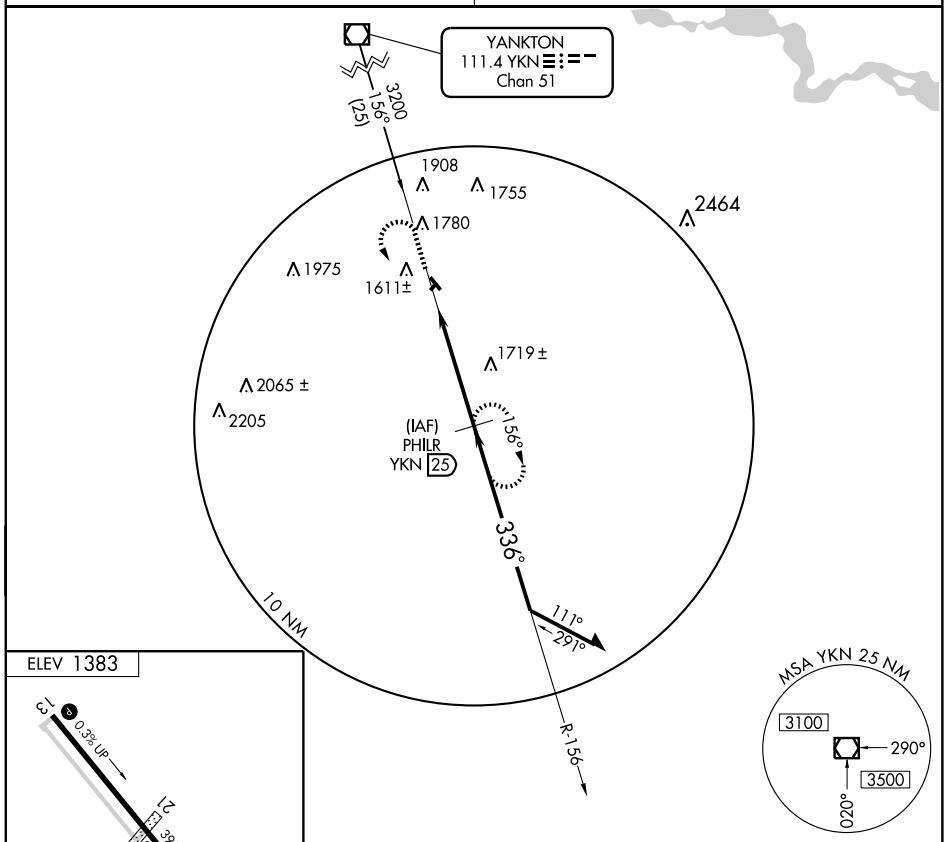
VOR/DME RWY 31

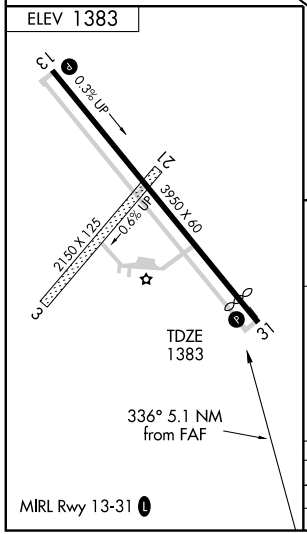
HARTINGTON MUNI (ØB4)

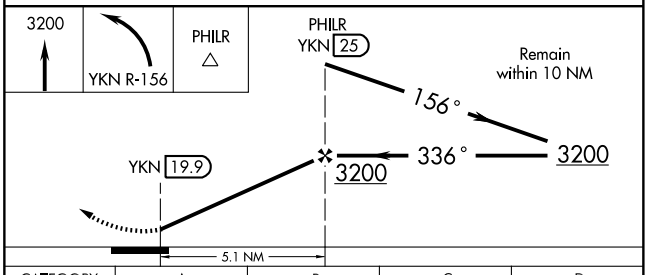
NA Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L







CATEGORY	A	B	C	D
S-31	2040-1 657 (700-1)		NA	
CIRCLING	2040-1 657 (700-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

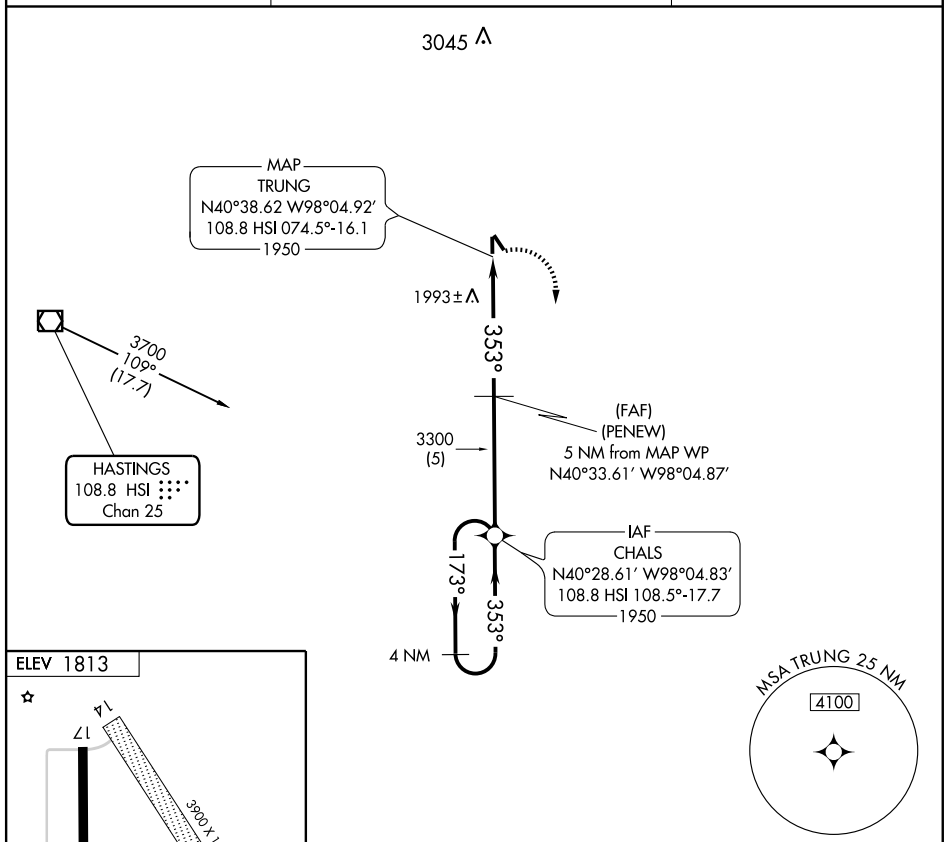
HSI VOR/DME	APP CRS	Rwy Idg 3745
108.8 Chan 25	353°	TDZE 1807
		Apt Elev 1813

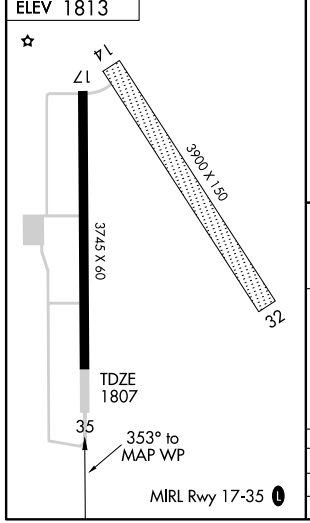
VOR/DME RNAV or GPS RWY 35

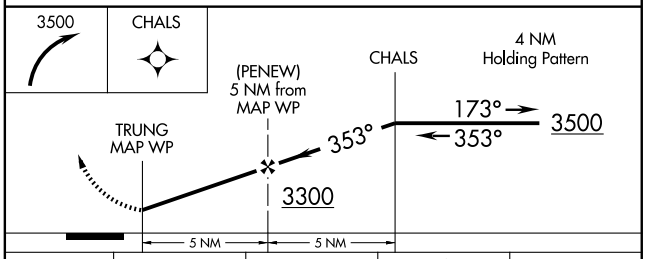
HARVARD STATE (Ø8K)

NA	Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.	MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.

AURORA AWOS-3	MINNEAPOLIS CENTER	CTAF
121.225	119.4 278.8	122.9 (L)







CATEGORY	A	B	C	D
S–35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 65612 W14A	APP CRS 143°	Rwy Idg 6451 TDZE 1961 Apt Elev 1961

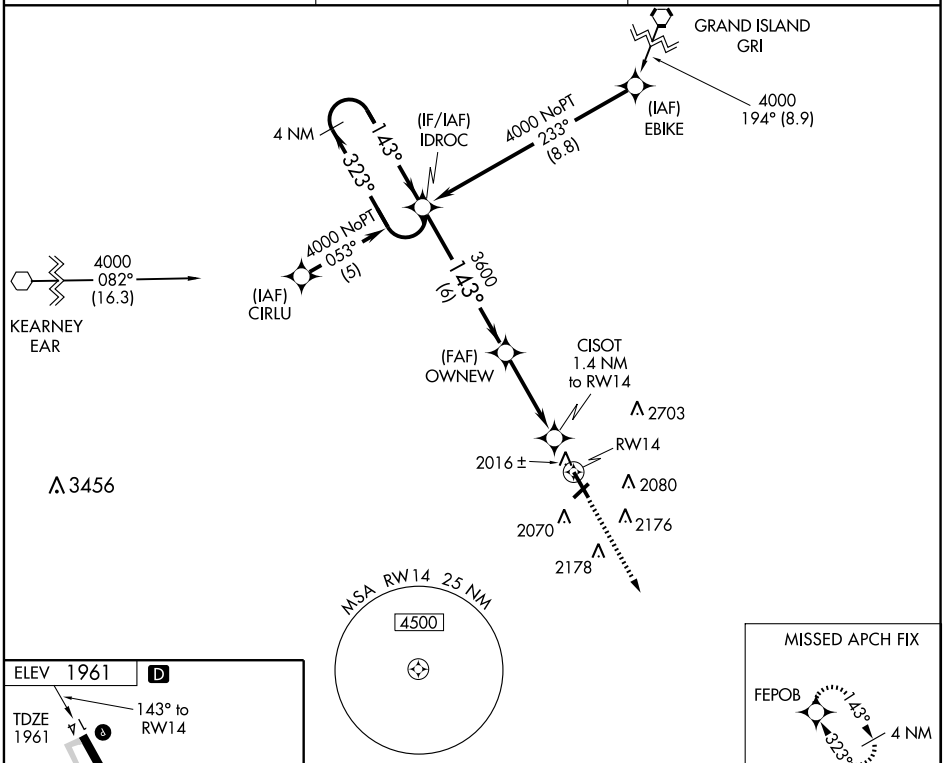
RNAV (GPS) RWY 14

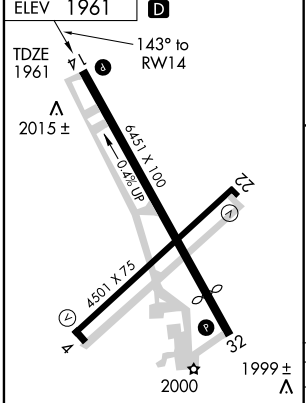
HASTINGS MUNI (HSI)

If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

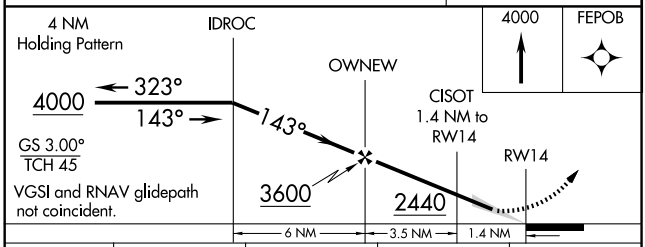
MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L





MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA		2220-1	259 (300-1)	
LNAV/VNAV DA		2280-1	319 (400-1)	
LNAV MDA		2280-1	319 (400-1)	
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

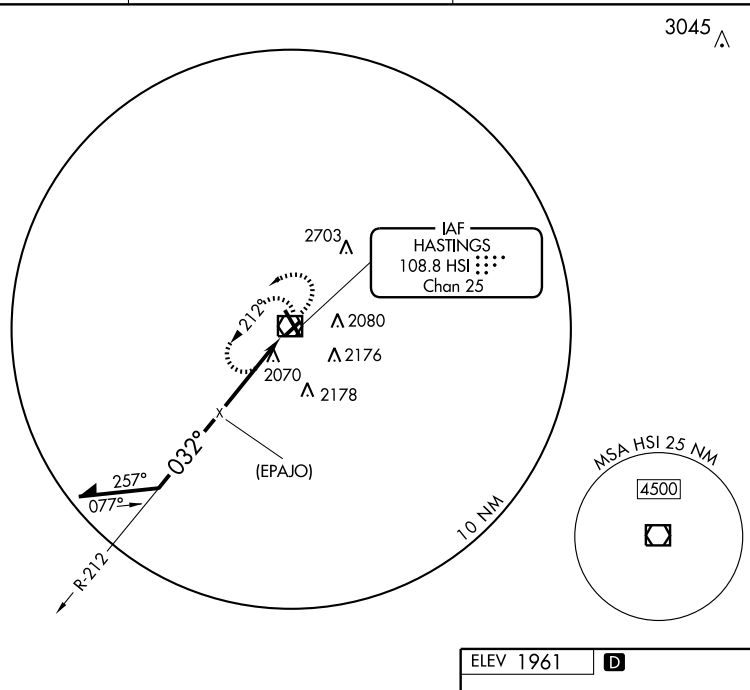
VOR/DME HSI 108.8 Chan 25	APP CRS 032°	Rwy Idg 4501 TDZE 1944 Apt Elev 1961

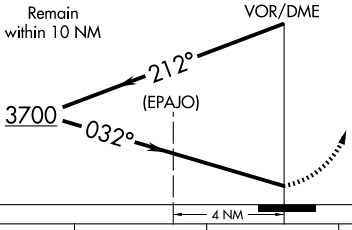
VOR or GPS RWY 4

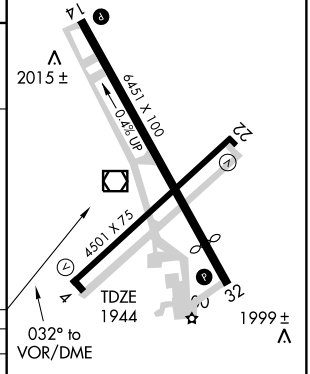
HASTINGS MUNI (HSI)

MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2540-1 596 (600-1)		2540-1½ 596 (600-1½)	2540-1¾ 596 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

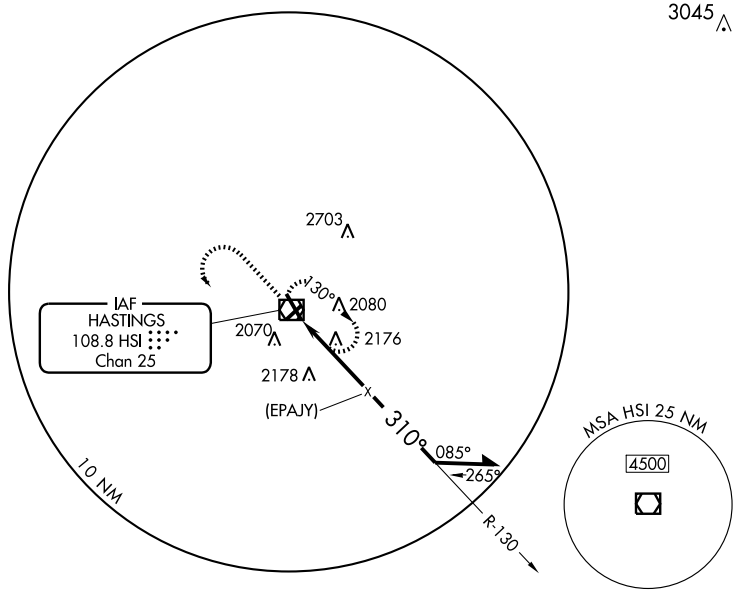
NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME HSI	APP CRS	Rwy Idg	5501
108.8	310°	TDZE	1945
Chan 25		Apt Elev	1961

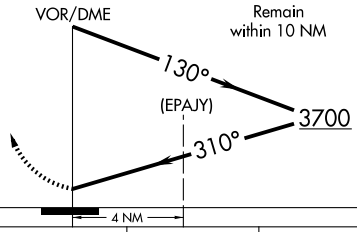
VOR or GPS RWY 32
HASTINGS MUNI (HSI)

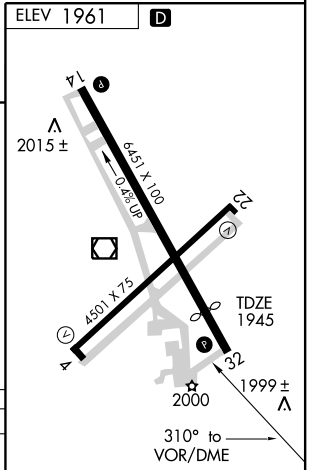
MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L









MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-32	2540-1 595 (600-1)		2540-1½ 595 (600-1½)	2540-1¾ 595 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)

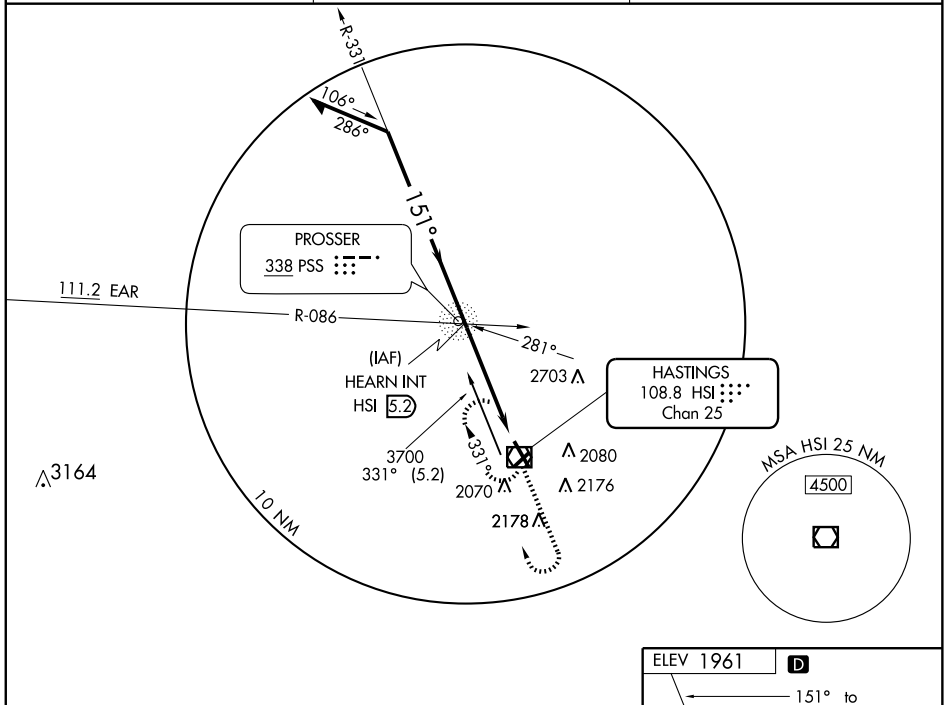
NC-2. 08 APR 2010 to 06 MAY 2010

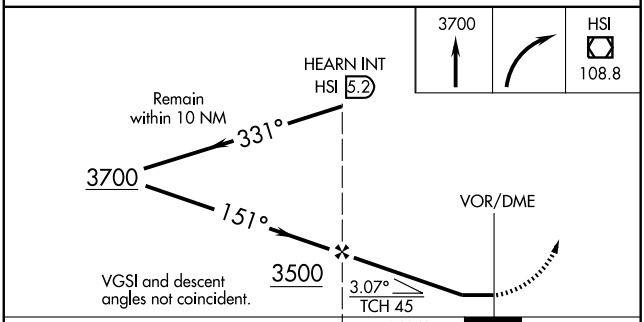
VOR/DME HSI	APP CRS	Rwy Idg	6451
108.8	151°	TDZE	1961
Chan 25		Apt Elev	1961

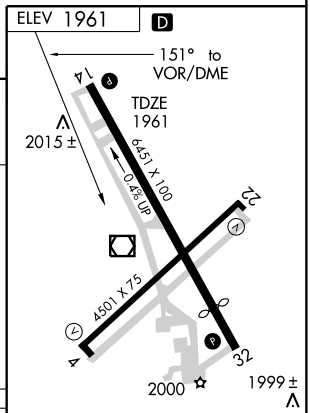
VOR RWY 14
HASTINGS MUNI (HSI)

MISSED APPROACH: Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
122°	TDZE	1465
	Apt Elev	1468

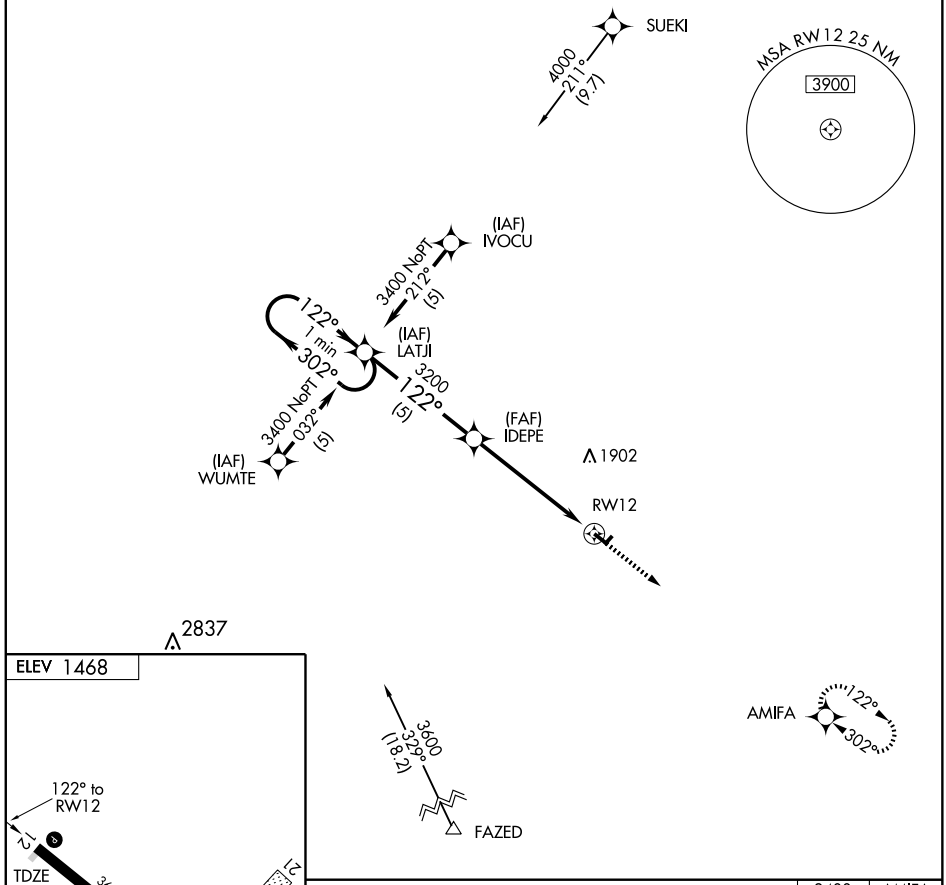
GPS RWY 12
HEBRON MUNI (HJH)

Use Beatrice altimeter setting.

NA

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L



MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

CATEGORY	A	B	C	D
S-12	2080-1	615 (700-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
302°	TDZE	1466
	Apt Elev	1468

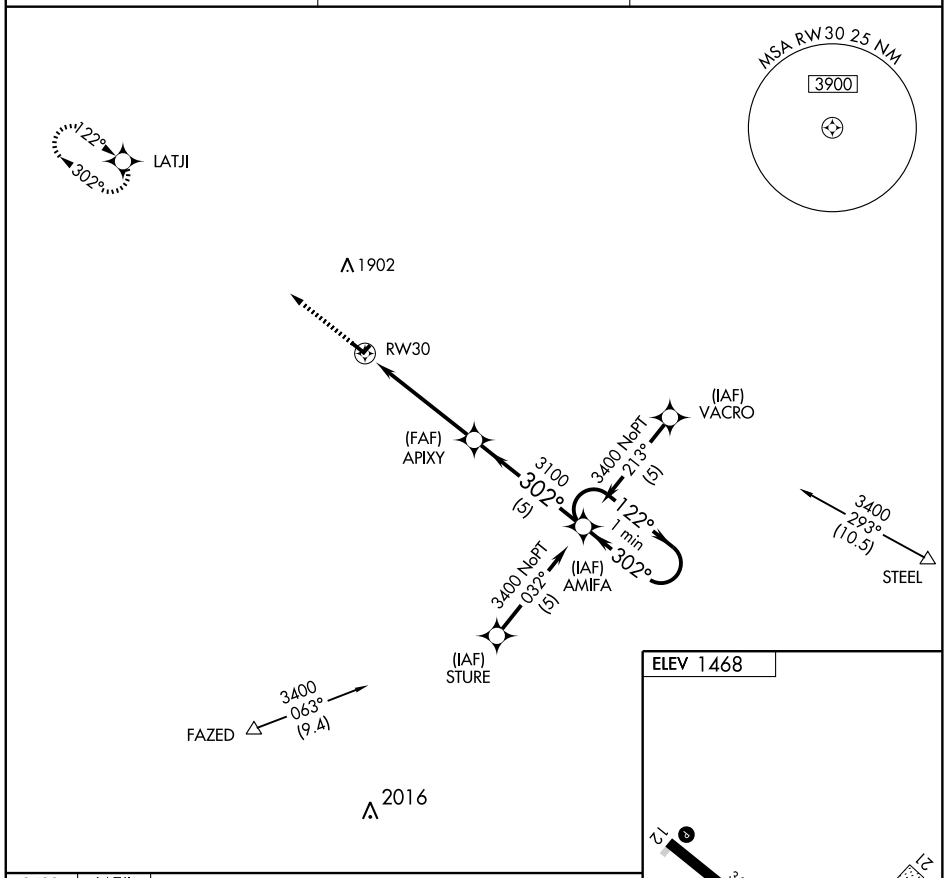
GPS RWY 30
HEBRON MUNI (HJH)

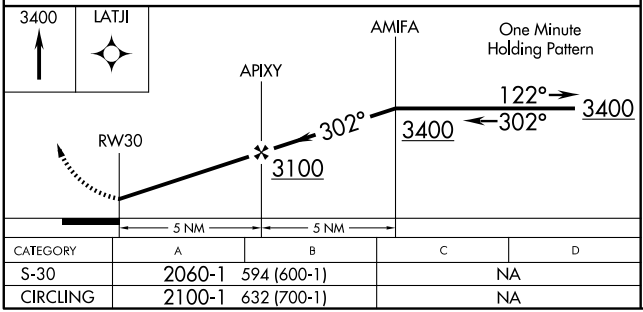
Use Beatrice altimeter setting.

NA

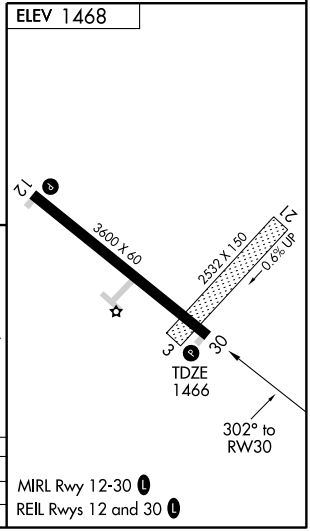
MISSED APPROACH: Climb to 3400 direct LATJI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L





CATEGORY	A	B	C	D
S-30	2060-1	594 (600-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	



MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-2, 08 APR 2010 to 06 MAY 2010

NDB HJH 323	APP CRS 128°	Rwy Idg 3600 TDZE 1465 Apt Elev 1468

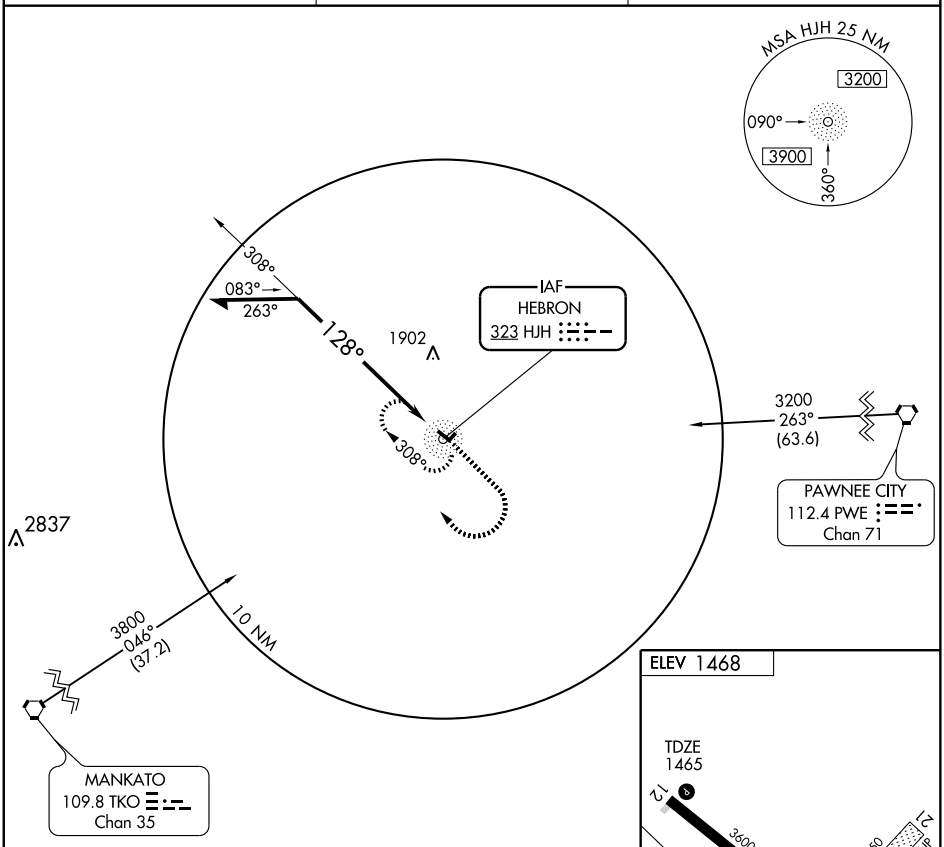
NDB RWY 12
HEBRON MUNI (HJH)

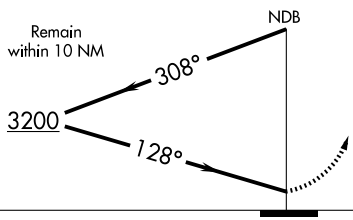
Use Beatrice altimeter setting.

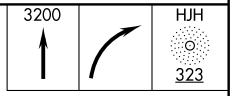
NA

MISSED APPROACH: Climb to 3200 then right turn direct HJH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L







CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)	NA	
CIRCLING	2200-1	732 (800-1)	NA	

MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB HDE	APP CRS	Rwy Idg	4701
396	187°	TDZE	2309
		Apt Elev	2310

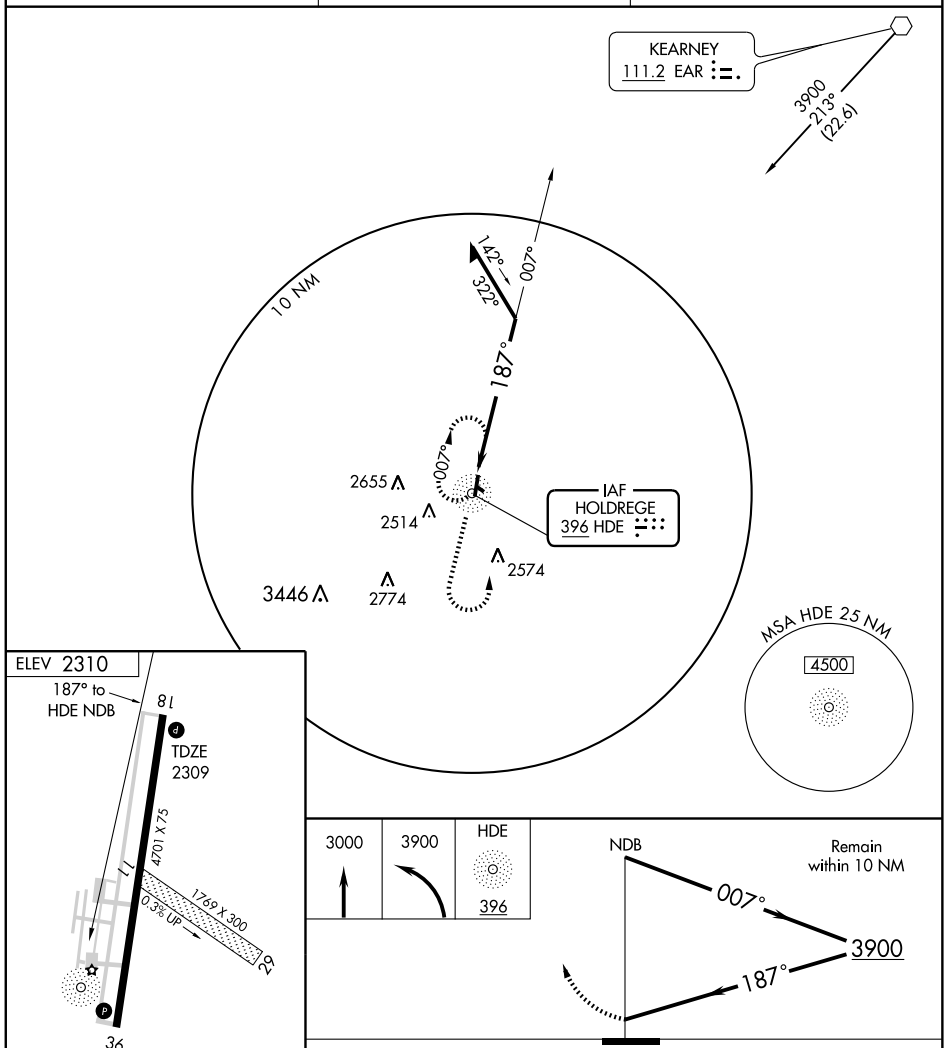
NDB RWY 18

HOLDREDGE/BREWSTER FIELD (HDE)

NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4701
CH 73002	183°	TDZE	2309
W18A		Apt Elev	2313

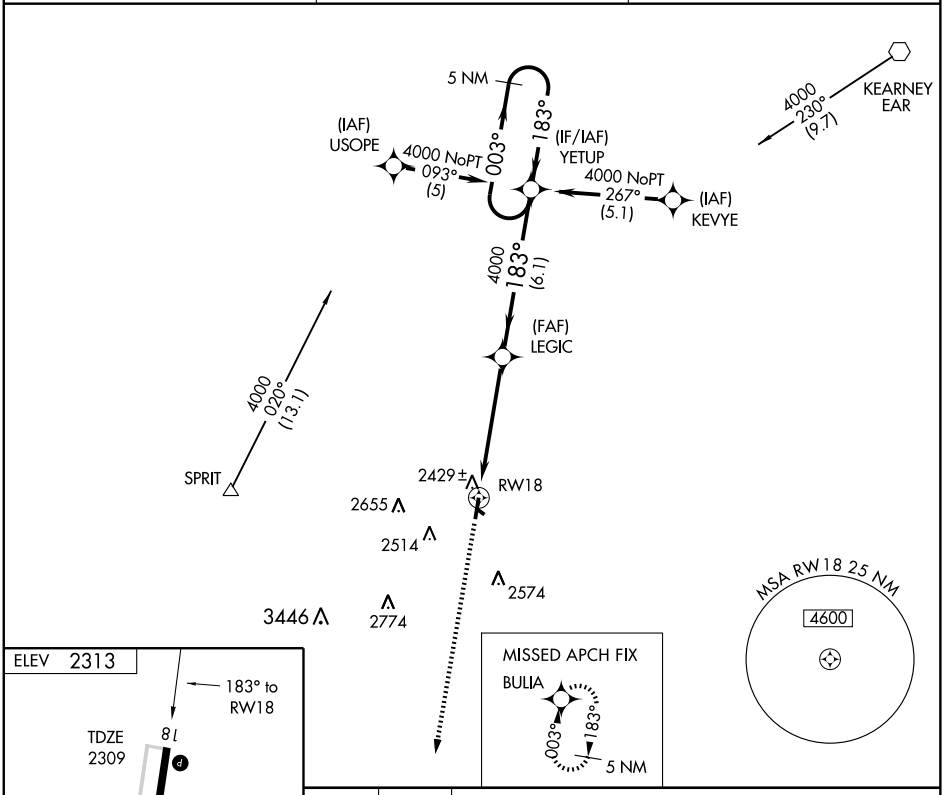
RNAV (GPS) RWY 18

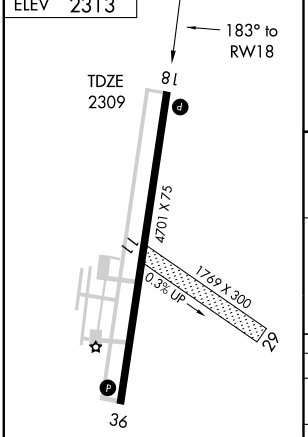
HOLDREDGE/BREWSTER FIELD (HDE)

If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Kearney altimeter setiing.

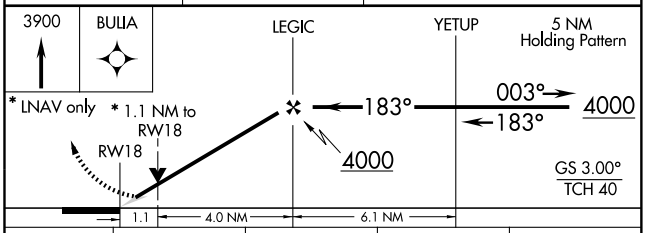
MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2680-1 371 (400-1)			2680-1¼ 371 (400-1¼)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4701
CH 69301	003°	TDZE	2309
W36A		Apt Elev	2313

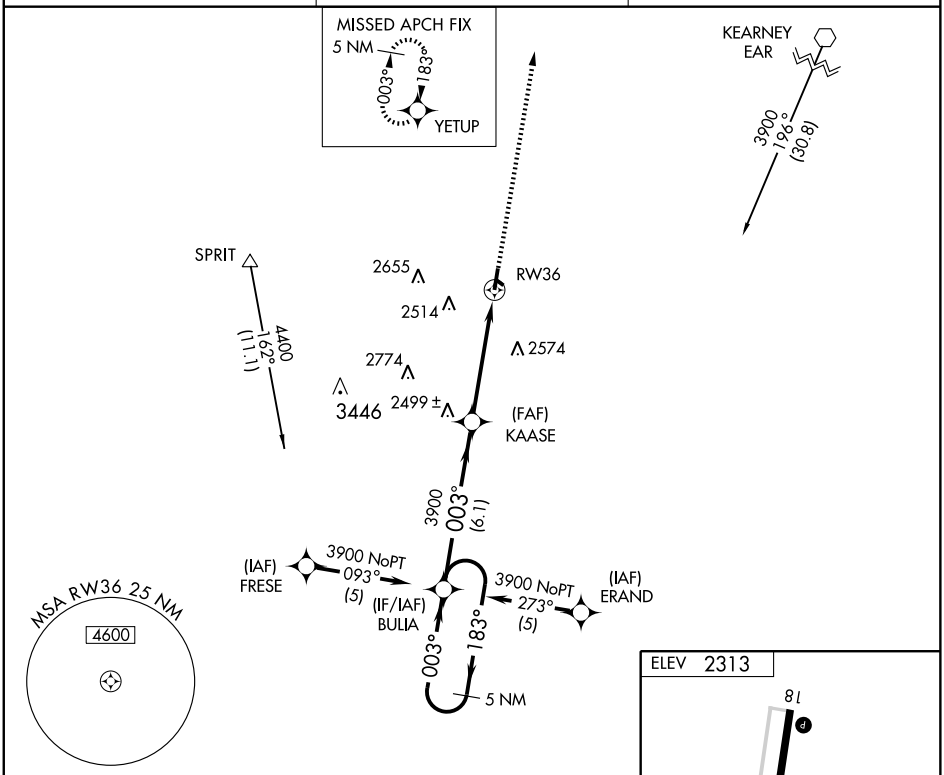
RNAV (GPS) RWY 36

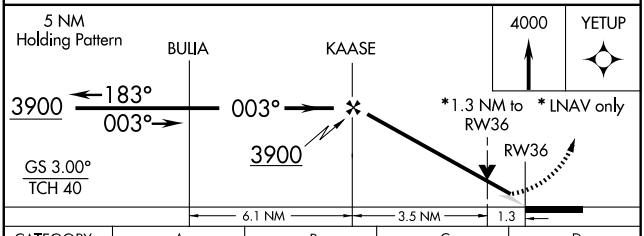
HOLDREGE/BREWSTER FIELD (HDE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

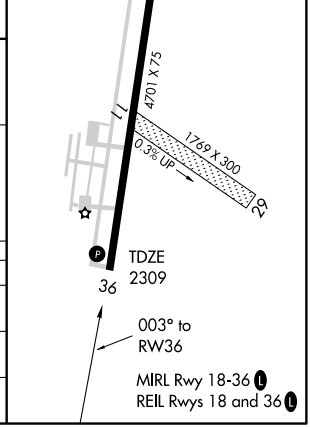
MISSED APPROACH: Climb to 4000 direct YETUP and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2760-1 451 (500-1)		2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)



NC-2. 08 APR 2010 to 06 MAY 2010

VOR EAR	APP CRS	Rwy Idg	N/A
111.2	212°	TDZE	N/A
		Apt Elev	2313

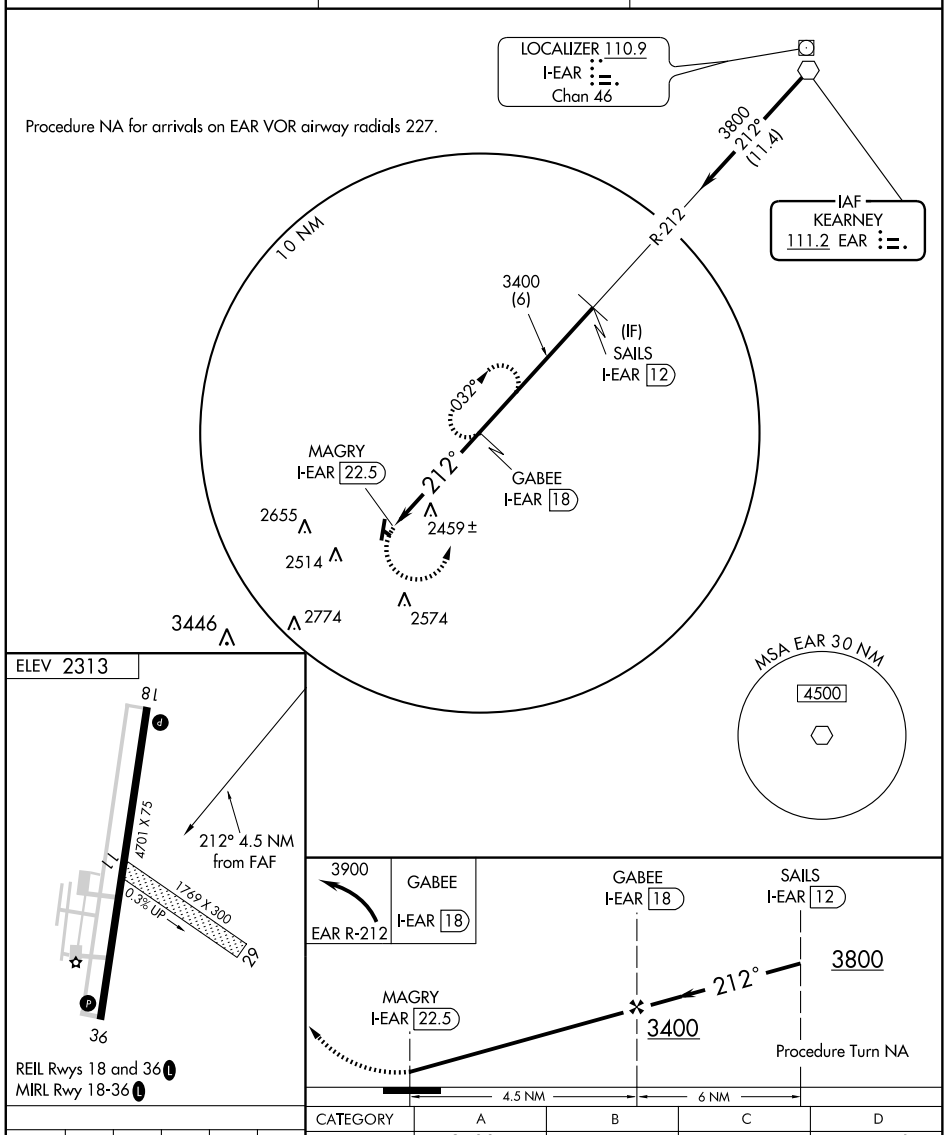
VOR/DME-A

HOLDREGE/BREWSTER FIELD (HDE)

If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-EAR DME and EAR VOR required.

MISSED APPROACH: Climbing left turn to 3900 via EAR VOR R-212 to GABEE I-EAR 18 DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

NC-2. 08 APR 2010 to 06 MAY 2010

NDB IML 283	APP CRS 306°	Rwy Idg 5022 TDZE 3272 Apt Elev 3272

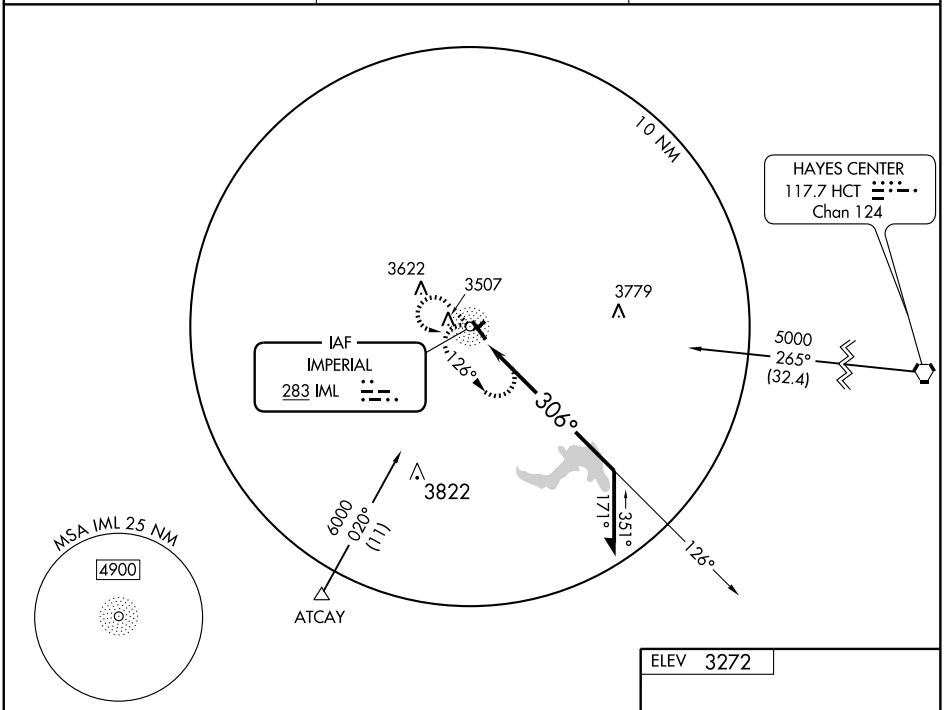
NDB RWY 31
IMPERIAL MUNI (IML)

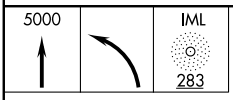
▼ NA

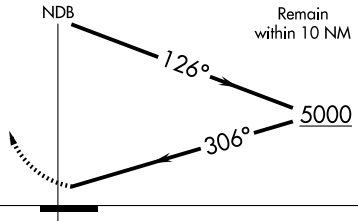
If local altimeter setting not received, use Ogallala altimeter setting.

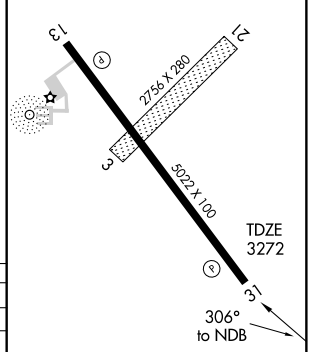
MISSED APPROACH: Climb to 5000 then left turn direct IML NDB and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)	NA	
CIRCLING	3900-1	628 (700-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)	NA	
CIRCLING	4000-1	728 (700-1)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

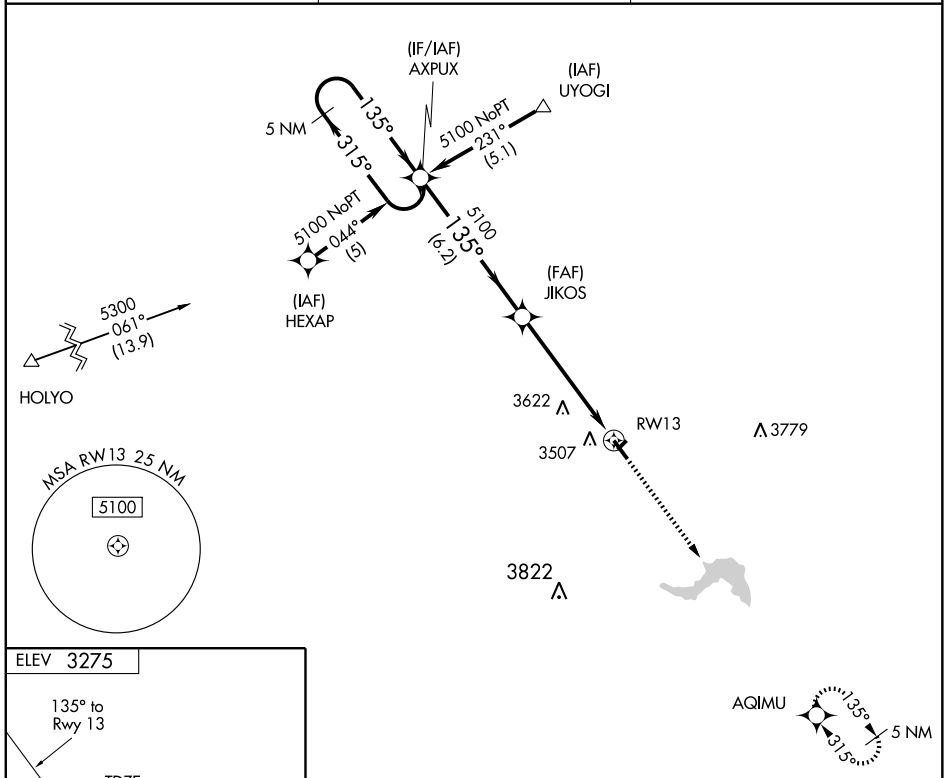
WAAS CH 66003 W13A	APP CRS 135°	Rwy Idg 5022 TDZE 3273 Apt Elev 3275

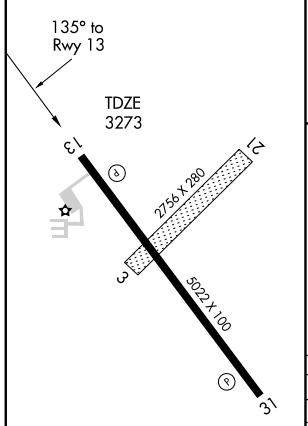
RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

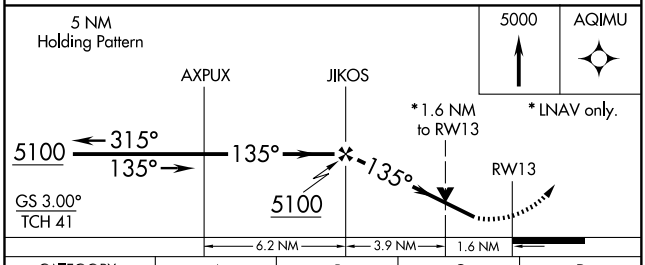
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 direct AQIMU and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3548-1	275 (300-1)	NA	
LNAV/VNAV DA	3752-1¾	479 (500-1¾)	NA	
LNAV MDA	3820-1	547 (600-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

MIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

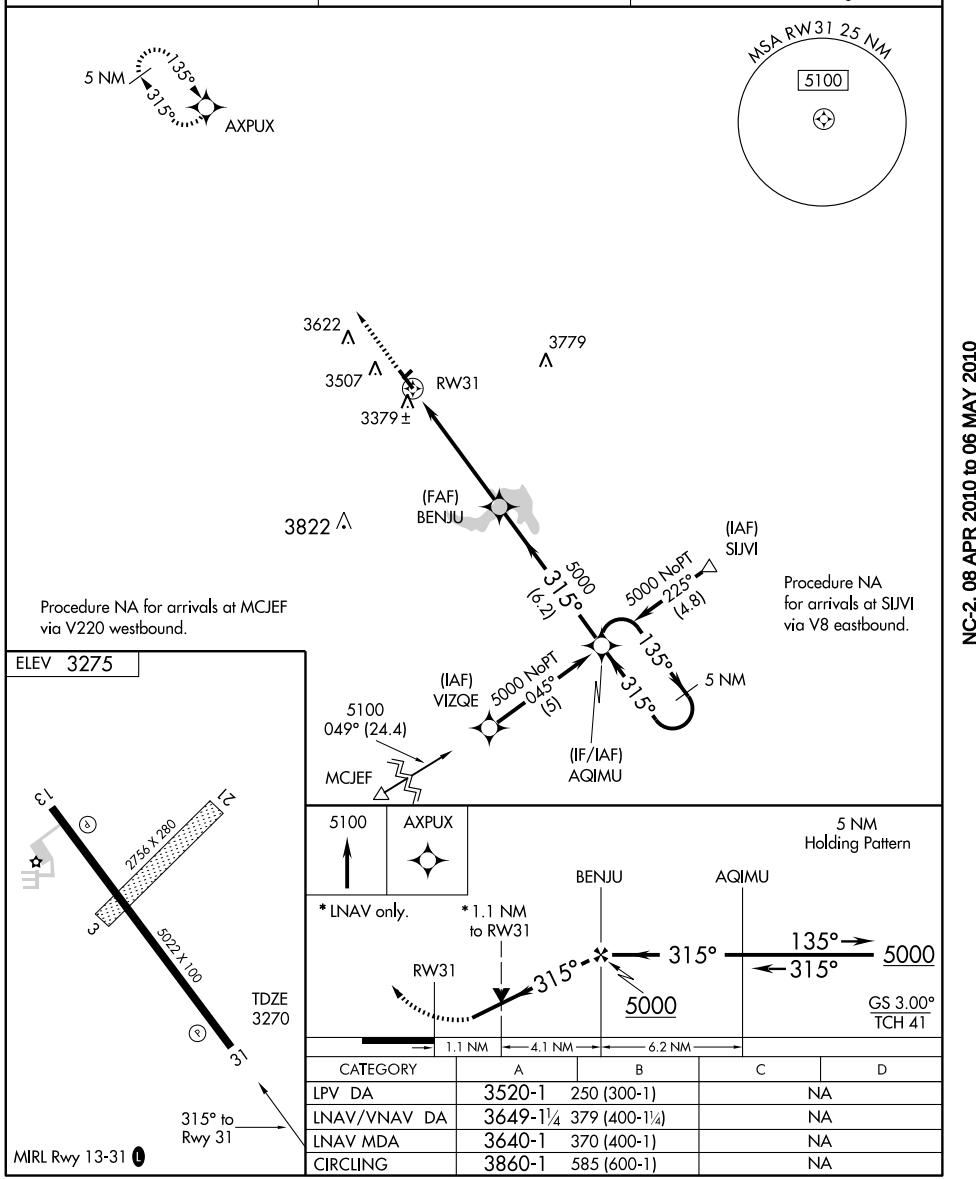
WAAS CH 72903 W31A	APP CRS 315°	Rwy Idg 5022 TDZE 3270 Apt Elev 3275

RNAV (GPS) RWY 31
IMPERIAL MUNI (IML)

BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

MISSED APPROACH: Climb to 5100 direct AXPUX and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)	NA	
LNAV/VNAV DA	3649-1¼	379 (400-1¼)	NA	
LNAV MDA	3640-1	370 (400-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

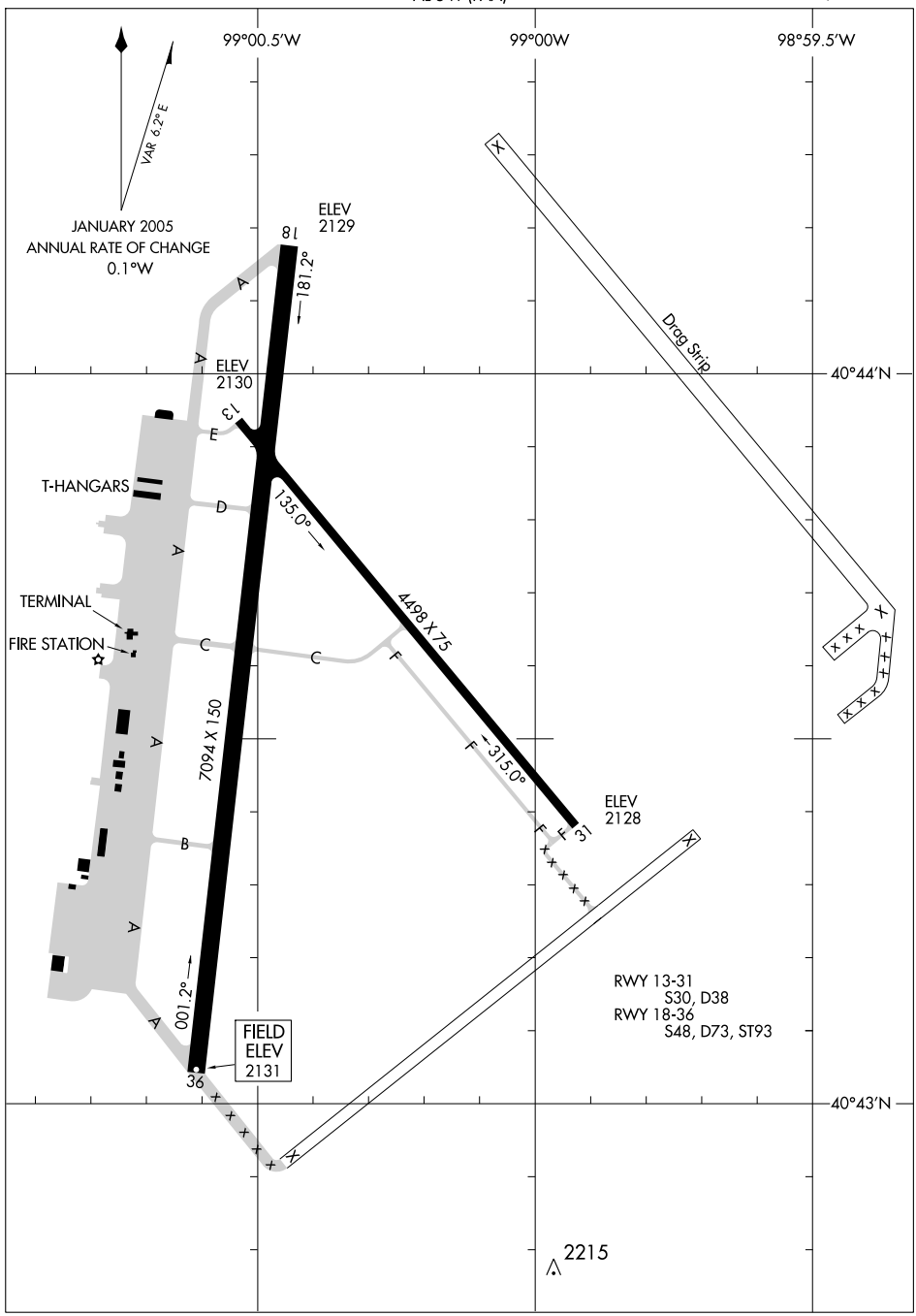
NC-2. 08 APR 2010 to 06 MAY 2010

07298

AIRPORT DIAGRAM

AL-541 (FAA)

KEARNEY RGNL (EAR)
KEARNEY, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-EAR	APP CRS	Rwy Idg	7094
110.9	358°	TDZE	2131
Chan 46		Apt Elev	2131

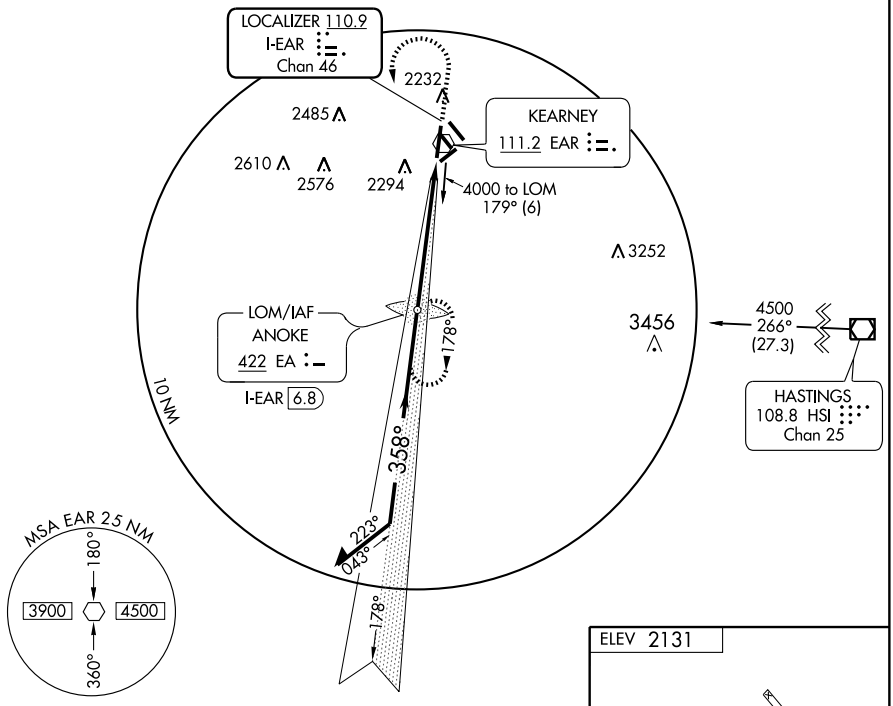
ILS RWY 36
KEARNEY RGNL (EAR)

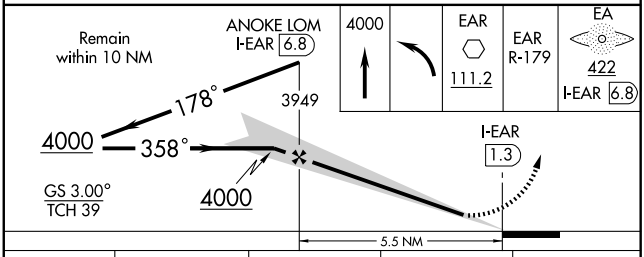
NA

MALSR

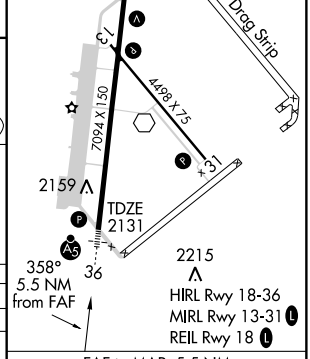
MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/I-EAR 6.8 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)





CATEGORY	A	B	C	D
S-ILS 36	2331-½	200 (200-½)		
S-LOC 36	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2. 08 APR 2010 to 06 MAY 2010

LOM ANOKE	APP CRS	Rwy Idg	7094
422 EA	358°	TDZE	2131
		Apt Elev	2131

NDB RWY 36

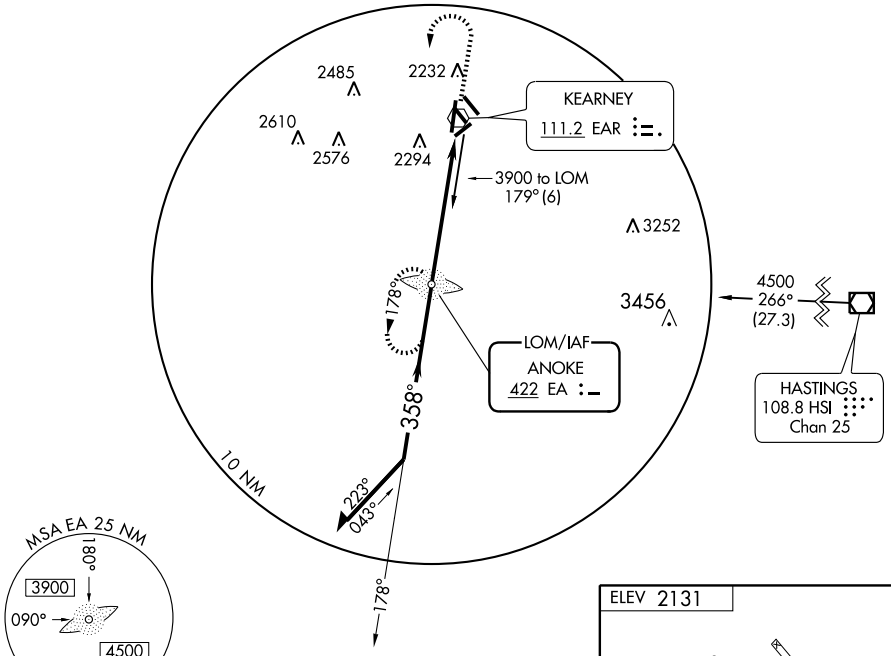
KEARNEY RGNL (EAR)

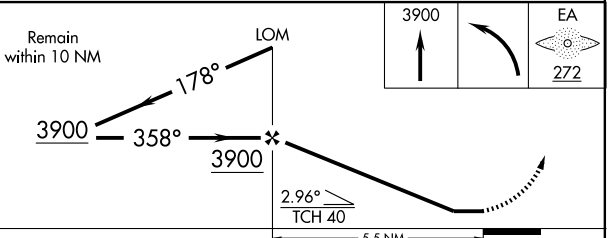
NA

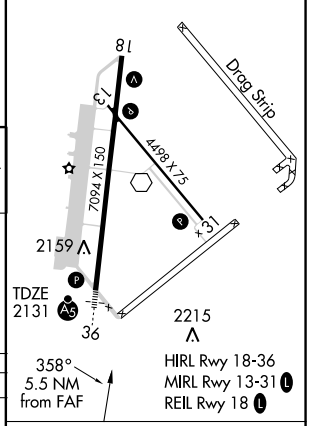
MALSR

MISSED APPROACH: Climb to 3900 then left turn direct EA LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	2600-¾ 469 (500-¾)			2600-1¼ 469 (500-1¼)
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7094
CH 86213	178°	TDZE	2131
W18A		Apt Elev	2131

RNAV (GPS) RWY 18

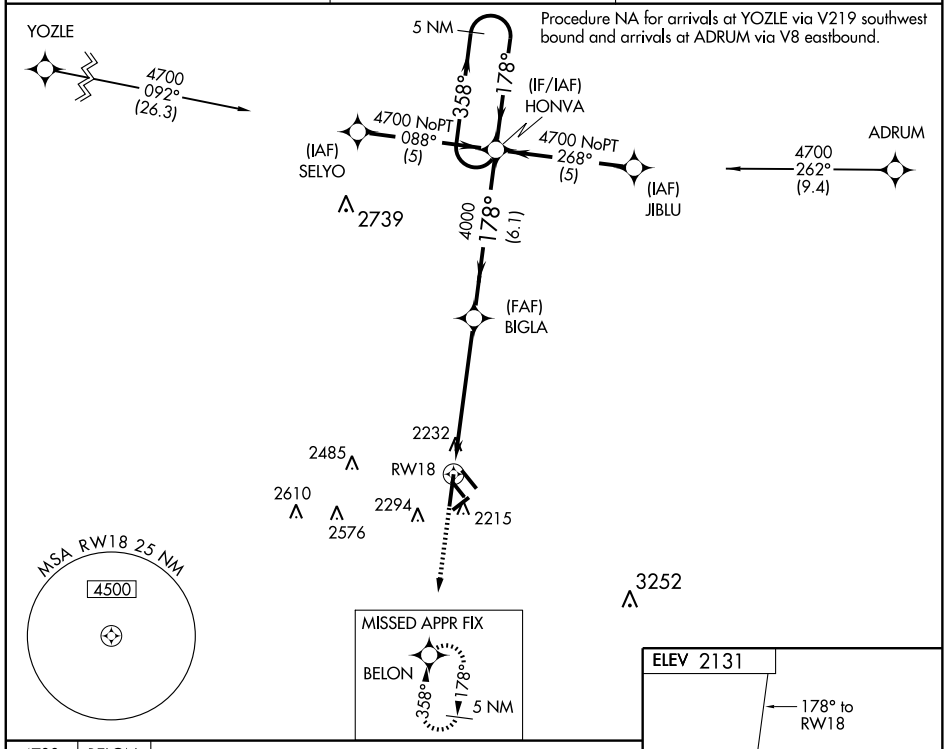
KEARNEY RGNL (EAR)

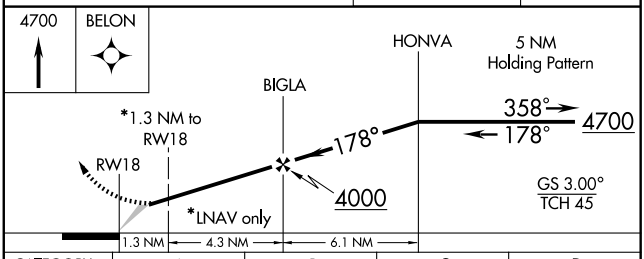
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV and VDP NA when using Brewster Field altimeter setting.

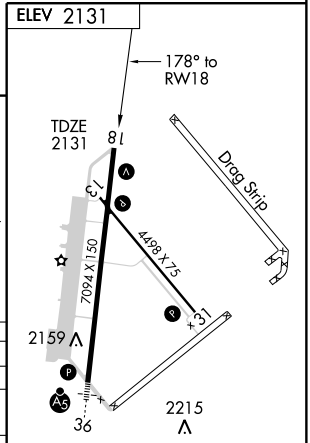
MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)

Procedure NA for arrivals at YOZLE via V219 southwest bound and arrivals at ADRUM via V8 eastbound.







CATEGORY	A	B	C	D
LPV DA	2470-1¼	339 (400-1¼)		
LNAV/VNAV DA	2520-1½	389 (400-1½)		
LNAV MDA	2600-1 469 (500-1)		2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)

HIRL Rwy 18-36
MIRL Rwy 13-31 (L)
REIL Rwy 18 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 90113 W36A	APP CRS 358°	Rwy Idg 7094 TDZE 2131 Apt Elev 2131

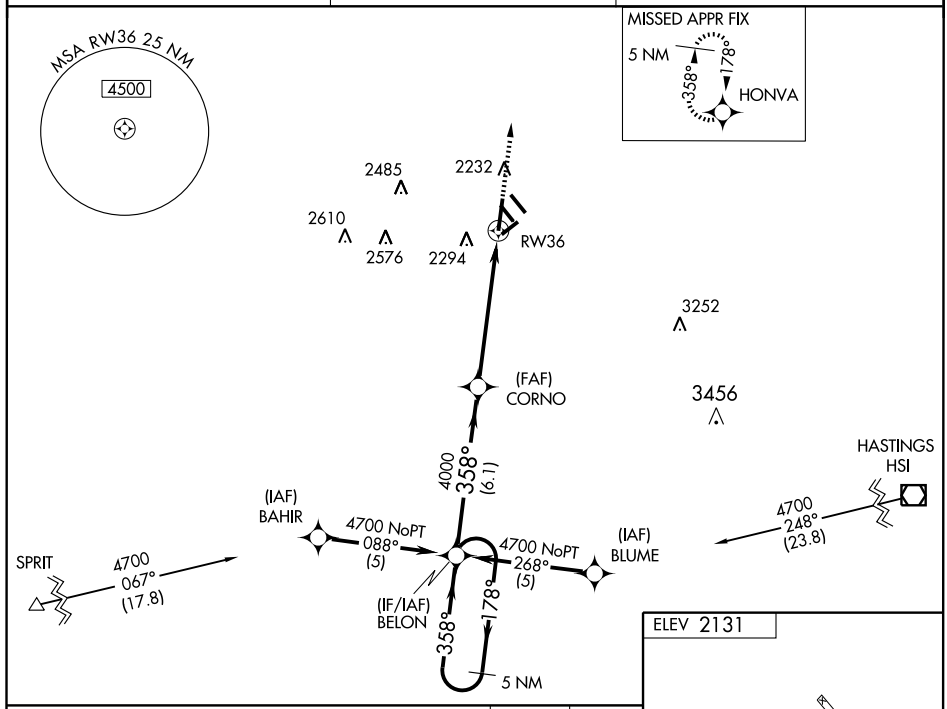
RNAV (GPS) RWY 36
KEARNEY RGNL (EAR)

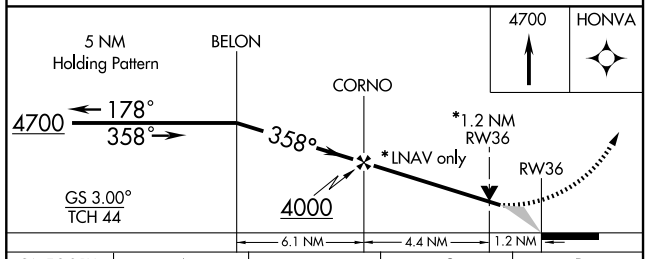
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibilty all Cats to 1 mile, increase LNAV Cat D visibilty to 1¼ mile.

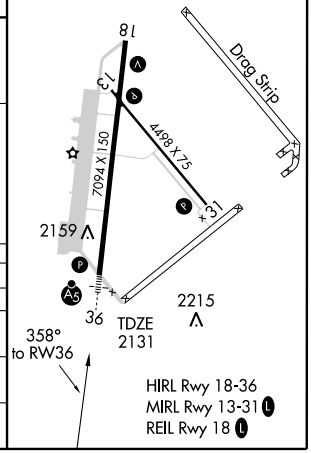
MALSR

MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2390-½ 259 (300-½)			
LNAV/VNAV DA	2580-1 449 (500-1)			
LNAV MDA	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)

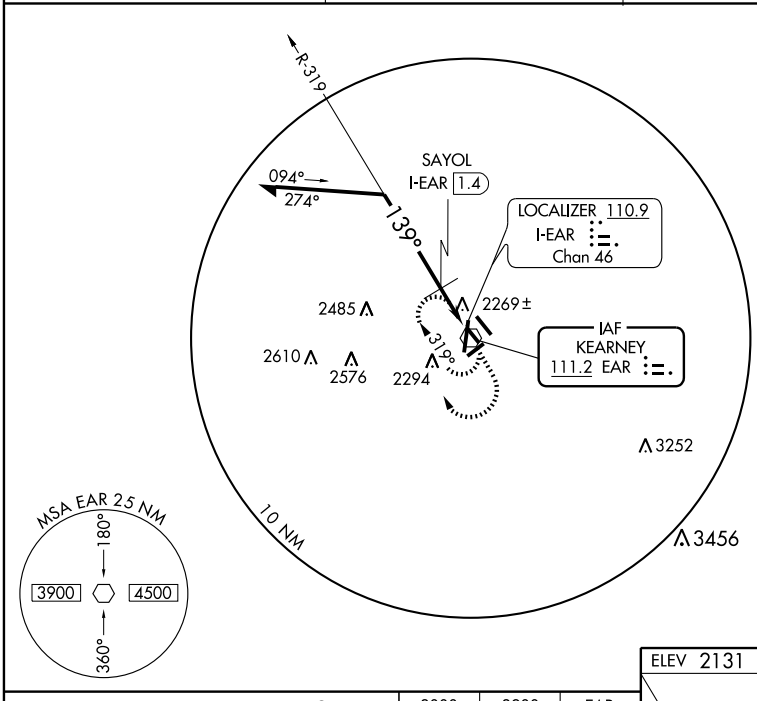
NC-2, 08 APR 2010 to 06 MAY 2010

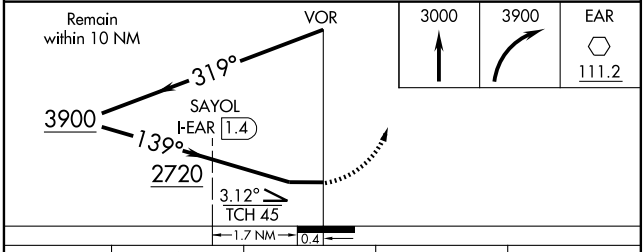
VOR EAR	APP CRS		
111.2	139°	Rwy Idg	4497
		TDZE	2130
		Apt Elev	2131

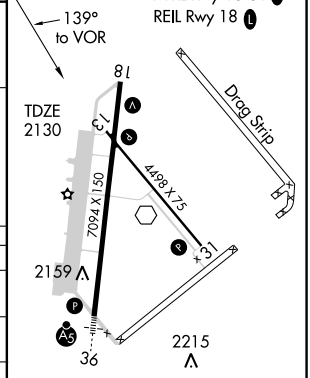
VOR RWY 13
KEARNEY RGNL (EAR)

MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)		2520-1¼ 390 (400-1¼)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

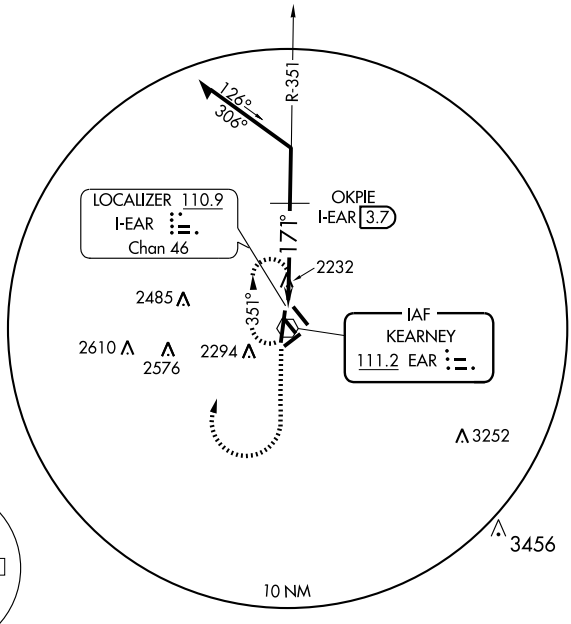
VOR EAR	APP CRS		
111.2	171°	Rwy Idg	7094
		TDZE	2131
		Apt Elev	2131

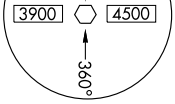
VOR RWY 18

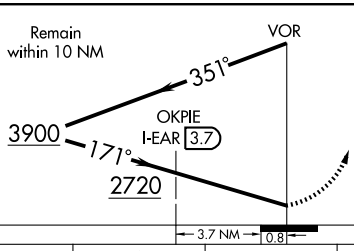
KEARNEY RGNL (EAR)

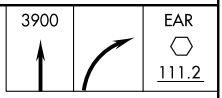
MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





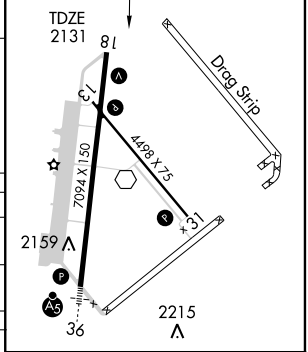




CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

ELEV 2131

HIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwy 18 L



Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

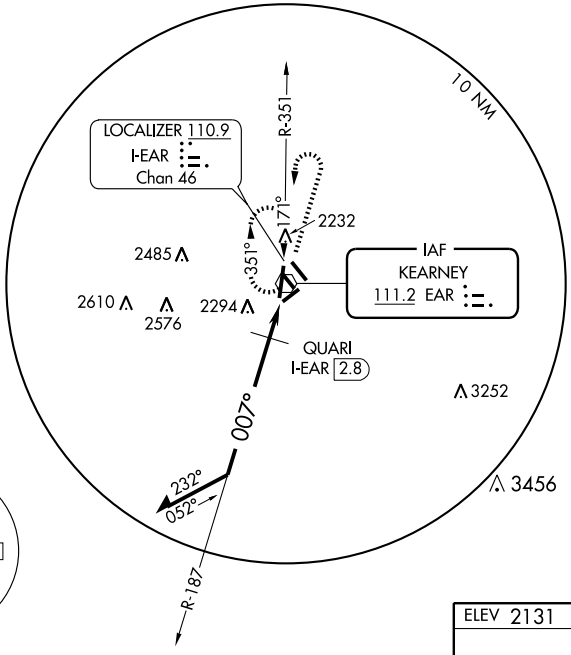
VOR EAR	APP CRS		
111.2	007°	Rwy Idg	7094
		TDZE	2131
		Apt Elev	2131

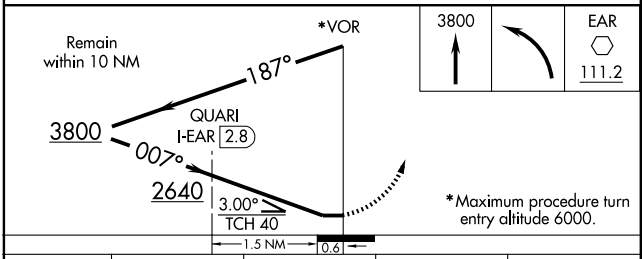
VOR RWY 36
KEARNEY RGNL (EAR)

MALSR

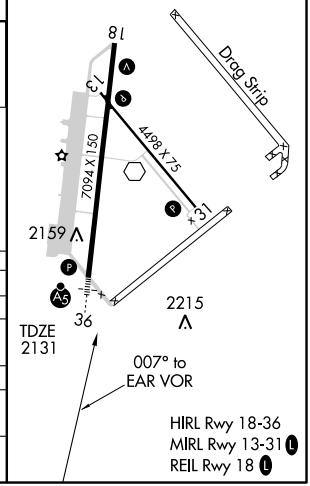
MISSED APPROACH: Climb to 3800 then left turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	2640-½	509 (600-½)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1½ 509 (600-1½)	2700-2 569 (600-2)
	QUARI FIX MINIMUMS			
S-36	2560-½	429 (500-½)	2560-¾ 429 (500-¾)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6199
095°	TDZE	4926
	Apt Elev	4926

RNAV (GPS) RWY 10

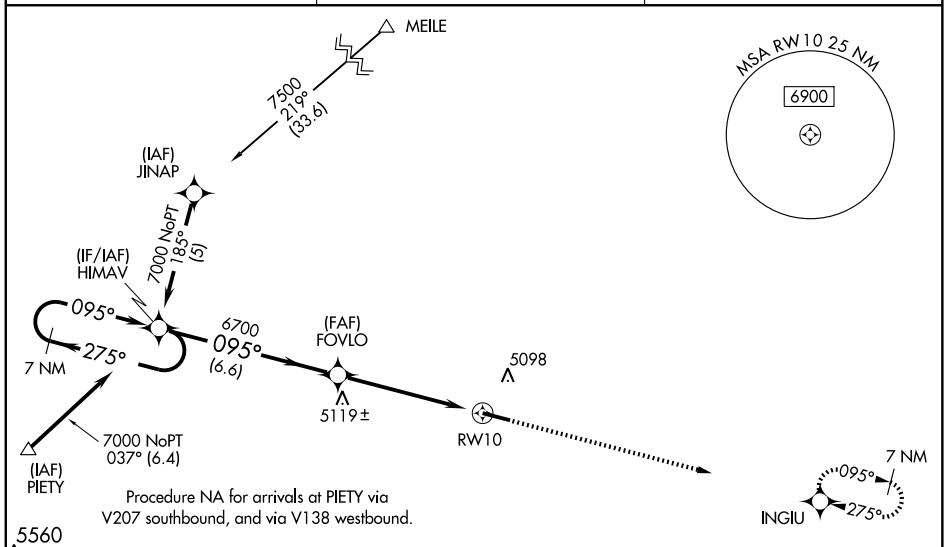
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

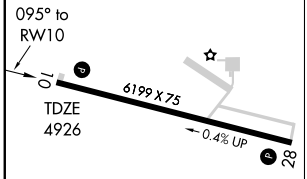
NA

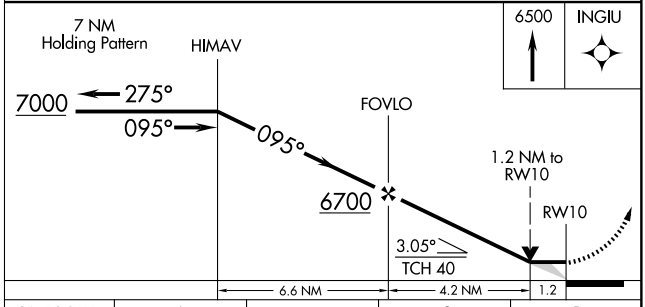
If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct INGIU and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5360-1 434 (500-1)		5360-1¼ 434 (500-1¼)	5360-1½ 434 (500-1½)
CIRCLING	5360-1 434 (500-1)	5420-1 494 (500-1)	5420-1½ 494 (500-1½)	5480-2 554 (600-2)

MIRL Rwy 10-28 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 42503 W28A	APP CRS 275°	Rwy Idg 6199 TDZE 4908 Apt Elev 4926

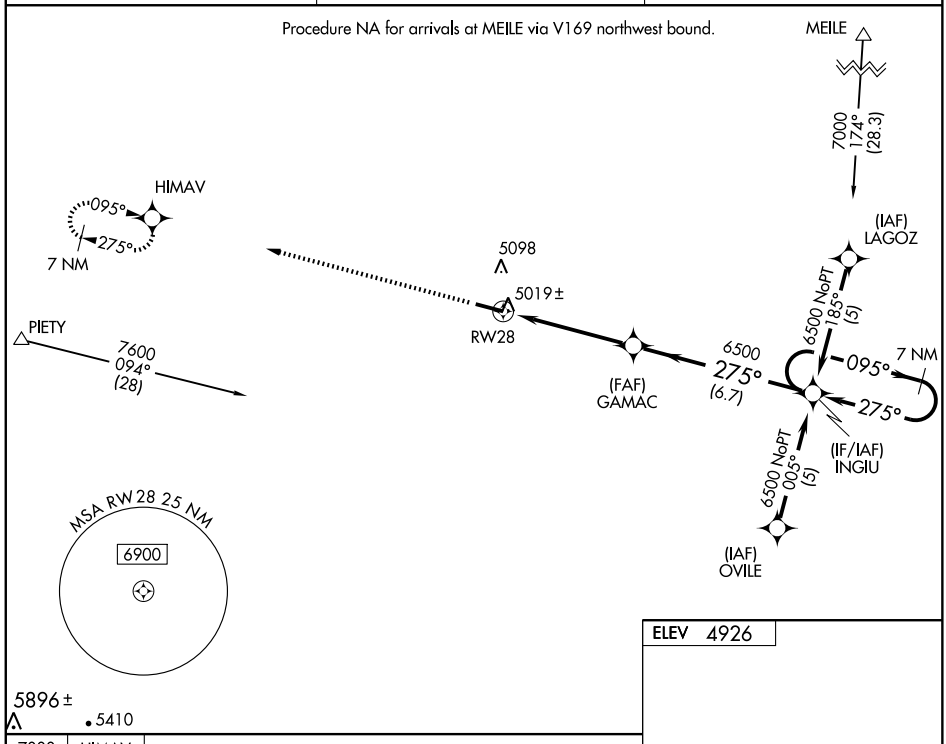
RNAV (GPS) RWY 28

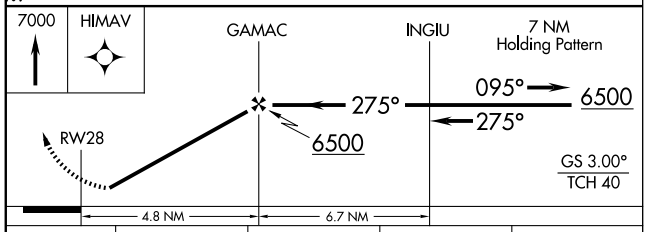
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

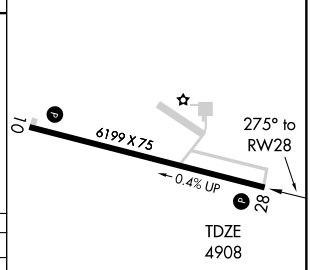
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct HIMAV and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA		5255-1¼ 347 (400-1¼)		
LNAV/VNAV DA		5321-1½ 413 (400-1½)		
LNAV MDA	5380-1 472 (500-1)		5380-1¼ 472 (500-1¼)	5380-1½ 472 (500-1½)
CIRCLING	5380-1½ 454 (500-1½)	5420-1½ 494 (500-1½)		5480-2 554 (600-2)

MIRL Rwy 10-28 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5489
CH 61203	136°	TDZE	2413
W14A		Apt Elev	2413

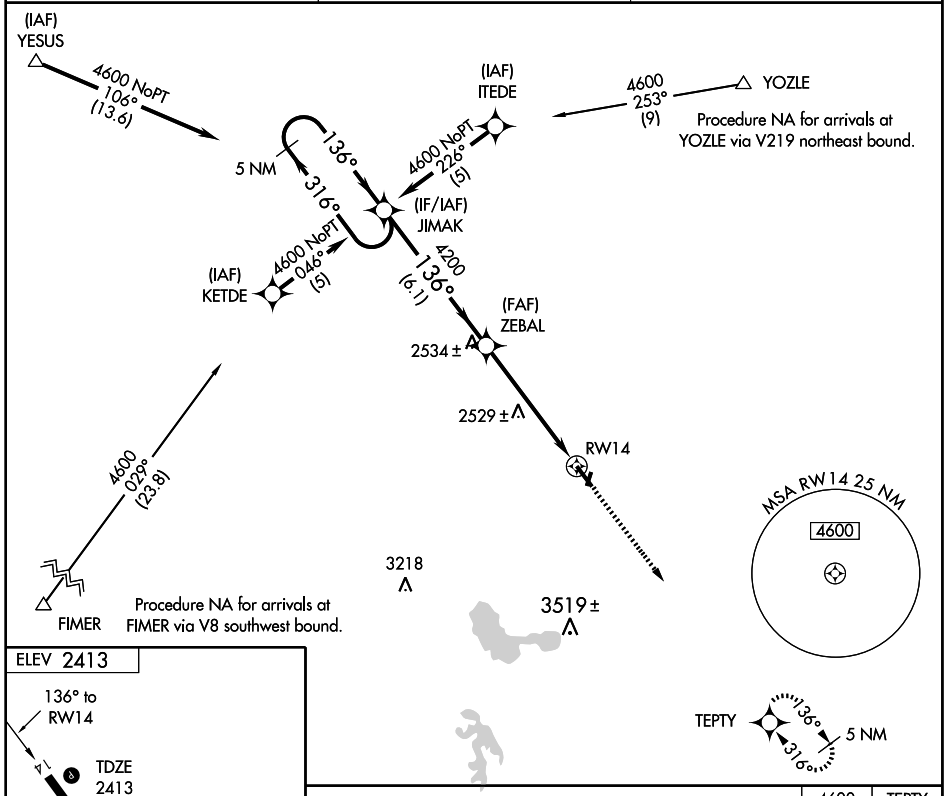
RNAV (GPS) RWY 14

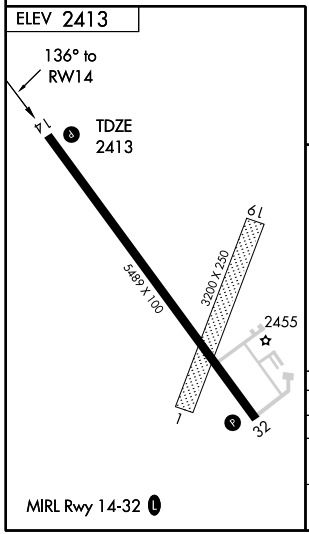
LEXINGTON/JIM KELLY FIELD (LXN)

If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.
VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

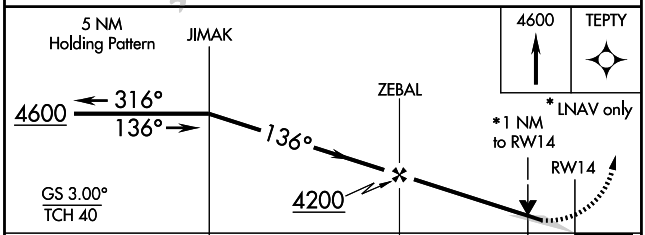
MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF)





MIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNAV MDA	2780-1 367 (400-1)			2780-1¼ 367 (400-1¼)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

WAAS CH 49003 W32A	APP CRS 316°	Rwy Idg 5489 TDZE 2408 Apt Elev 2413

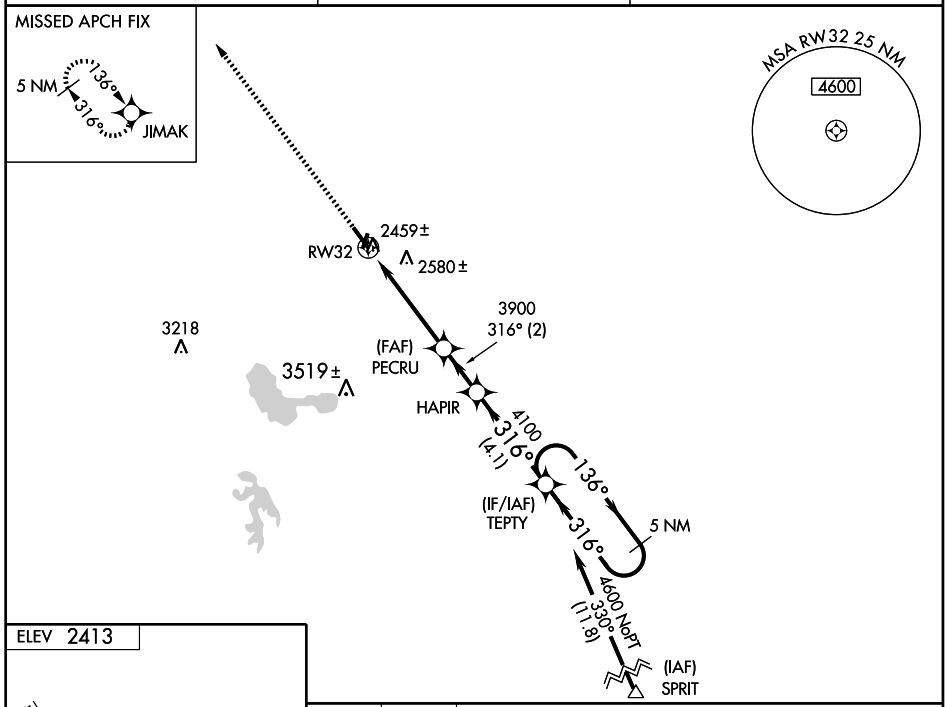
RNAV (GPS) RWY 32

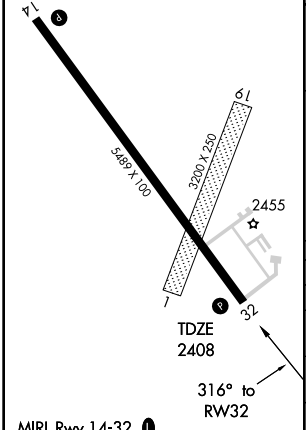
LEXINGTON/ JIM KELLY FIELD (LXN)

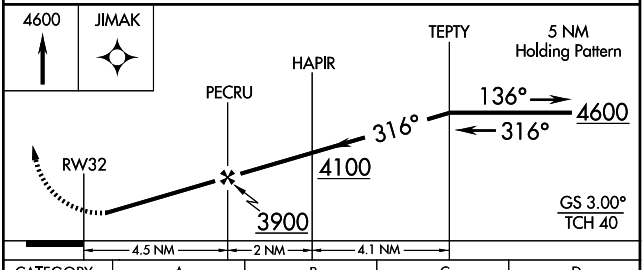
T A — BARO-VNAV NA when using Brewster Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase LPV DA to 2773, increase LNAV/VNAV DA to 2931 and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4600 direct JIMAK and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2693-1 285 (300-1)			
LNAV/ VNAV DA	2729-1¼ 321 (400-1¼)			
LNAV MDA	2860-1 452 (500-1)		2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VOR OZB	APP CRS	Rwy Idg	5489
109.0	105°	TDZE	2413
		Apt Elev	2413

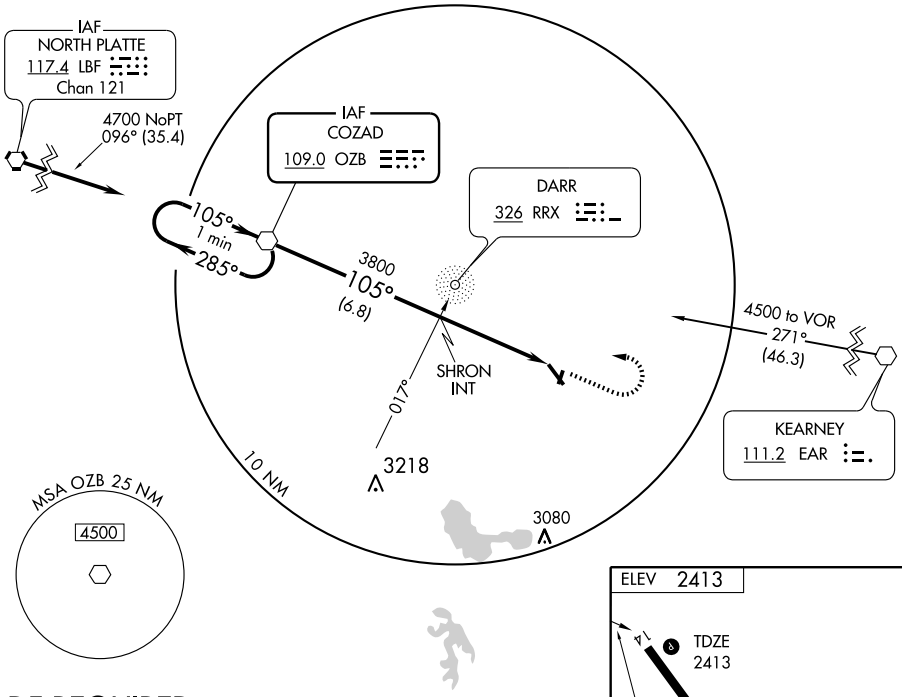
VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

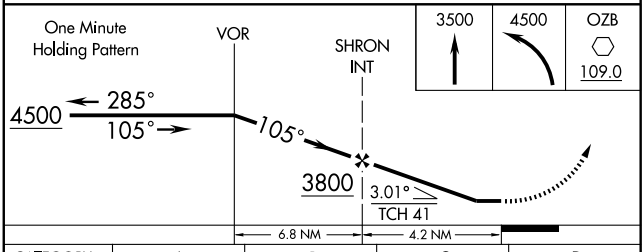
Circling to Rwy 1/19 NA at night.

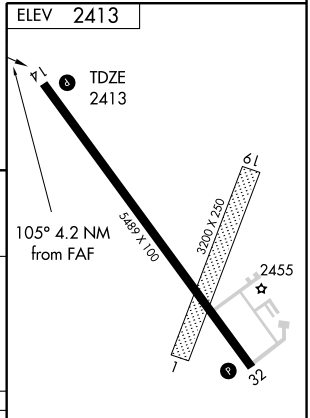
MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-14	2840-1 427 (500-1)		2840-1¼ 427 (500-1¼)	2840-1½ 427 (500-1½)
CIRCLING	2840-1 427 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

MIRL Rwy 14-32 L

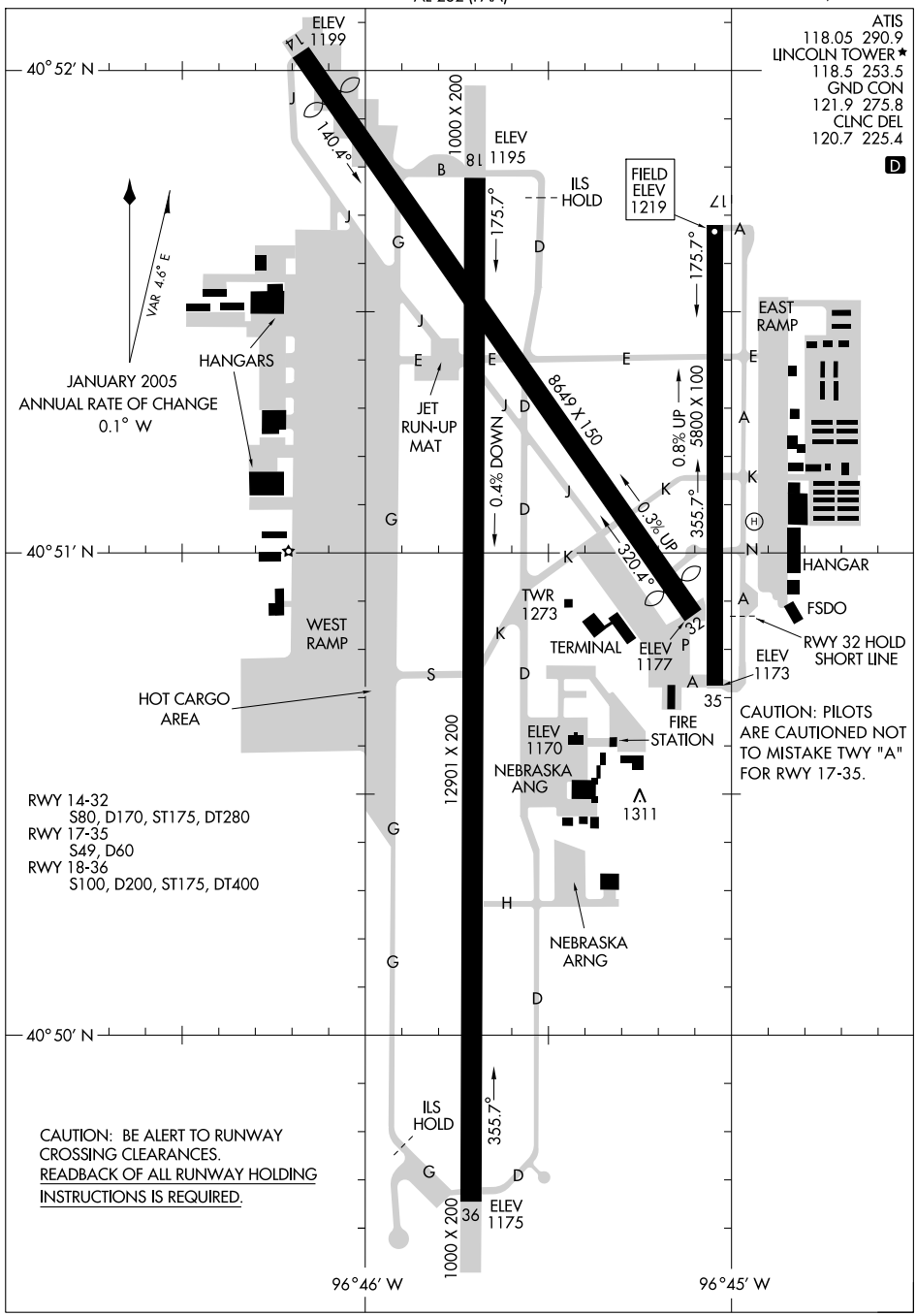
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-232 (FAA)

LINCOLN (LNK)
LINCOLN, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

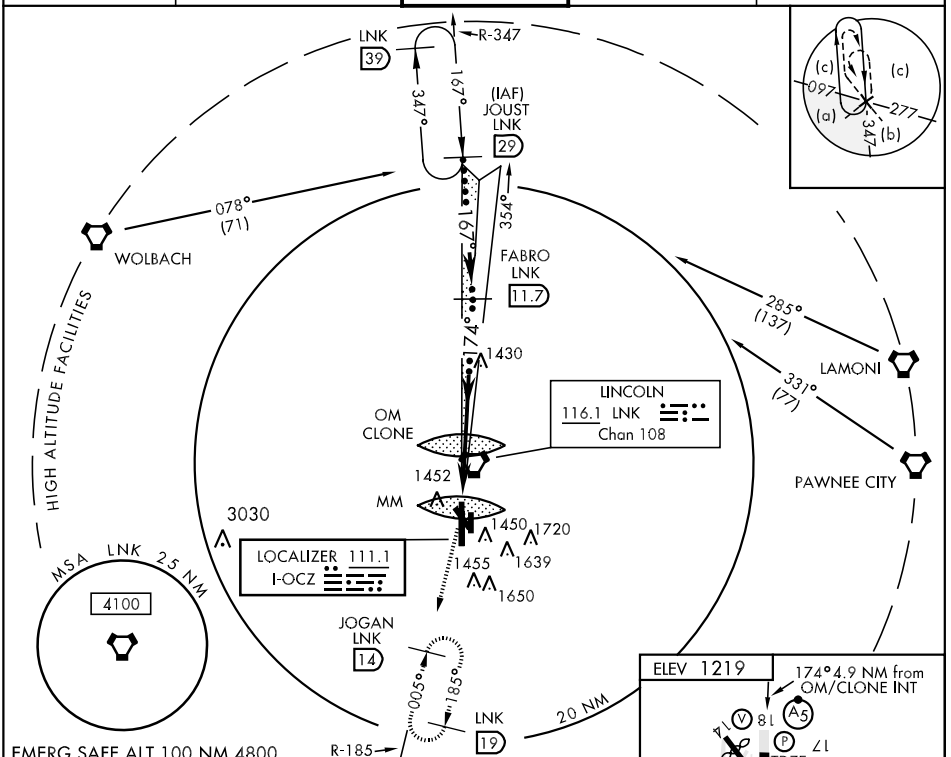
HI-ILS RWY 18

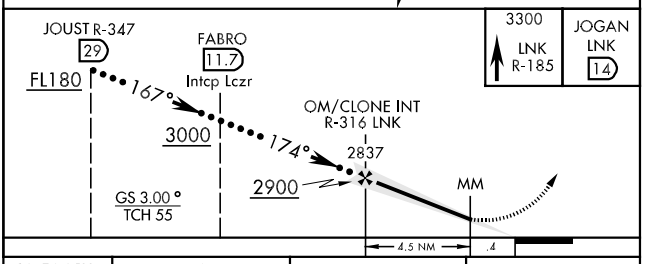
LOC I-OCZ	APCH CRS	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
111.1	174°			

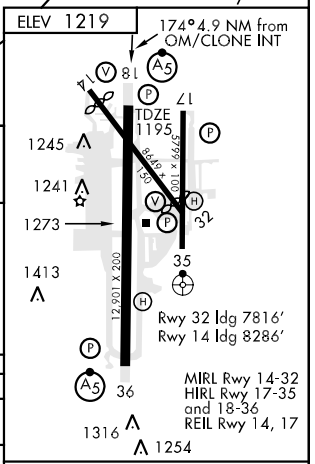
MALSR

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-ILS 18	1395-½	200 (200-½)	
S-LOC 18	1720-1 525 (600-1)	1720-1¼ 525 (600-1¼)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

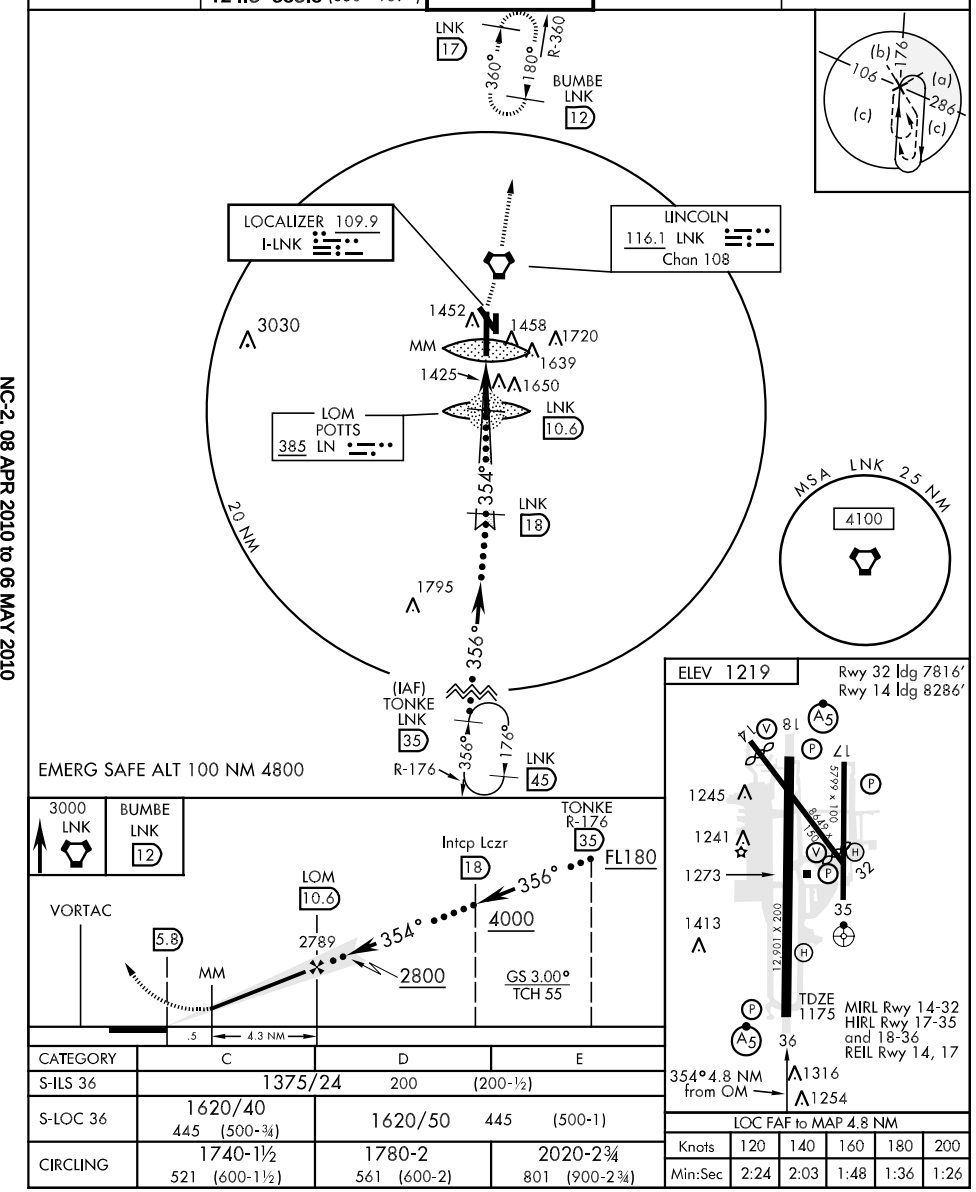
HI-ILS RWY 36

LOC I-LNK 109.9	APCH CRS 354°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)

MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-ILS 36	1375/24 200 (200-½)		
S-LOC 36	1620/40 445 (500-¾)	1620/50 445 (500-1)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

LOC FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

VORTAC LNK 116.1 Chan 108	APCH CRS 185°	Rwy Idg 12,901 TDZE 1195 Arpt Elev 1219

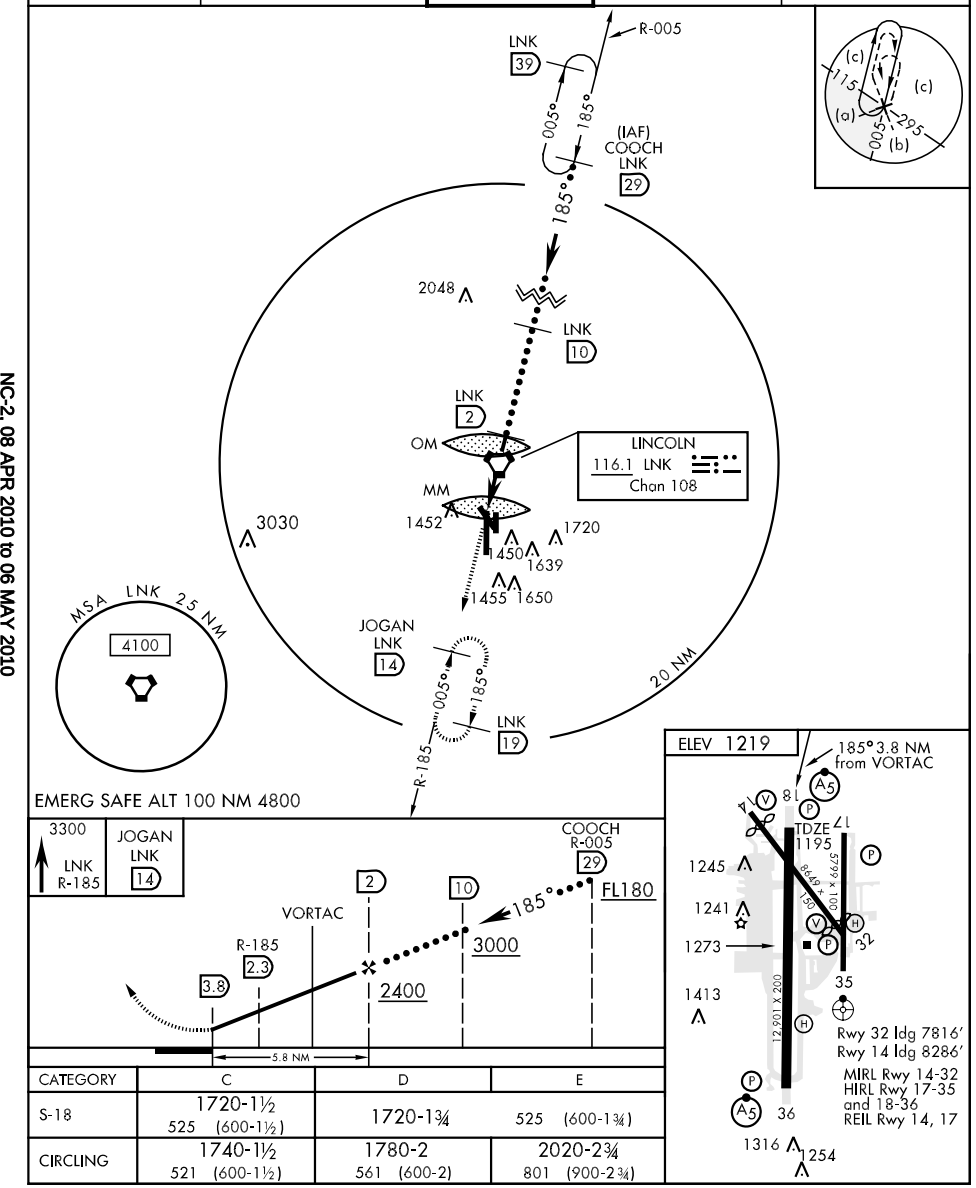
HI-VOR/DME or TACAN RWY 18

JAL-232 [USAF] LINCOLN (KLNK)

MALSR A5

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-18	1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APCH CRS 360°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219

HI-VOR/DME or TACAN RWY 36

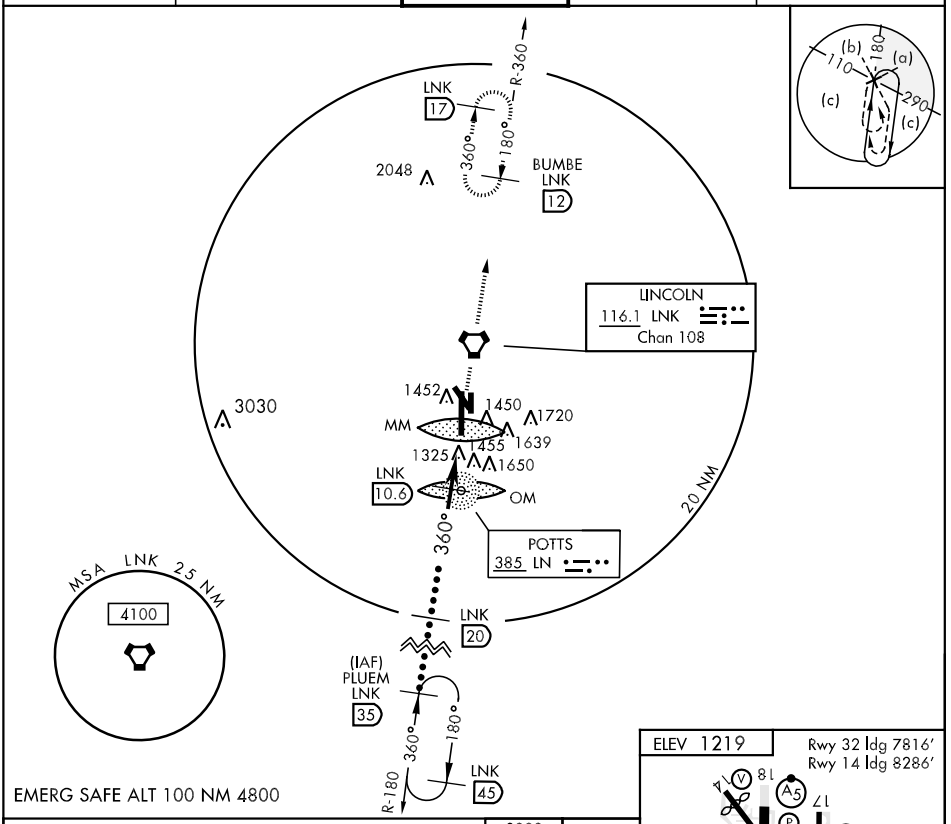
JAL-232 [USAF]

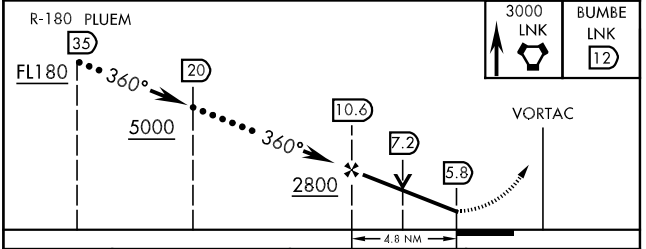
LINCOLN (KLNK)

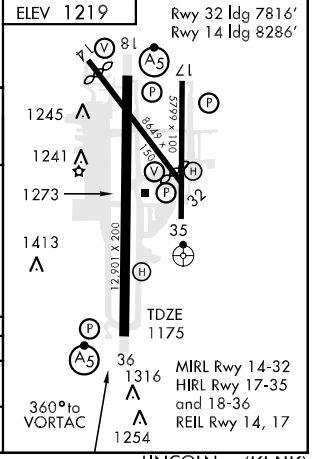
MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-36	1680/50 505 (600-1)		1680/60 505 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

LOC I-OCZ	APP CRS	Rwy Idg	12901
111.1	174°	TDZE	1195
		Apt Elev	1219

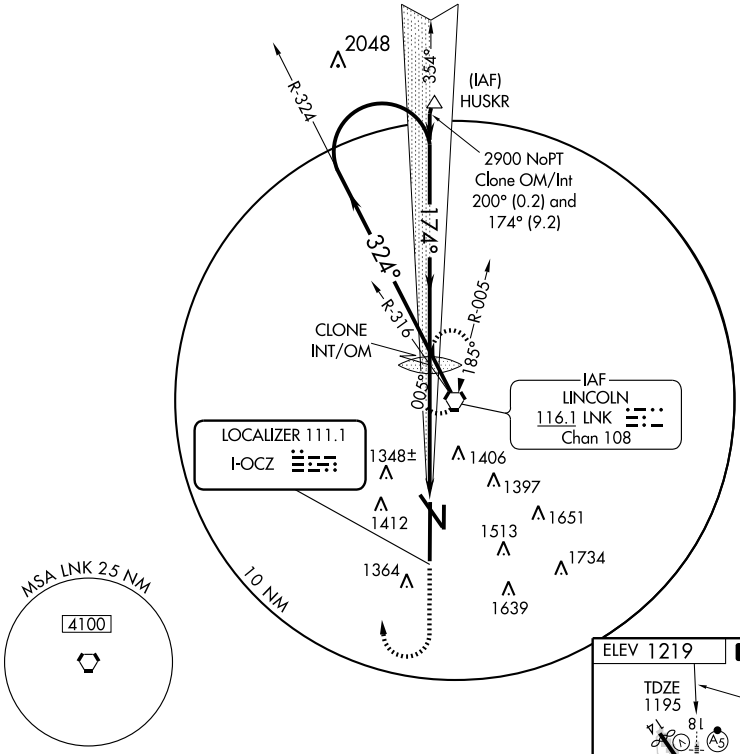
ILS or LOC RWY 18
LINCOLN (LNK)

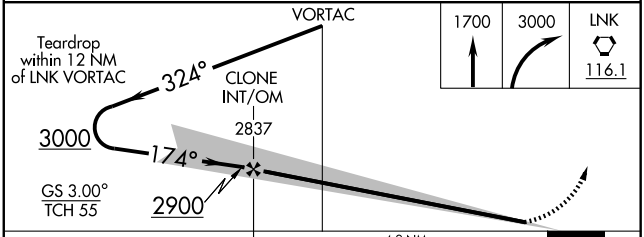
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

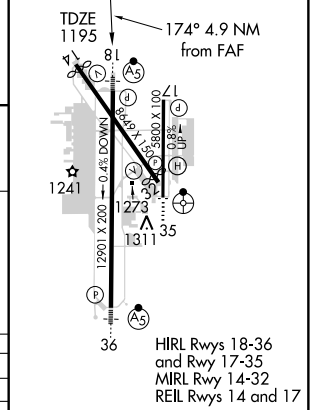
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 18		*1395/24	200 (200-½)	
S-LOC 18	1720/24	525 (600-½)	1720/50 525 (600-1)	1720/60 525 (600-1¼)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-LNK	APP CRS	Rwy Idg	12901
109.9	354°	TDZE	1175
		Apt Elev	1219

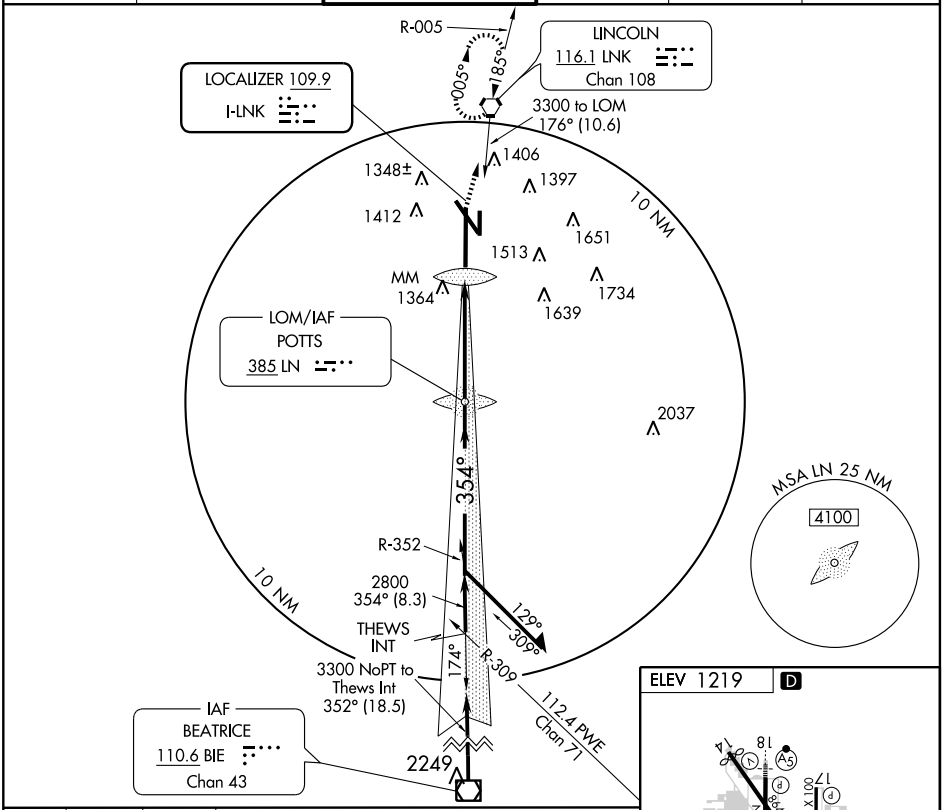
ILS or LOC RWY 36
LINCOLN (LNK)

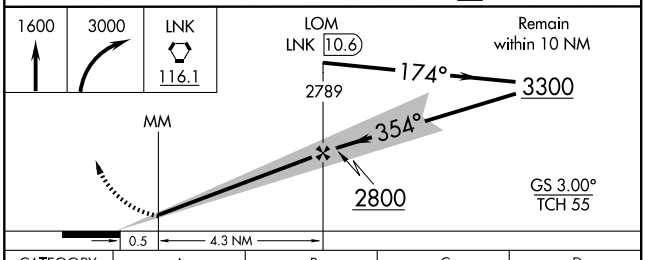
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

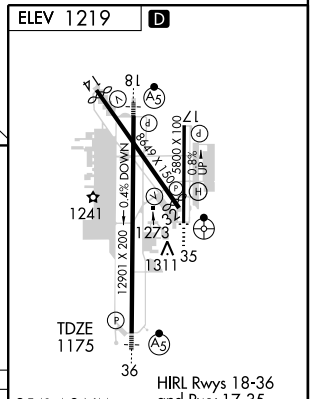
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 36	*1375/24	200 (200-½)		
S-LOC 36	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14

LINCOLN (LNK)

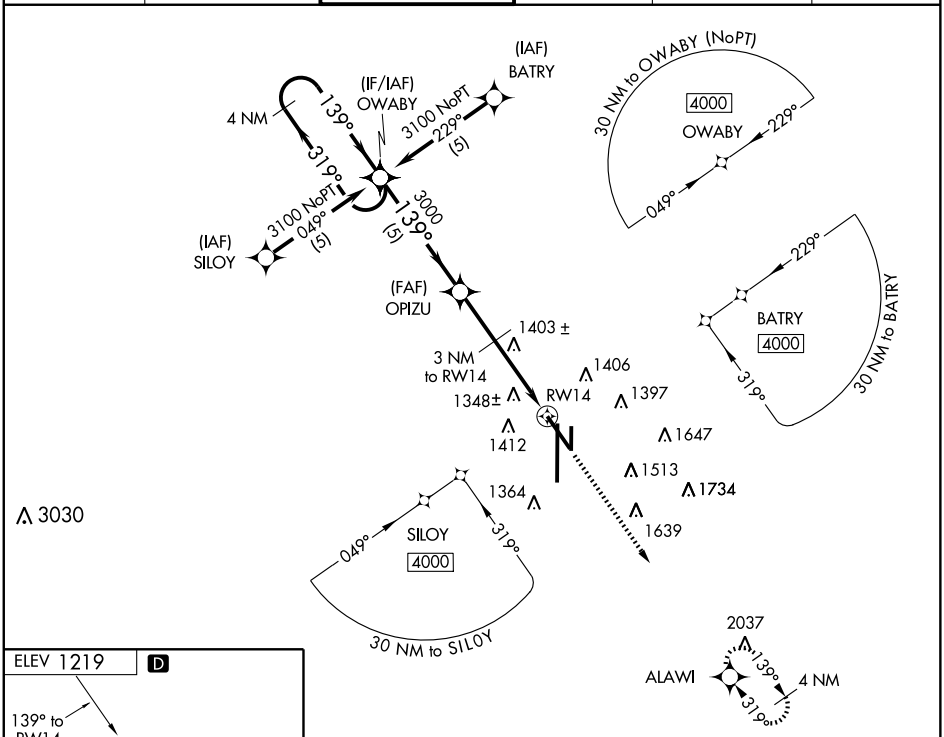
APP CRS	Rwy Idg	8276
139°	TDZE	1199
	Apt Elev	1219

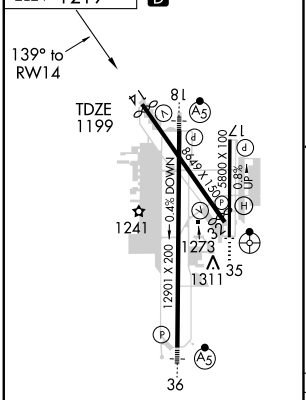
NA

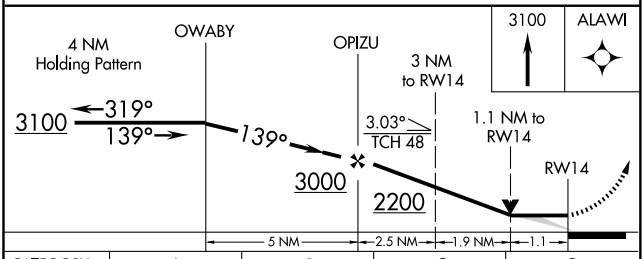
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
LNAV MDA	1600-1 401 (400-1)		1600-1¼ 401 (400-1¼)	
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1780-2 561 (600-2)

HIRL Rwys 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50114 W18A	APP CRS 174°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219

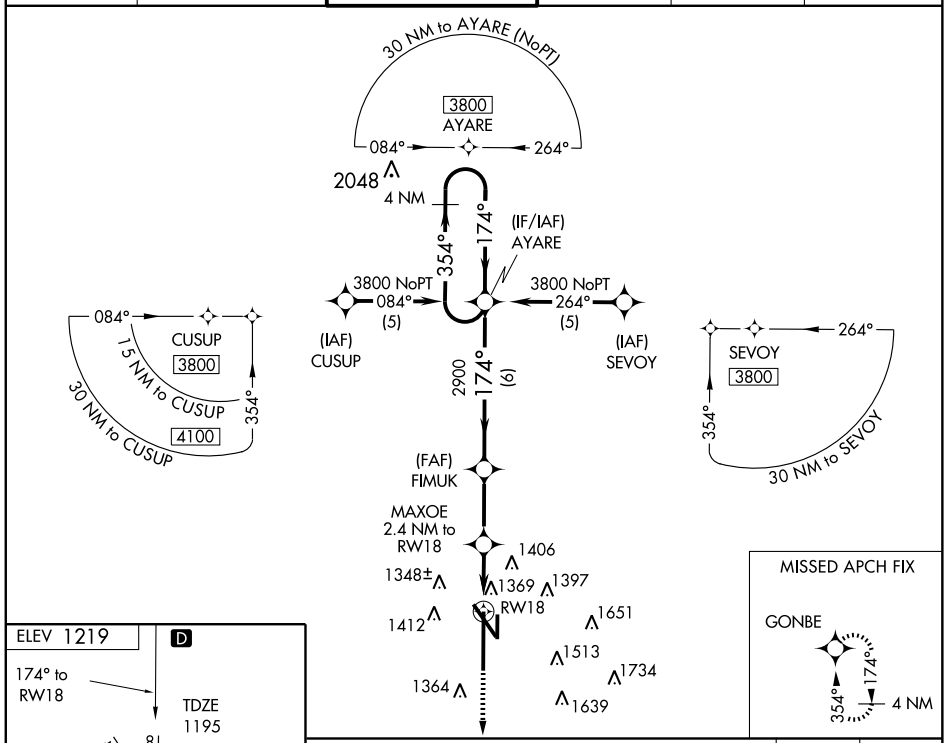
RNAV (GPS) RWY 18
LINCOLN (LNK)

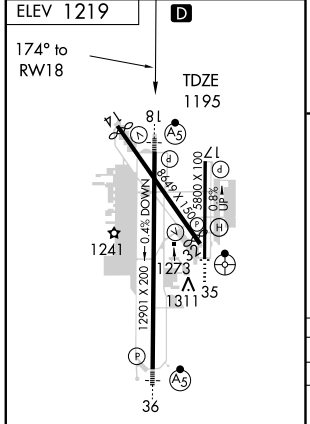
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR

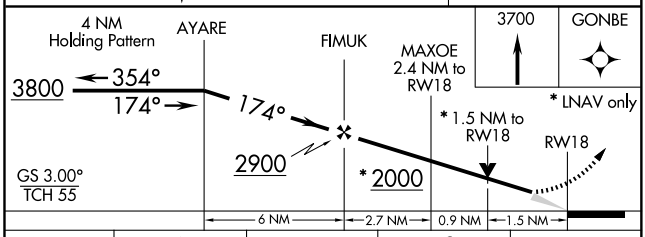
MISSED APPROACH: Climb to 3700 direct GONBE and hold.

ATIS	LINCOLN APP CON ★	LINCOLN TOWER ★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





HIRL Rwys 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17



CATEGORY	A	B	C	D
LPV DA	1445-24 250 (300-½)			
LNAV/VNAV DA	1720-60 525 (600-1¼)			
LNAV MDA	1720-24 525 (600-½)		1720-50 525 (600-1)	1720-60 525 (600-1¼)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 56214 W36A	APP CRS 354°	Rwy Idg 12901 TDZE 1175 Apt Elev 1219

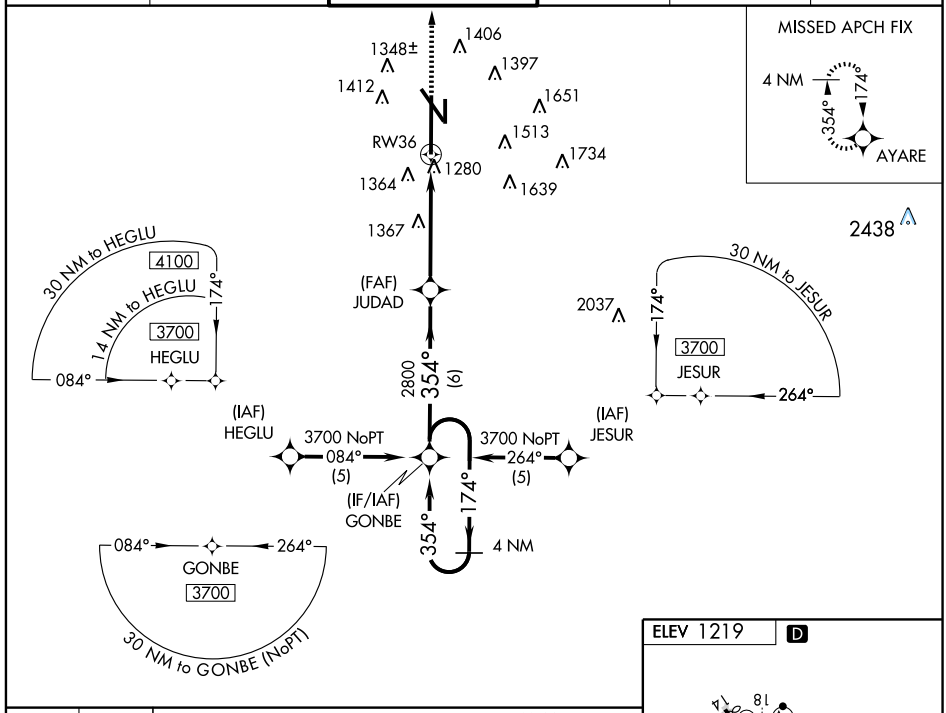
RNAV (GPS) RWY 36
LINCOLN (LNK)

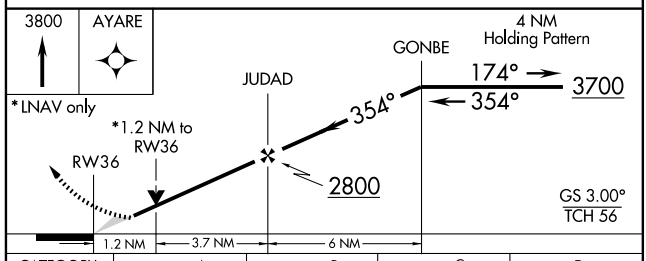
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities ¾ mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 3800 direct AYARE and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	1460/24 285 (300-½)			
LNAV/VNAV DA	1669/60 494 (500-1¼)			
LNAV MDA	1620/24 445 (500-½)		1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

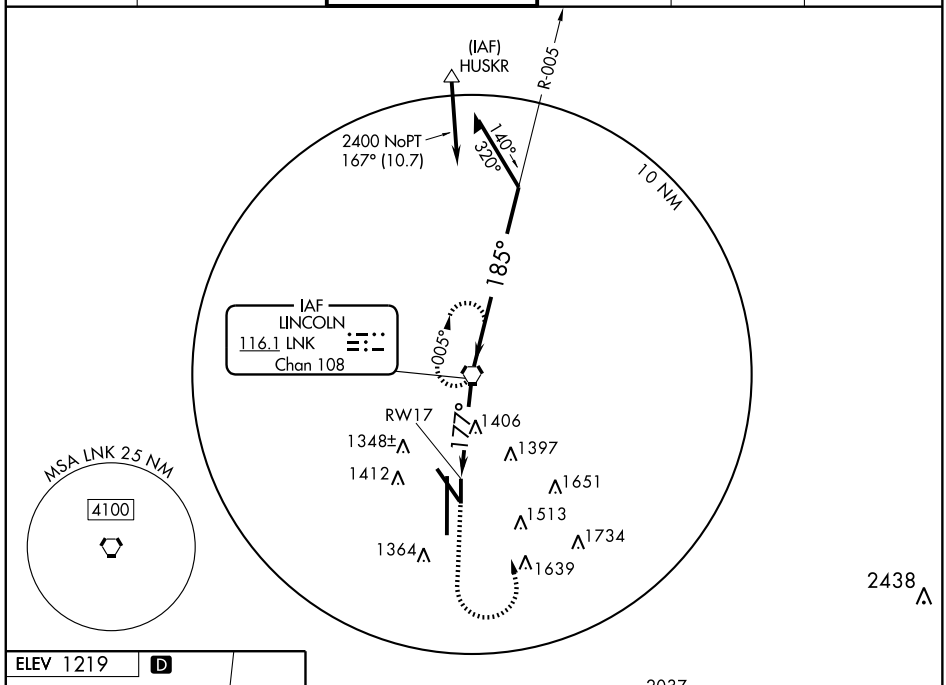
VORTAC LNK 116.1 Chan 108	APP CRS 177°	Rwy Idg 5400 TDZE 1219 Apt Elev 1219

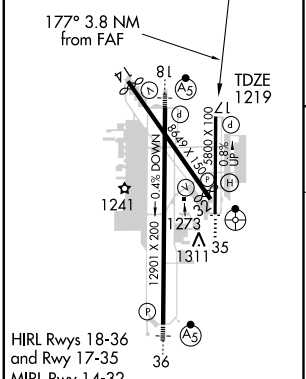
VOR or GPS RWY 17

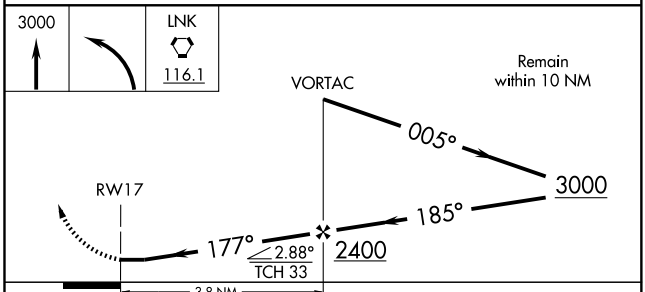
LINCOLN (LNK)

MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-17	1720-1	502 (600-1)	1720-1½	502 (600-1½)
CIRCLING	1720-1	501 (600-1)	1740-1½ 521 (600-1½)	1780-2 561 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APP CRS 185°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219

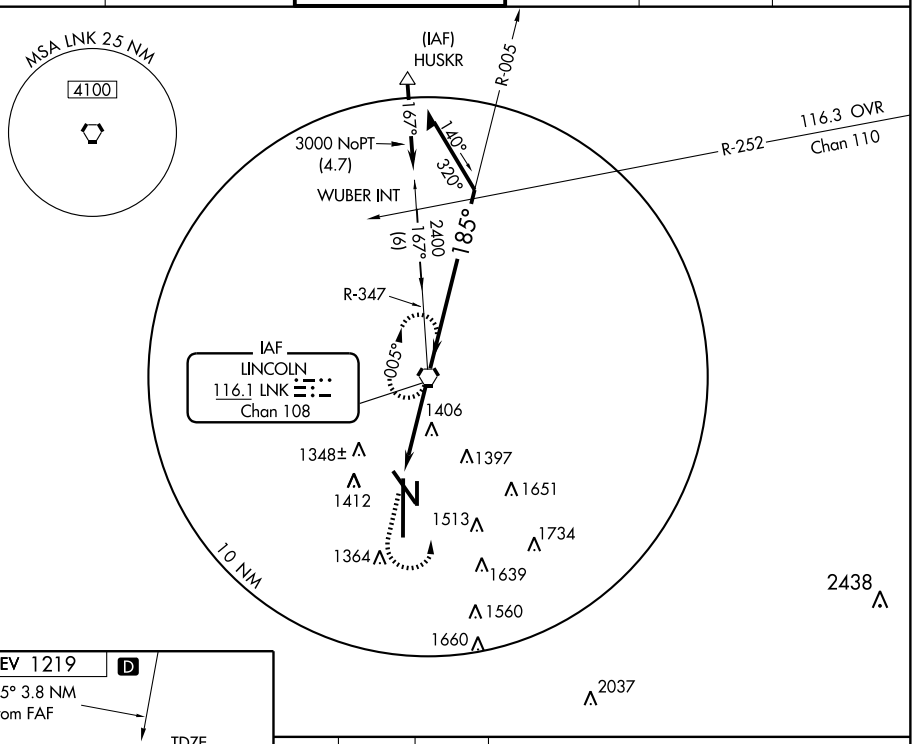
VOR RWY 18
LINCOLN (LNK)

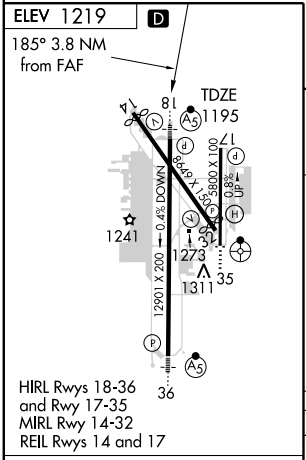
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.

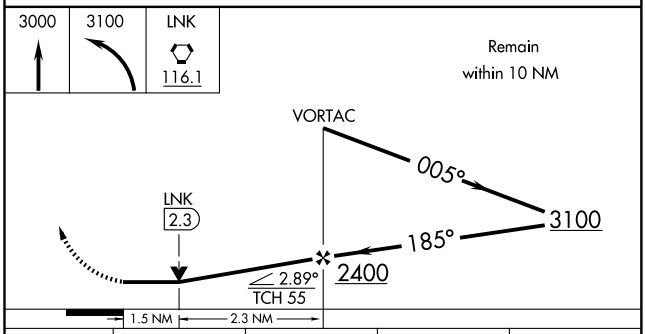
ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





HIRL Rwys 18-36 and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-18	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

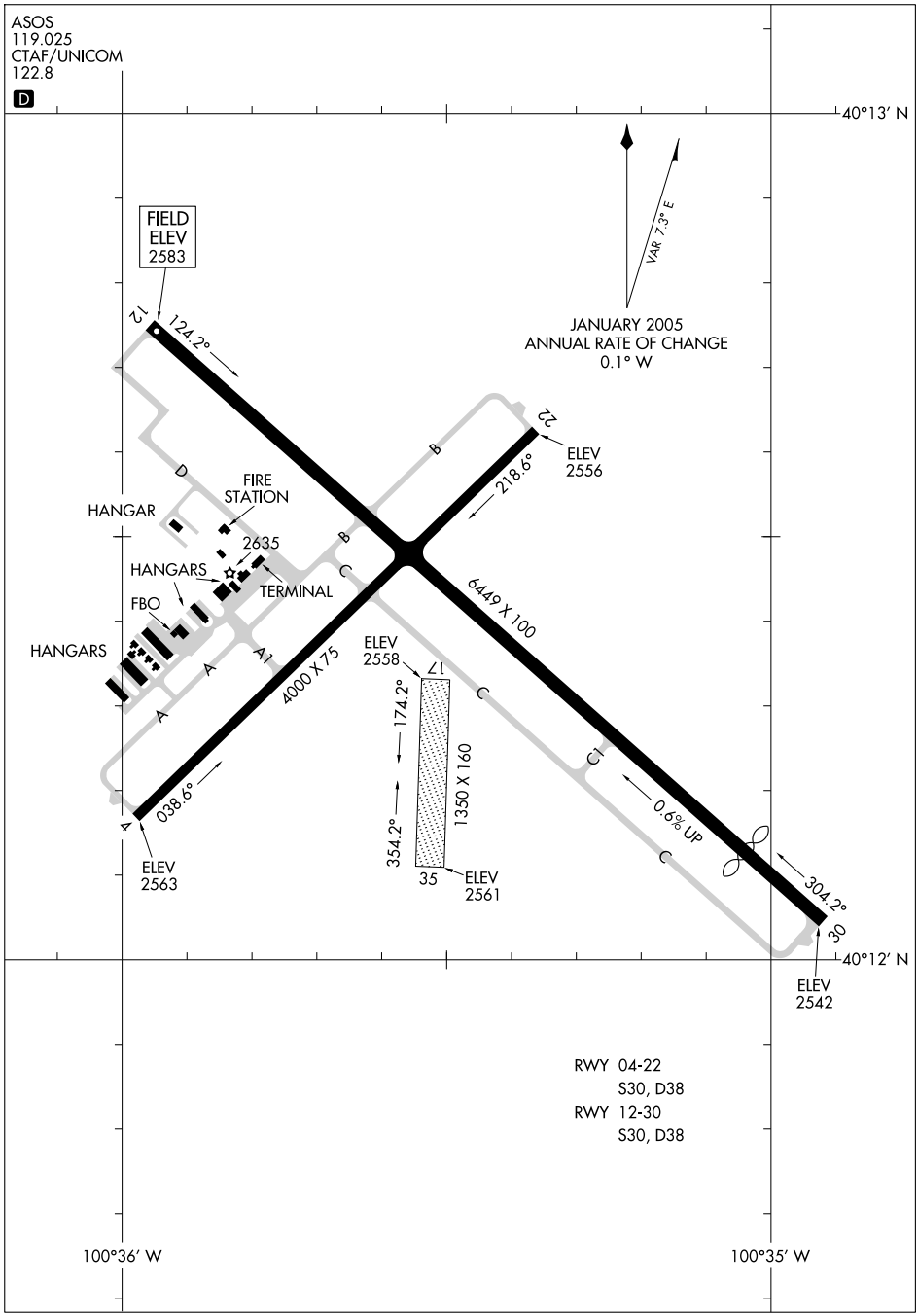
NC-2, 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)
MC COOK, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MCK	APP CRS	Rwy Idg	6449
110.95	123°	TDZE	2583
Chan 46 (Y)		Apt Elev	2583

ILS or LOC/DME RWY 12

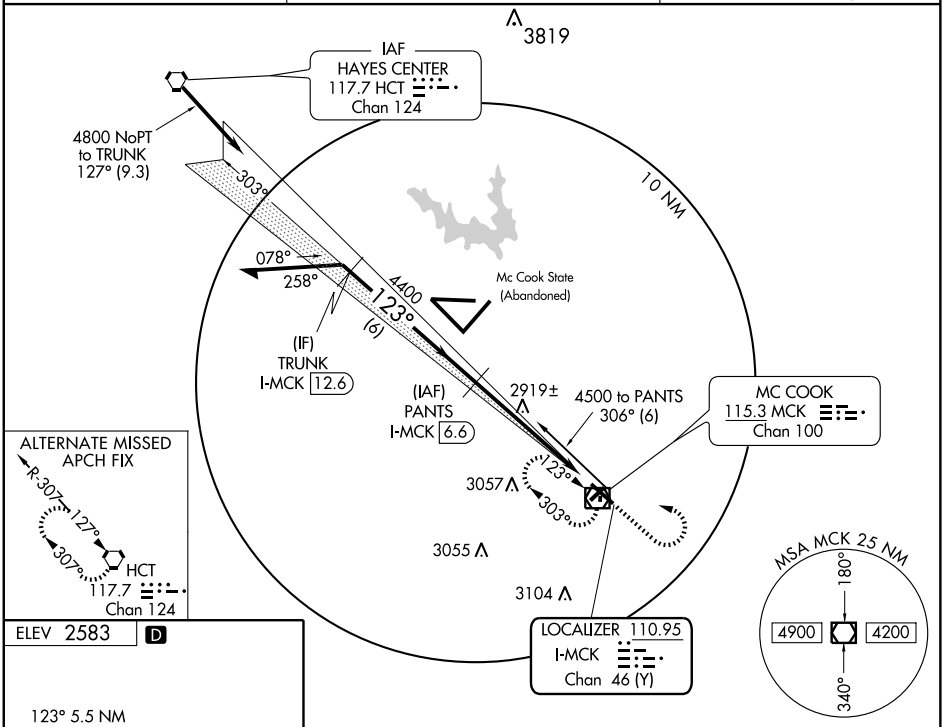
MC COOK BEN NELSON RGNL (MCK)

Circling to Rwy 22 NA at night. When local altimeter setting not received, use Imperial Muni altimeter setting and increase DA 213 feet and S-ILS 12 all visibilities ½ mile; increase all MDAs 220 feet and S-LOC 12 and circling visibilities Cats A and B ¼ mile, Cat C 1 mile. VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, when using Imperial Muni altimeter setting increase S-ILS 12 all visibilities to 1½, and S-LOC 12 Cat A visibility to 1.

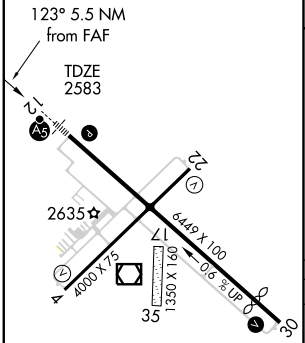
MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 5000 direct MCK VOR/DME and hold.

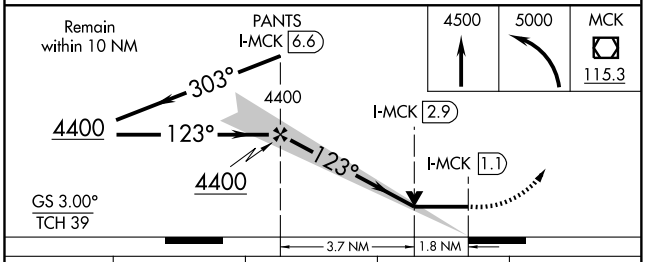
ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)



ELEV 2583 D



REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
S-ILS 12	2783-½ 200 (200-½)			NA
S-LOC 12	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50118 W12A	APP CRS 123°	Rwy Idg 6449	TDZE 2583	Apt Elev 2583

RNAV (GPS) RWY 12

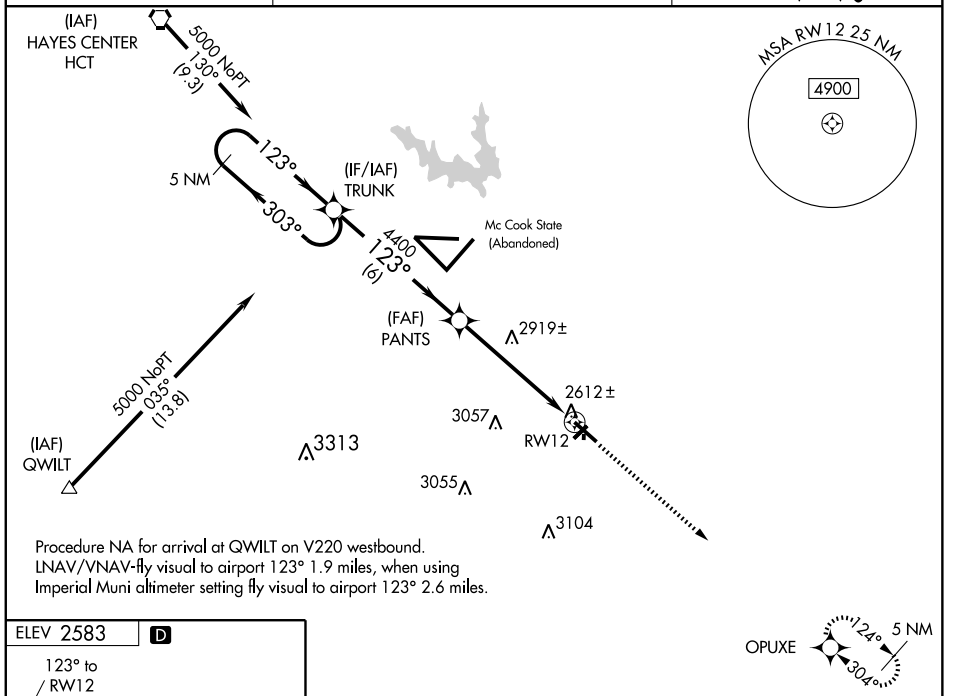
MC COOK BEN NELSON RGNL (MCK)

Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1, when using Imperial Muni altimeter setting increase LPV all Cats visibility to 1¾ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.

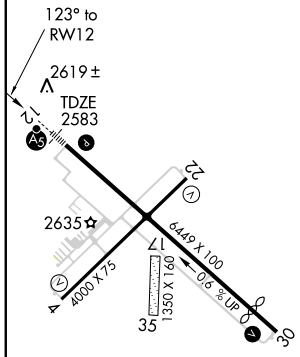
MALSR

MISSED APPROACH: Climb to 5000 direct OPUXE and hold.

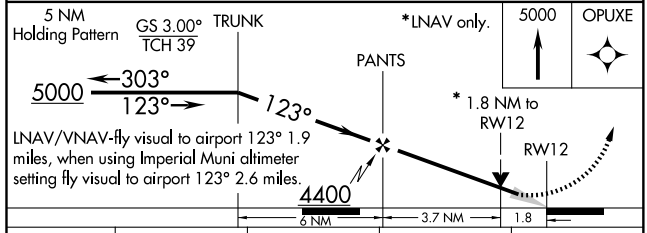
ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)



Procedure NA for arrival at QWILT on V220 westbound.
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.



REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
LPV DA	2840-½ 257 (300-½)			NA
LNAV/VNAV DA	3240-2 657 (700-2)			NA
LNAV MDA	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

MC COOK, NEBRASKA

AL-5301 (FAA)

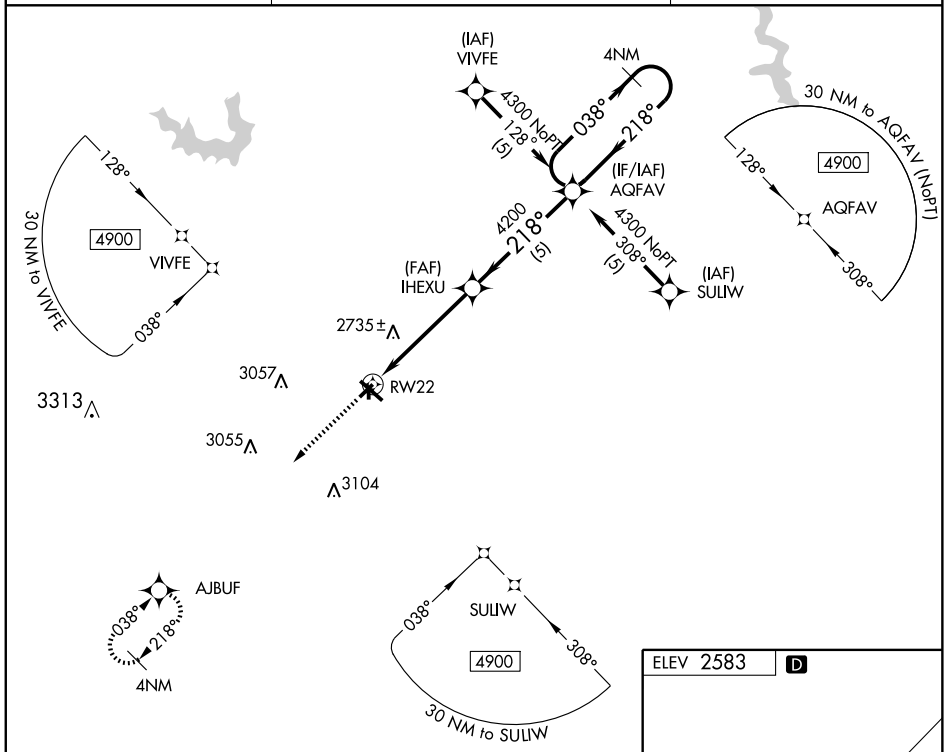
APP CRS	Rwy Idg	4000
218°	TDZE	2565
	Apt Elev	2583

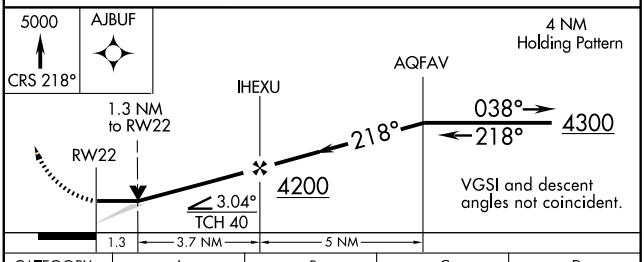
RNAV (GPS) RWY 22

MC COOK BEN NELSON RGNL (MCK)

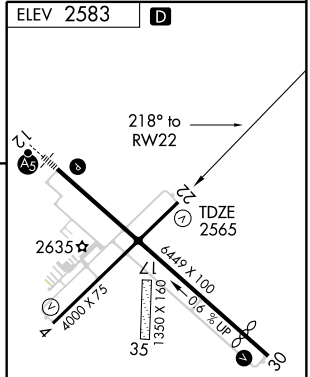
NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3000-1 435 (500-1)		3000-1¼ 435 (500-1¼)	NA
CIRCLING	3040-1 457 (500-1)		3040-1½ 457 (500-1½)	NA



REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 56218 W30A	APP CRS 304°	Rwy Idg 5699 TDZE 2558 Apt Elev 2583

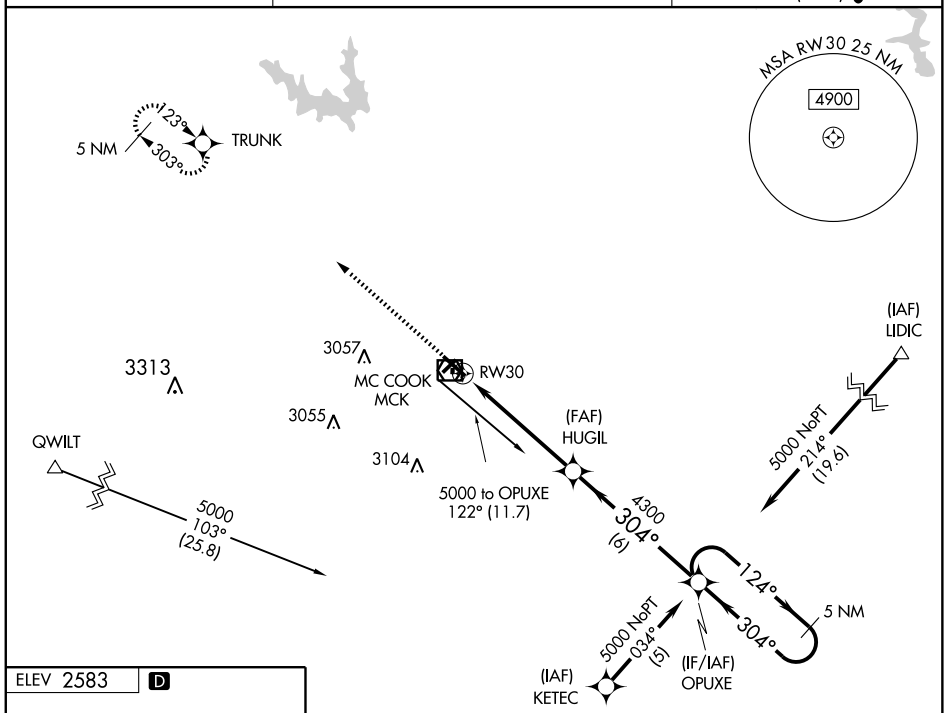
RNAV (GPS) RWY 30

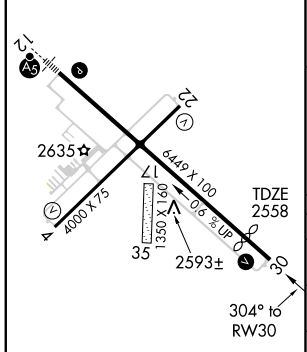
MC COOK BEN NELSON RGNL (MCK)

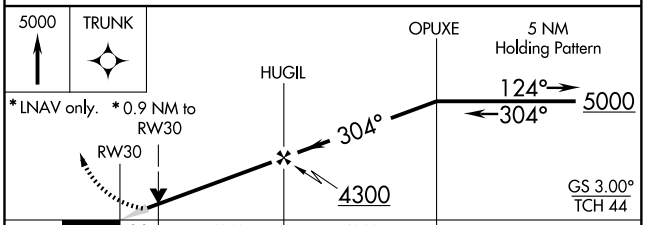
BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwys 3 and 21 NA at night.

MISSED APPROACH: Climb to 5000 direct TRUNK and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2810-1 252 (300-1)			NA
LNAV/VNAV DA	2820-1 262 (300-1)			NA
LNAV MDA	2860-1 302 (300-1)			NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK	APP CRS	Rwy Idg	6449
115.3	137°	TDZE	2583
Chan 100		Apt Elev	2583

VOR RWY 12

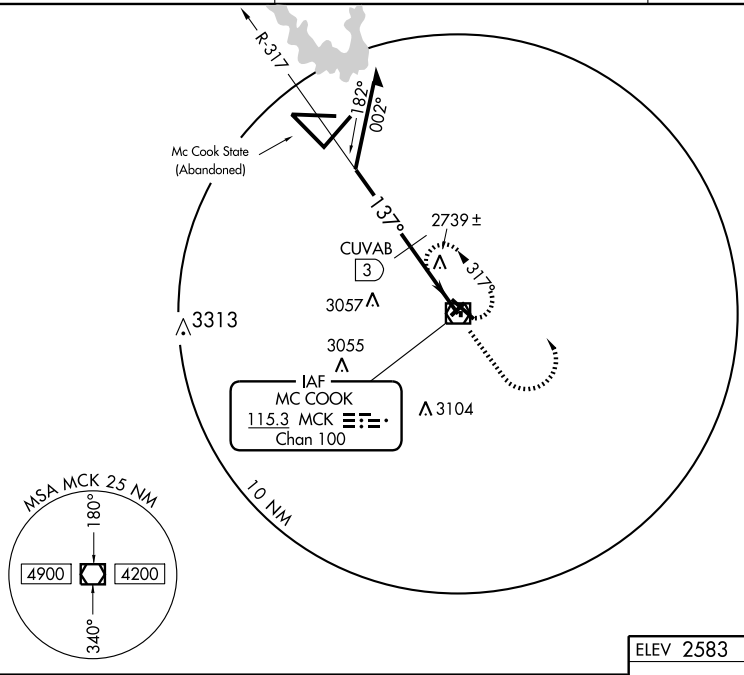
MC COOK BEN NELSON RGNL (MCK)

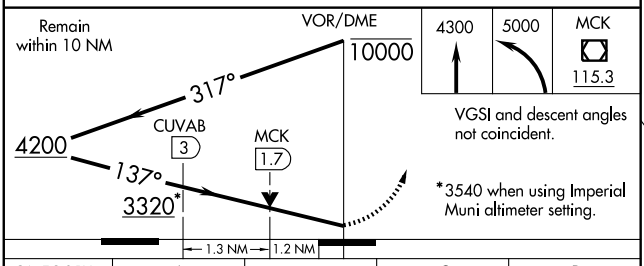
VDP NA when using Imperial altimeter setting. Inoperative table does not apply S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile; circling Cat A ¼ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR

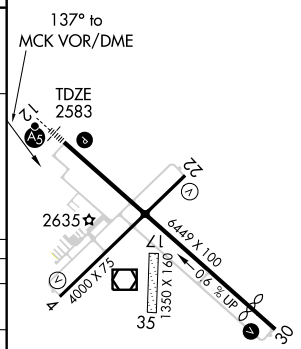
MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3320-½ 737 (800-½)		3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA



REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK 115.3 Chan 100	APP CRS 210°	Rwy Idg 4000 TDZE 2565 Apt Elev 2580

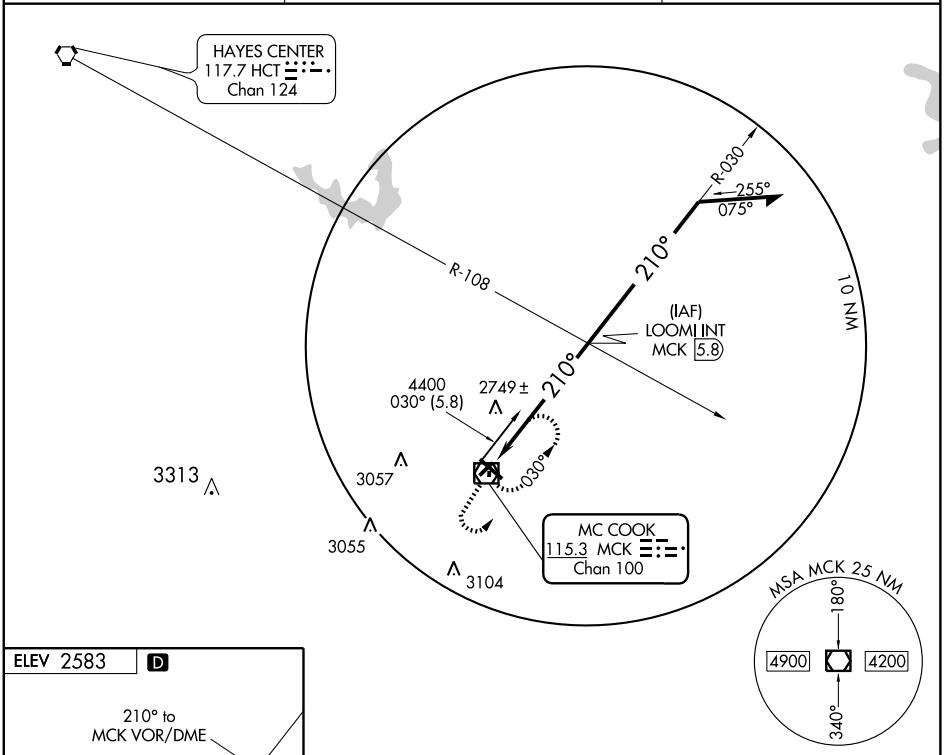
VOR RWY 22

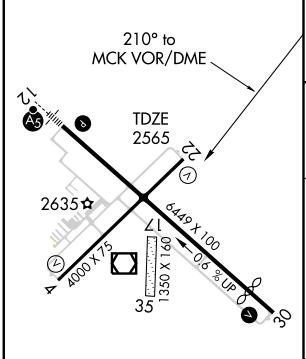
MC COOK BEN NELSON RGNL (MCK)

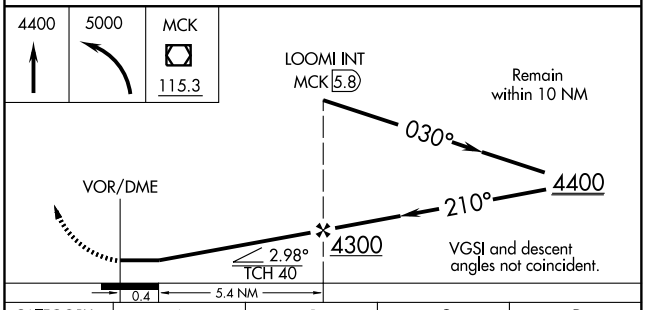
NA

MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	3060-1	495 (500-1)	3060-1¼ 495 (500-1¼)	NA
CIRCLING	3060-1	477 (500-1)	3060-1½ 477 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK	APP CRS	Rwy Idg	5699
115.3	294°	TDZE	2558
Chan 100		Apt Elev	2583

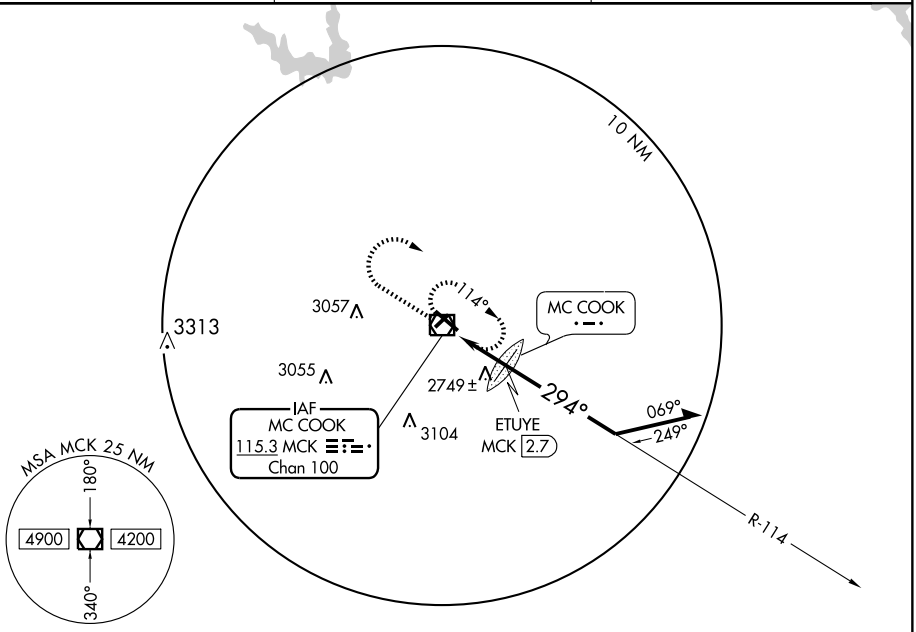
VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

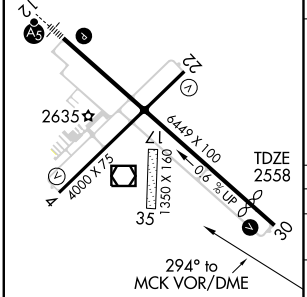
If local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet. VDP NA when using Imperial Muni altimeter setting.

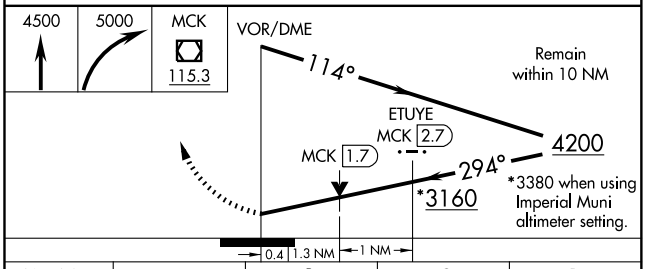
MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L



ELEV 2583 D





CATEGORY	A	B	C	D
S-30	3160-1 602 (600-1)		3160-1¾ 602 (600-1¾)	NA
CIRCLING	3160-1 577 (600-1)		3160-1¾ 577 (600-1¾)	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1 442 (500-1)		3000-1¼ 442 (500-1¼)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

MINDEN, NEBRASKA

AL-6921 (FAA)

WAAS	APP CRS	Rwy Idg	3900
Ch 53714	159°	TDZE	2160
W16A		Apt Elev	2160

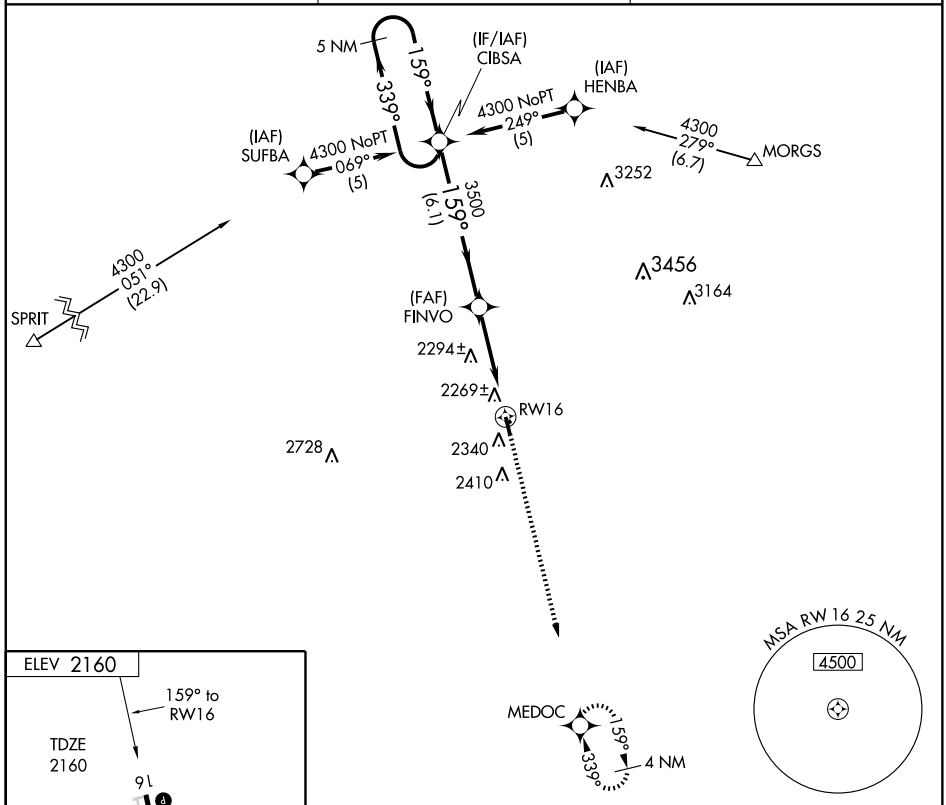
RNAV (GPS) RWY 16

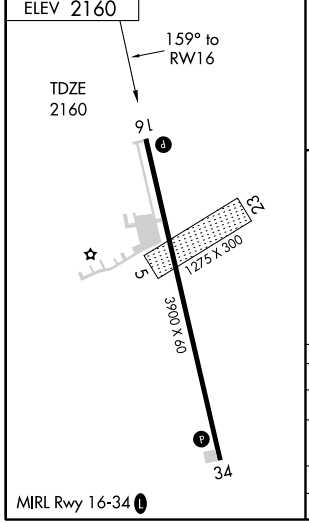
MINDEN/PIONEER VILLAGE FIELD (ØV3)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

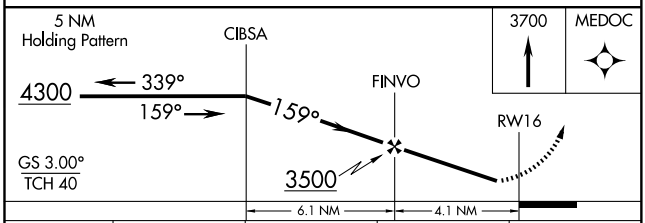
MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	2445-1	285 (300-1)	NA	
LNAV/VNAV DA	2574-1½	414 (500-1½)	NA	
LNAV MDA	2580-1	420 (500-1)	NA	
CIRCLING	2680-1	520 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

MINDEN, NEBRASKA

AL-6921 (FAA)

APP CRS	Rwy Idg	3900
339°	TDZE	2160
	Apt Elev	2160

RNAV (GPS) RWY 34

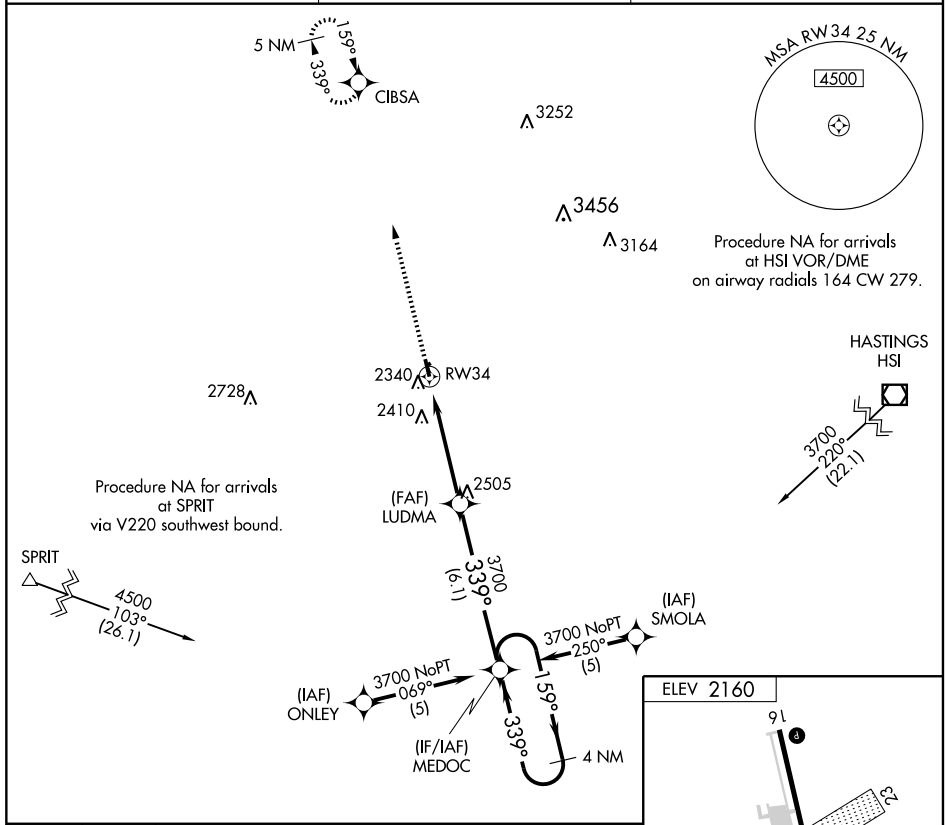
MINDEN/ PIONEER VILLAGE FIELD (ØV3)

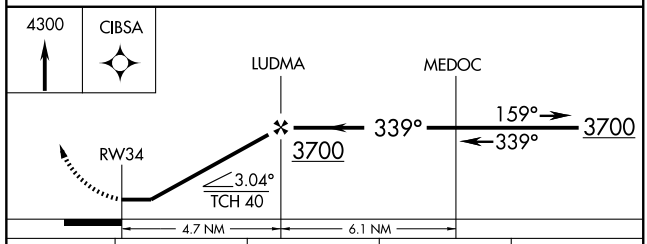
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.

NA

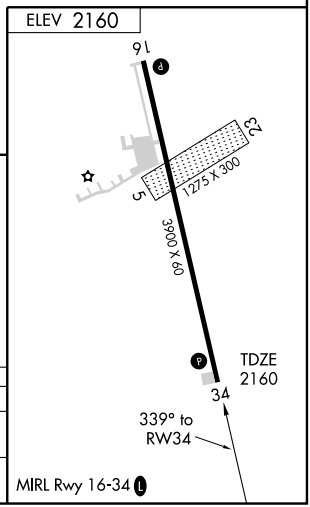
MISSED APPROACH: Climb to 4300 direct CIBSA and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2700-1	540 (600-1)	NA	
CIRCLING	2700-1	540 (600-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

VOR EAR	APP CRS		
111.2	338°	Rwy Idg	3900
		TDZE	2160
		Apt Elev	2160

VOR RWY 34

MINDEN/PIONEER VILLAGE FIELD (ØV3)

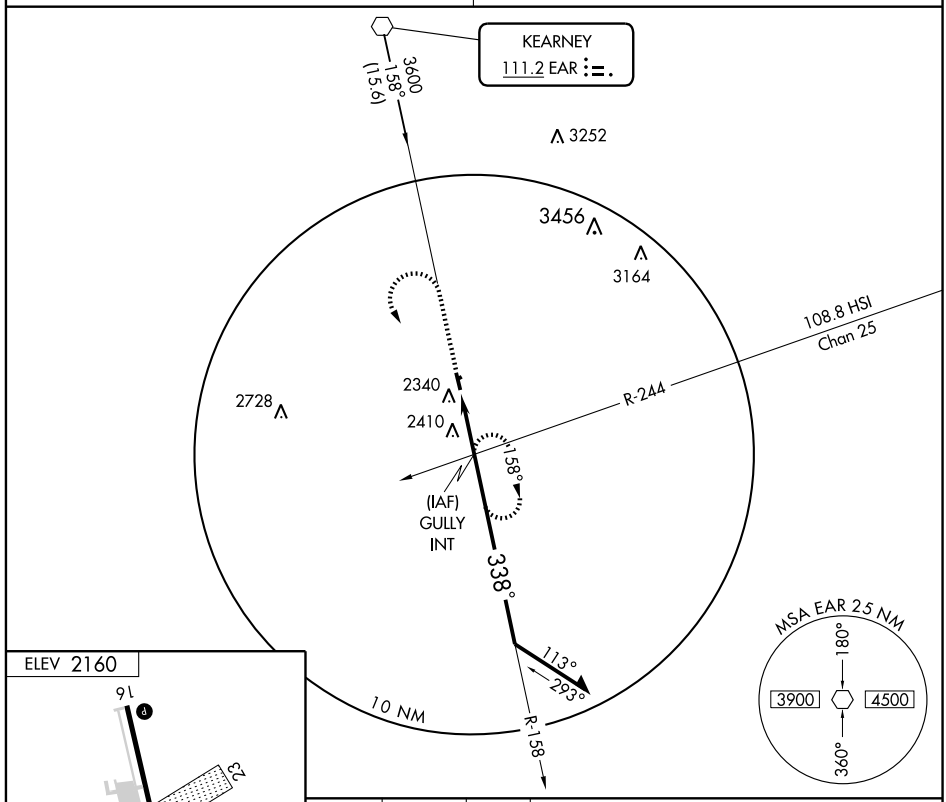
NA

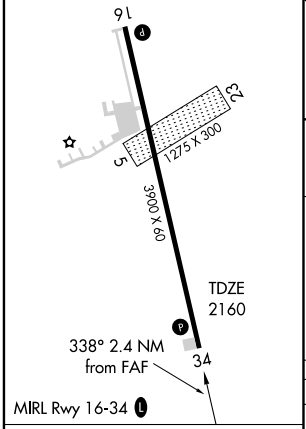
Use Kearney altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

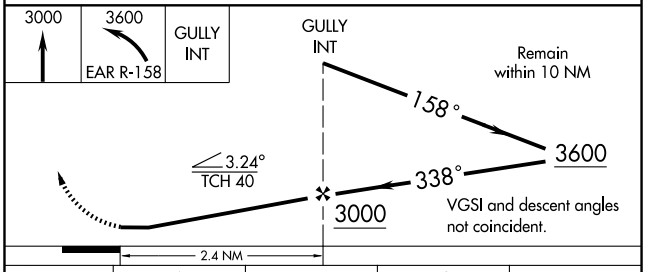
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48



CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB AFK	APP CRS	Rwy Idg	4500
347	136°	TDZE	1161
		Apt Elev	1165

NDB RWY 15

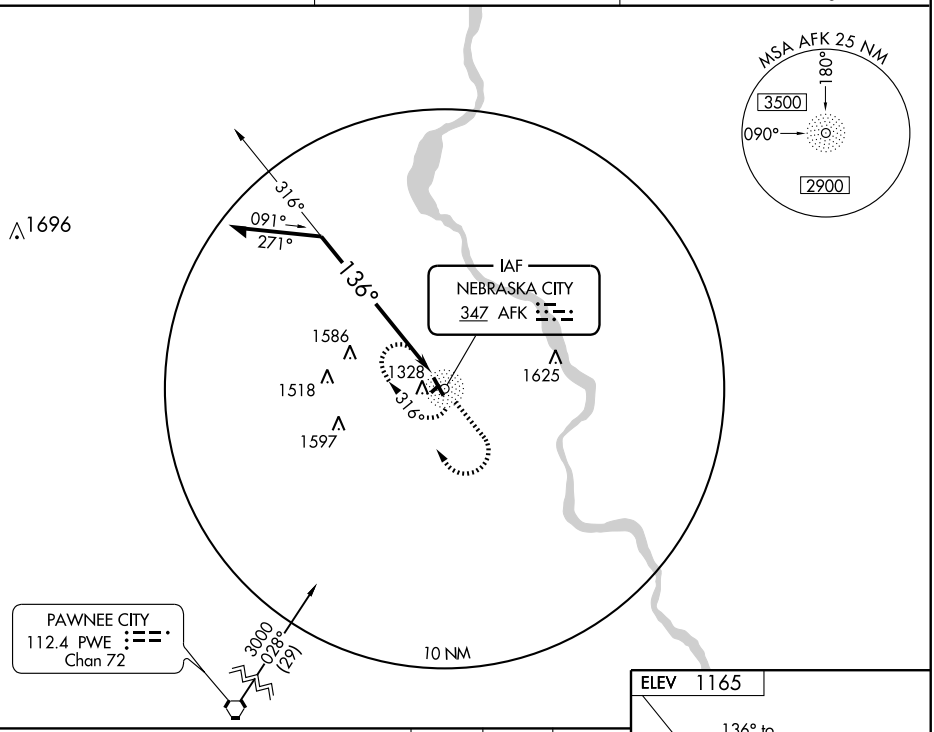
NEBRASKA CITY MUNI (AFK)

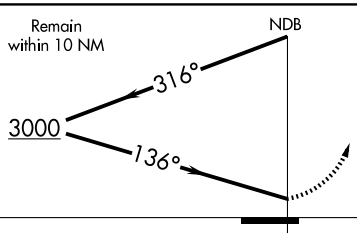
NA

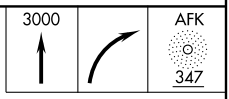
Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

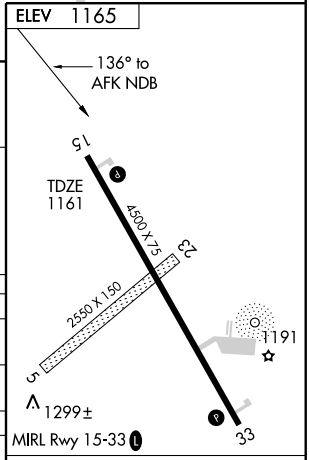
MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L









CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1¼ 815 (900-1 ¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NDB AFK	APP CRS	Rwy Idg	4500
347	344°	TDZE	1161
		Apt Elev	1165

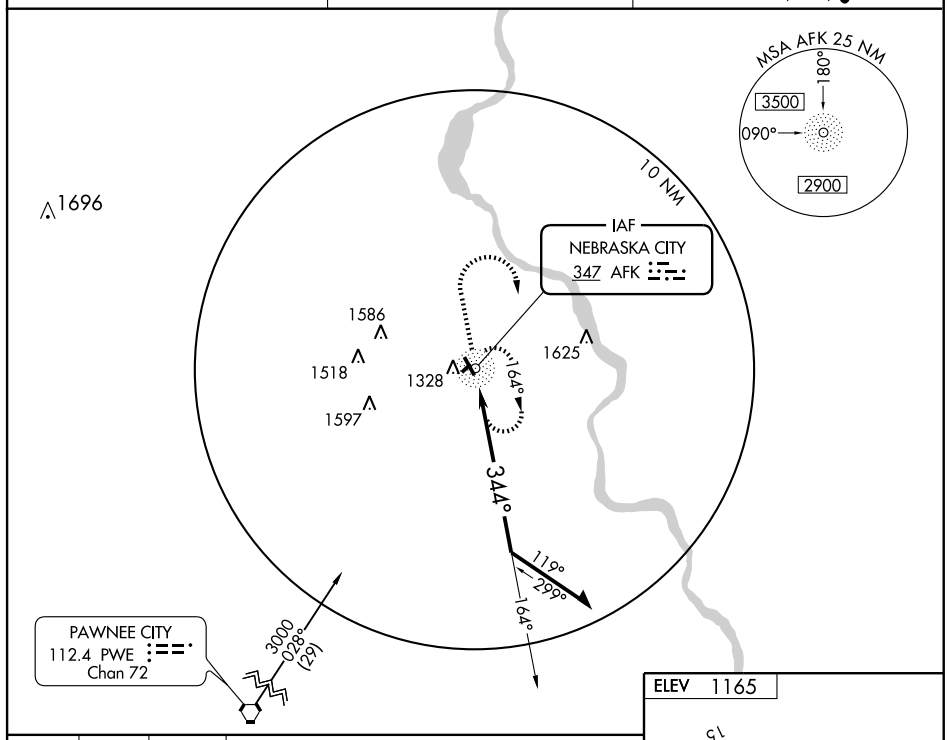
NDB RWY 33

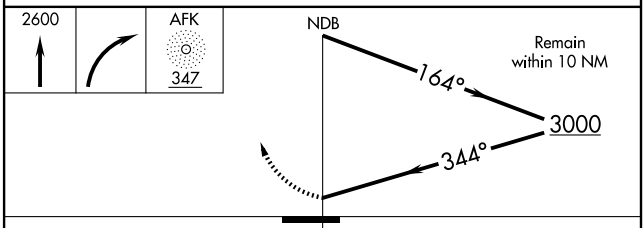
NEBRASKA CITY MUNI (AFK)

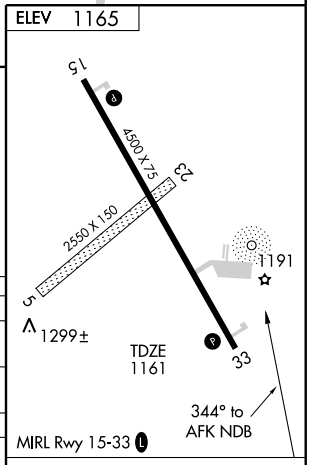
Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1¼ 795 (800-1 ¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 86407 W15A	APP CRS 146°	Rwy Idg 4500 TDZE 1162 Apt Elev 1165

RNAV (GPS) RWY 15

NEBRASKA CITY MUNI (AFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at OVR VORTAC via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound.

OMAHA OVR

4000 193° (22.2)

2229

MSA RW15 25 NM

3500

(IAF) KALDE

4 NM

146°

326°

3000 NoPT 236° (5)

(IF/IAF) JUMPO

3000 NoPT 056° (5)

(IAF) JADIB

2800 146° (6.3)

4000 284° (23)

VIKKI

(FAF) IGUSE

MISSED APCH FIX

OJEKE 147° 327° 4 NM

1279±

1586

1518

1269±

1328

RW15

1625

1597

4000 005° (32.6)

PAWNEE CITY PWE

ELEV 1165

146° to RW15

15

TDZE 1162

4500 X 75

23

2550 X 150

1191

5

1299±

33

MIRL Rwy 15-33 L

3000 OJEKE

* LNAV only

4 NM Holding Pattern

JUMPO

IGUSE

3000

326°

146°

146°

*1.2 NM to RW15

RW15

GS 3.00° TCH 52

2800

6.3 NM 3.7 NM 1.2 NM

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1539-1¼	377 (400-1¼)	NA	
LNAV MDA	1580-1	418 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45707 W33A	APP CRS 327°	Rwy Idg 4500 TDZE 1162 Apt Elev 1165

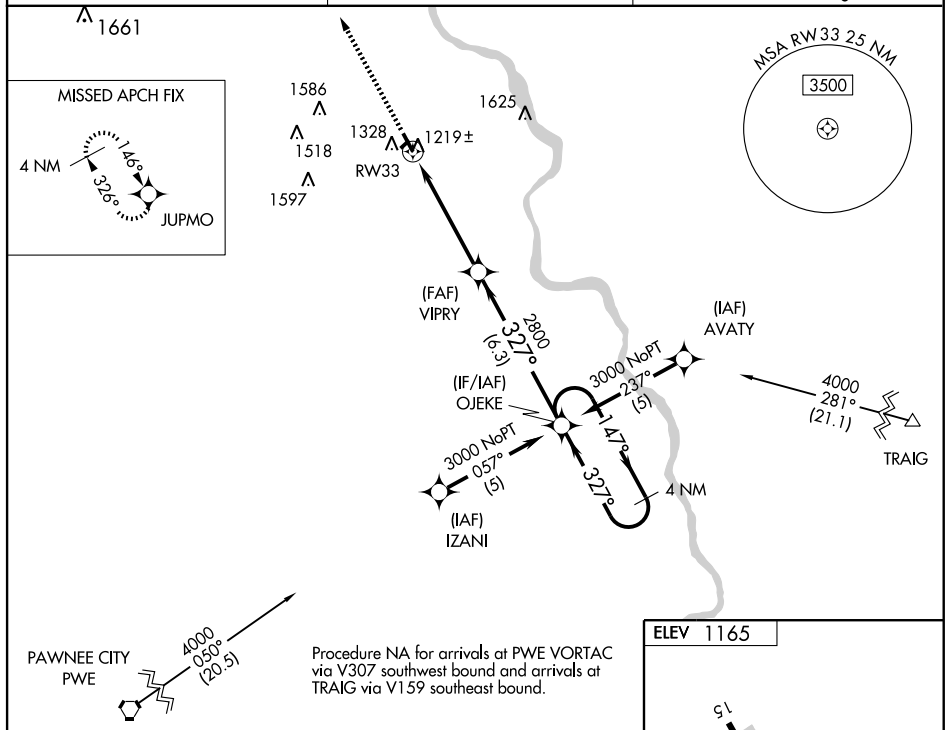
RNAV (GPS) RWY 33

NEBRASKA CITY MUNI (AFK)

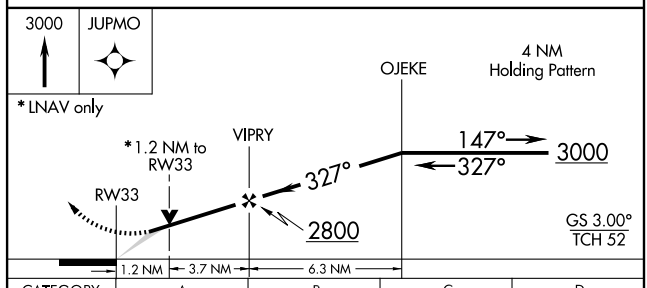
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

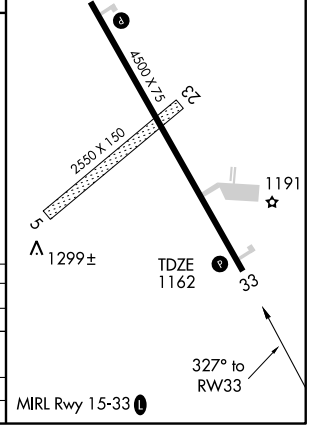
AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L



Procedure NA for arrivals at PWE VORTAC via V307 southwest bound and arrivals at TRAIG via V159 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1526-1¼	364 (400-1¼)	NA	
LNAV MDA	1600-1	438 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 72914 W01A	APP CRS 008°	Rwy Idg 3700 TDZE 1774 Apt Elev 1774

RNAV (GPS) RWY 1

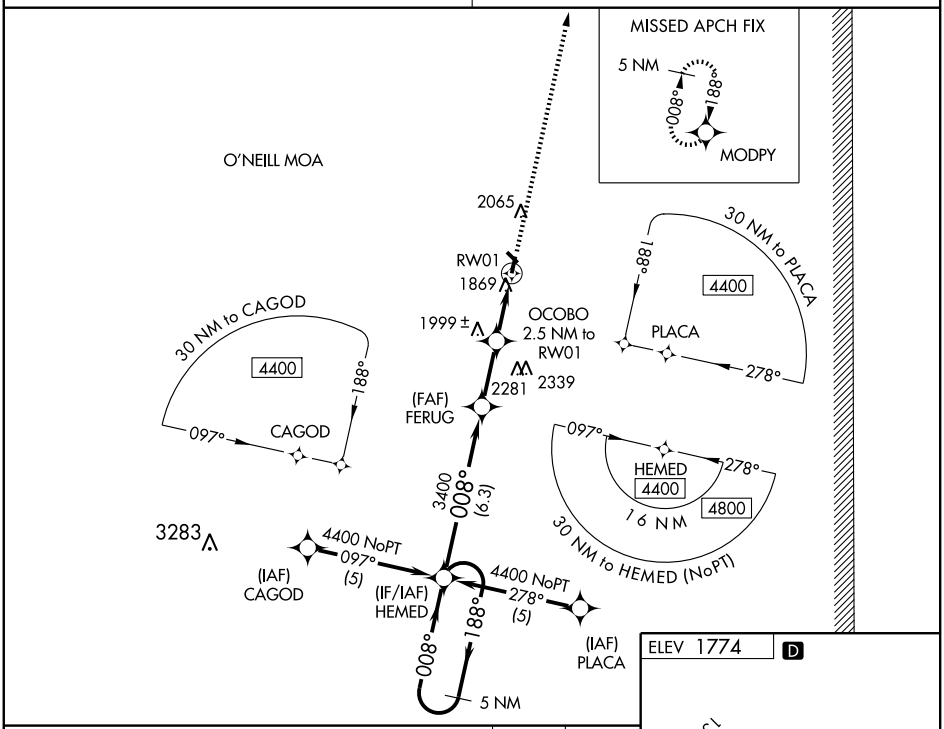
NELIGH/ANTELOPE COUNTY (4V9)

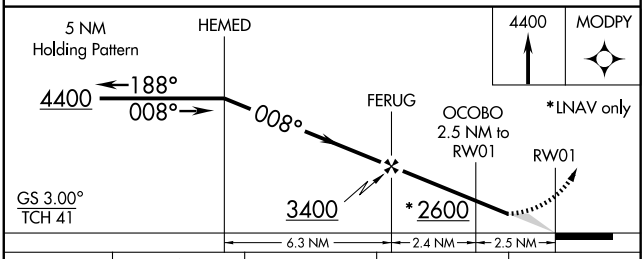
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Albion altimeter setting; when not received, use Norfolk altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

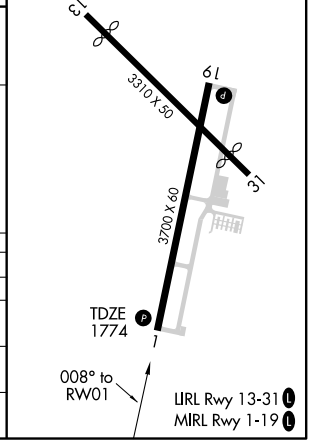
MISSED APPROACH: Climb to 4400 direct MODPY and hold.

MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2181-1½	407 (500-1½)	NA	
LNAV/VNAV DA	2197-1½	423 (500-1½)	NA	
LNAV MDA	2320-1	546 (600-1)	NA	
CIRCLING	2360-1 586 (600-1)	2440-1 666 (700-1)	NA	

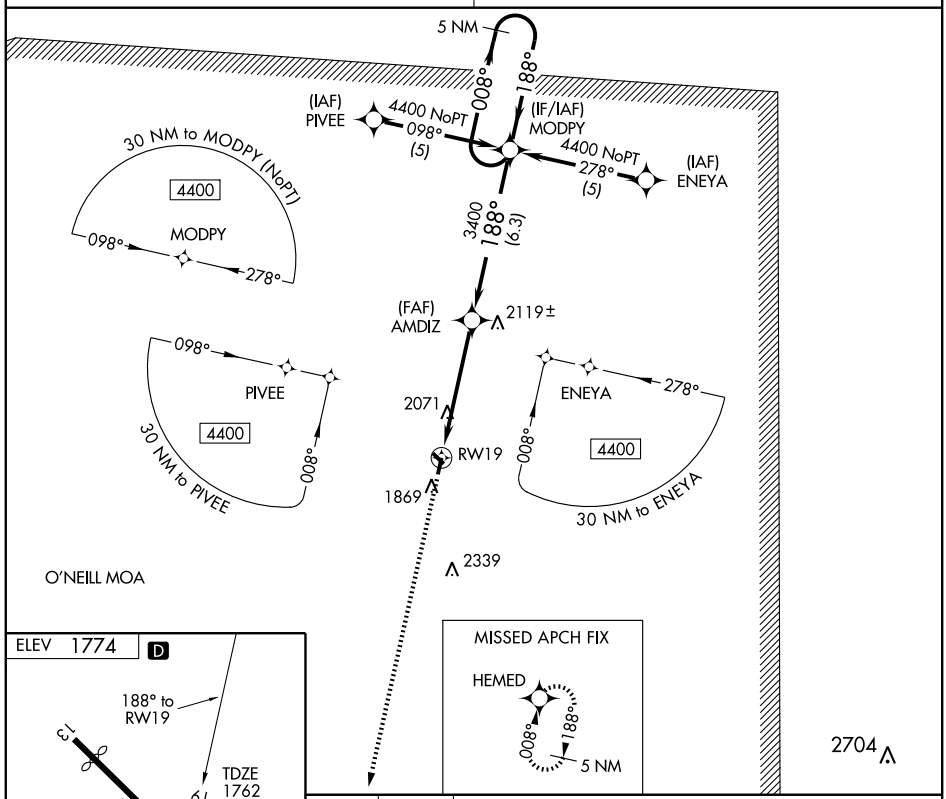
NC-2. 08 APR 2010 to 06 MAY 2010

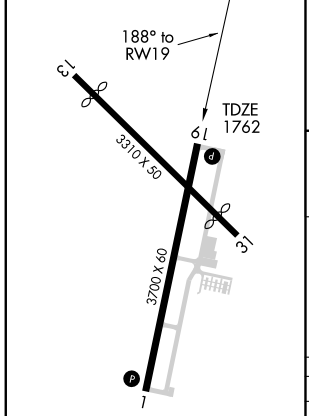
APP CRS	Rwy Idg	3700
188°	TDZE	1762
	Apt Elev	1774

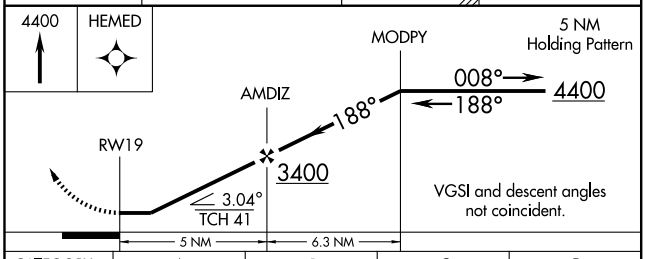
RNAV (GPS) RWY 19

NELIGH/ ANTELOPE COUNTY (4V9)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 4400 direct HEMED and hold.
MINNEAPOLIS CENTER 128.0 385.5	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1 618 (700-1)		NA	
CIRCLING	2380-1 606 (700-1)	2440-1 666 (700-1)	NA	

LIRL Rwy 13-31 L
MIRL Rwy 1-19 L

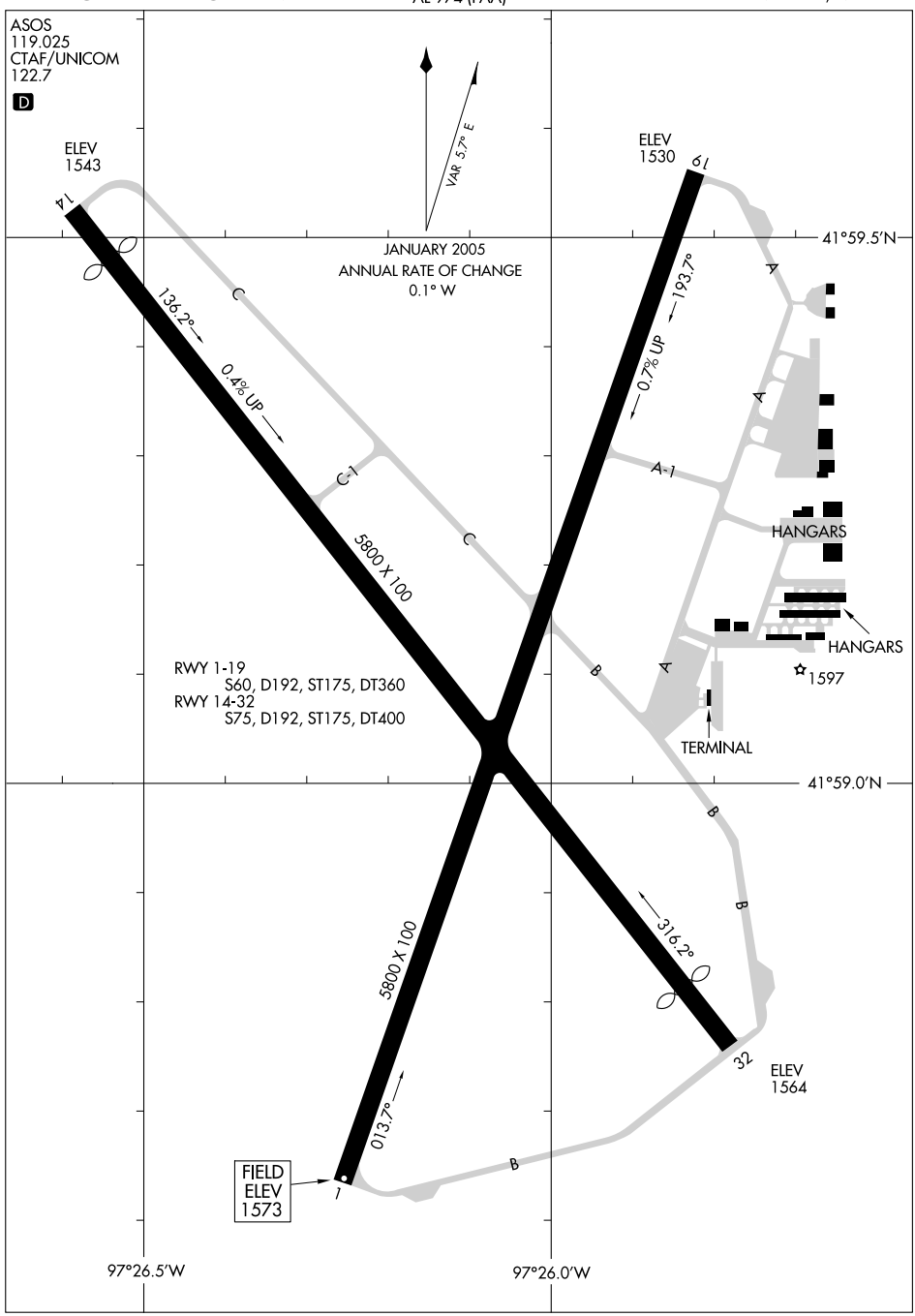
NC-2. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-974 (FAA)

NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OFK	APP CRS		
111.5	014°	Rwy Idg	5800
		TDZE	1573
		Apt Elev	1573

ILS or LOC RWY 1

NORFOLK /KARL STEFAN MEMORIAL (OFK)

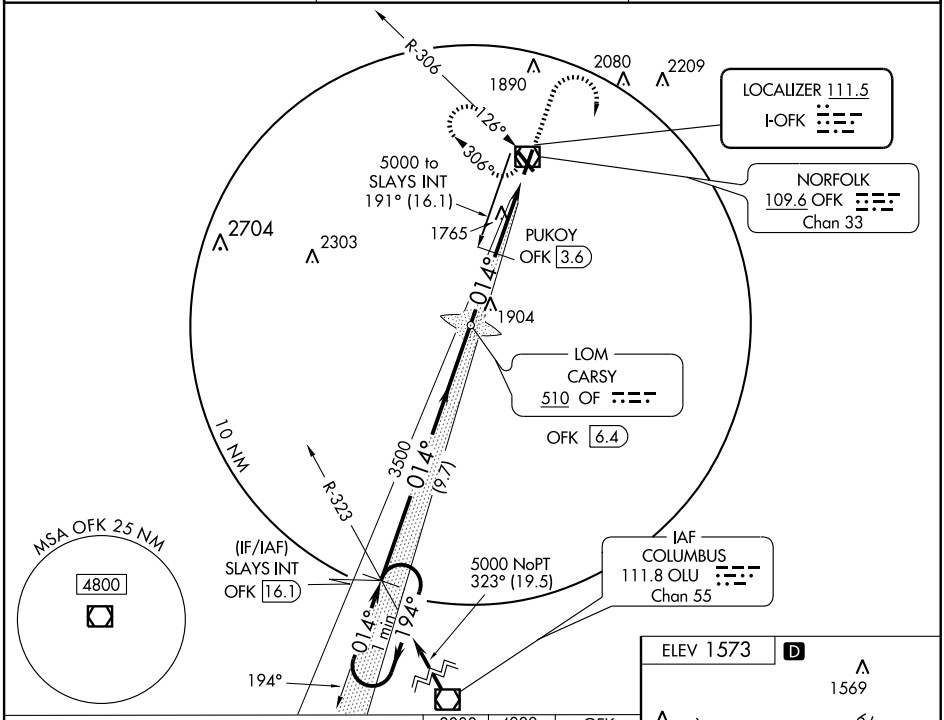
DME from OFK VOR/DME. If local altimeter setting not recieved, use Columbus Muni altimeter and increase all DAs/MDAs 100 feet.

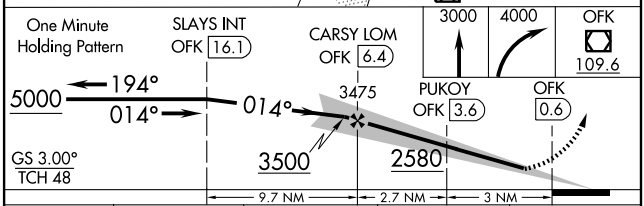
NA

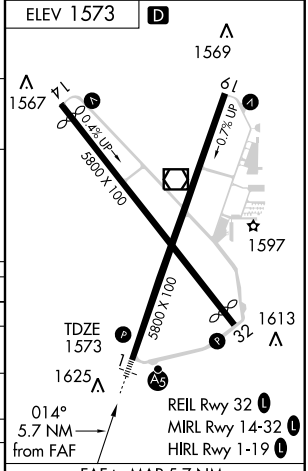
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-1	1773-½ 200 (200-½)			NA
S-LOC-1	2160-½ 587 (600-½)		2160-1 587 (600-1)	NA
CIRCLING	2160-1 587 (600-1)		2160-1½ 587 (600-1½)	NA
DME MINIMUMS				
S-LOC-1	2020-½ 447 (500-½)		2020-¾ 447 (600-¾)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50120 W01A	APP CRS 014°	Rwy Idg 5800 TDZE 1573 Apt Elev 1573

RNAV (GPS) RWY 1

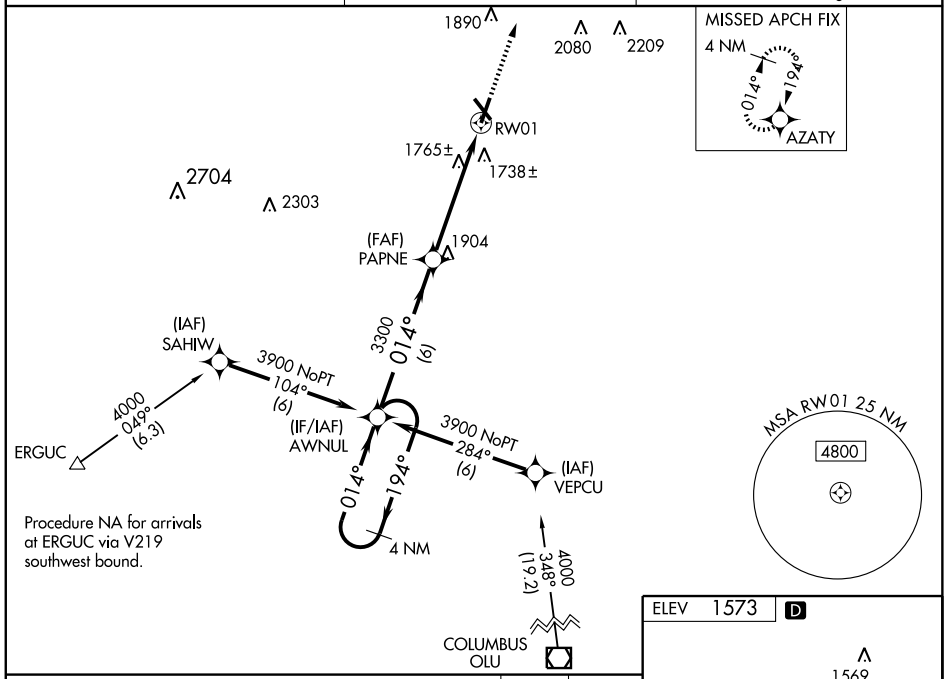
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

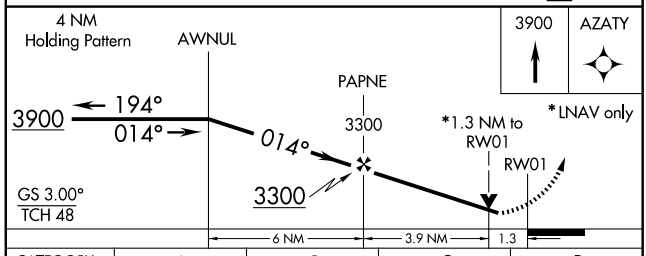
For inoperative MALSR, increase LPV all Cats visibility to 1¼ , and LNAV Cat A/B visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALSR when using Wayne altimeter setting, increase LPV all Cats visibility to 1½.

MALSR

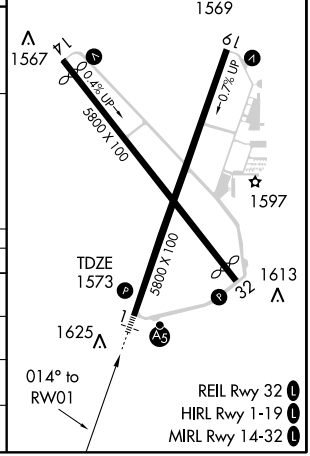
MISSED APPROACH: Climb to 3900 direct AZATY and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1950-¾ 377 (400-¾)			NA
LNAV/VNAV DA	2100-1¼ 527 (600-1¼)			NA
LNAV MDA	2020-¾ 447 (500-¾)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 62915 W14A	APP CRS 137°	Rwy Idg 5160 TDZE 1544 Apt Elev 1573

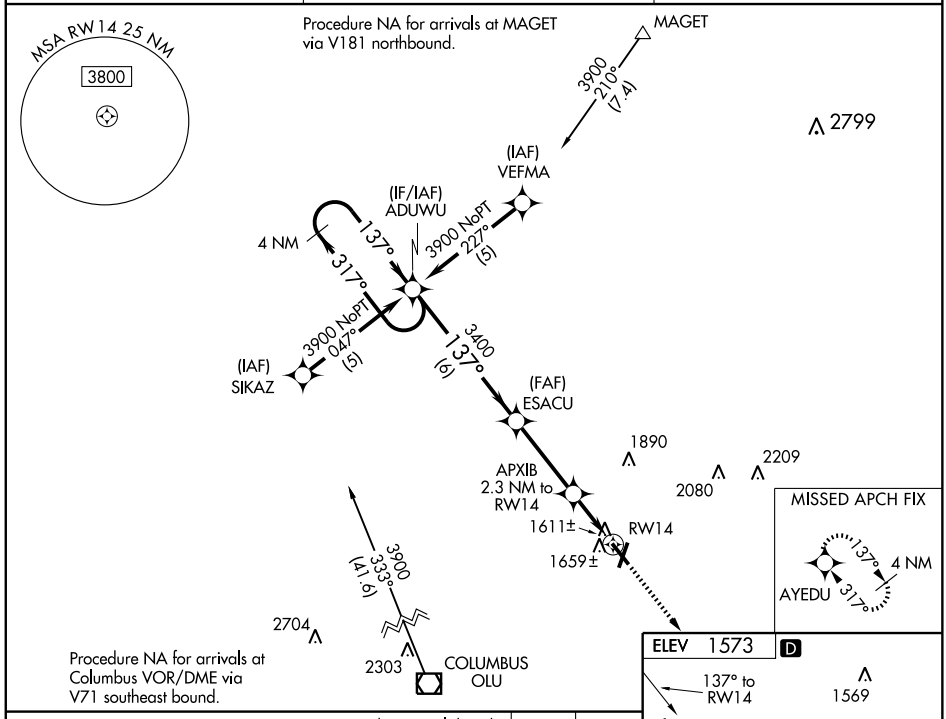
RNAV (GPS) RWY 14

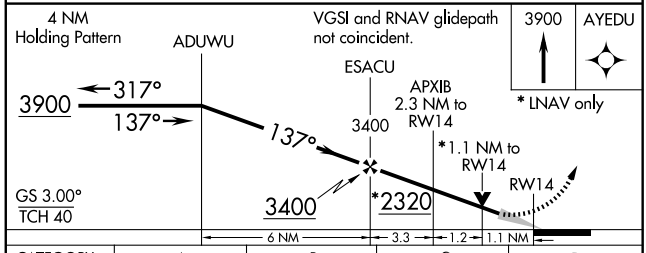
NORFOLK/KARL STEFAN MEMORIAL (OFK)

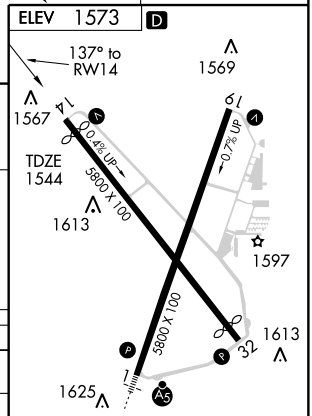
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct AYEDU and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1825-1 281 (300-1)			NA
LNAV/VNAV DA	1929-1½ 385 (400-1½)			NA
LNAV MDA	1920-1 376 (400-1)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 56220 W19A	APP CRS 194°	Rwy Idg 5800 TDZE 1543 Apt Elev 1573

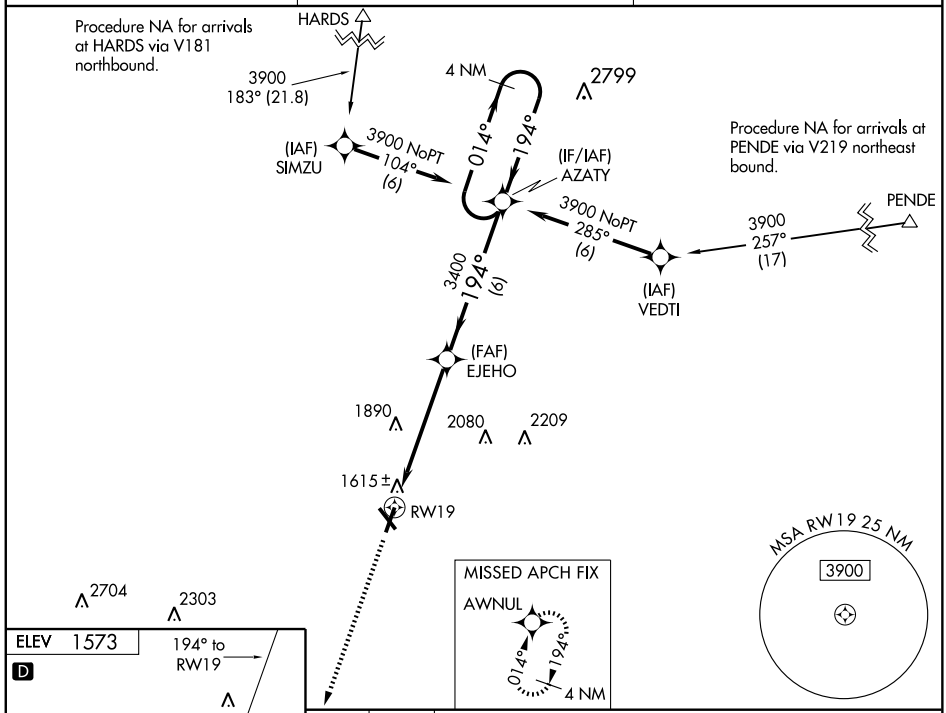
RNAV (GPS) RWY 19

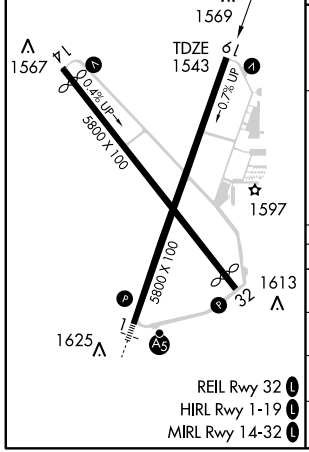
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

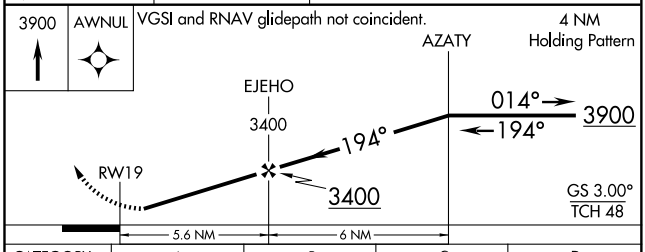
Baro-VNAV NA when using Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV/Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct AWNUL and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1820-1 277 (300-1)			
LNAV/VNAV DA	1900-1¼ 357 (400-1¼)			
LNAV MDA	2180-1 637 (700-1)		2180-1¾ 637 (700-1¾)	2180-2 637 (700-2)
CIRCLING	2180-1 607 (700-1)		2180-1¾ 607 (700-1¾)	2180-2 607 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 86415 W32A	APP CRS 317°	Rwy Idg 5160 TDZE 1560 Apt Elev 1573

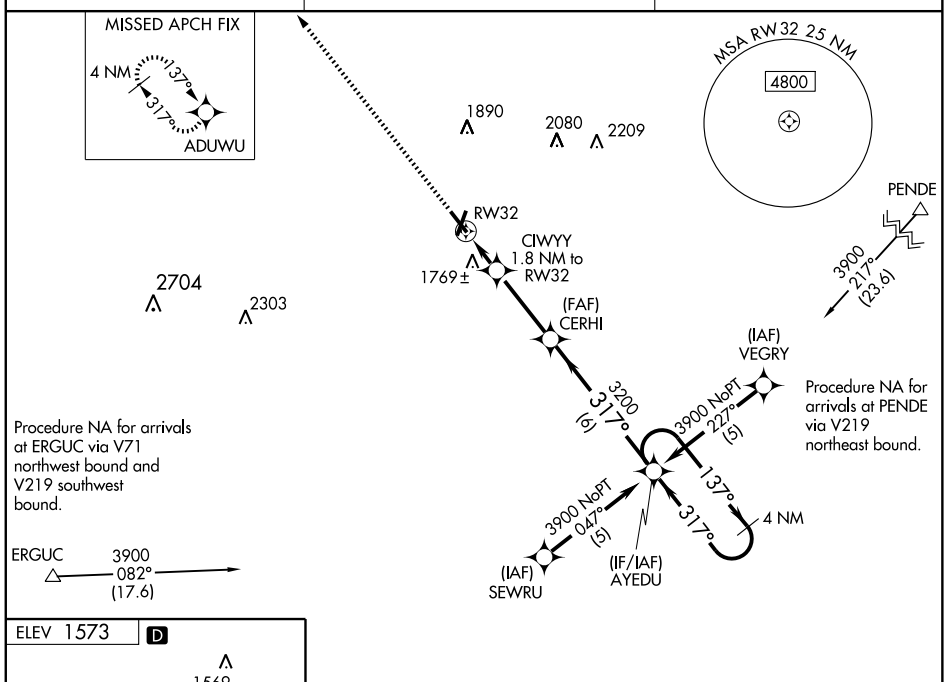
RNAV (GPS) RWY 32

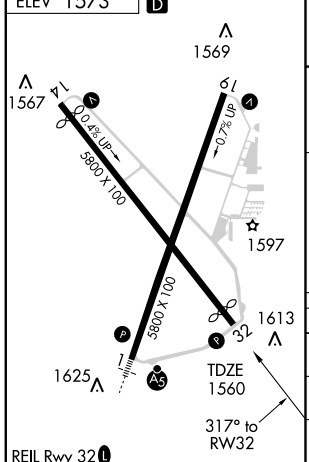
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

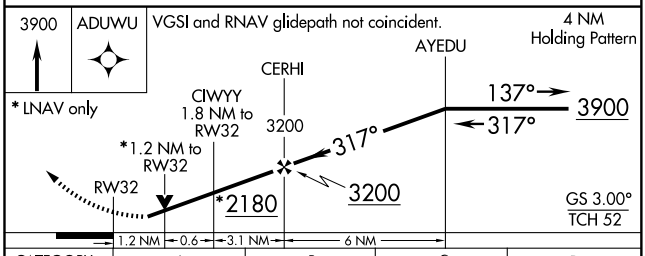
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct ADUWU and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1858-1 298 (300-1)			NA
LNAV/VNAV DA	2091-1¾ 531 (600-1¾)			NA
LNAV MDA	2020-1 460 (500-1)		2020-1¼ 460 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

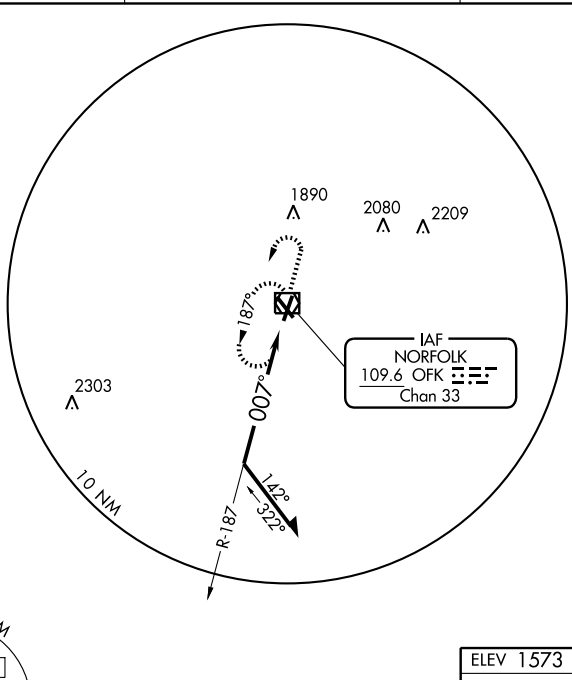
VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	007°	TDZE	1573
Chan 33		Apt Elev	1573

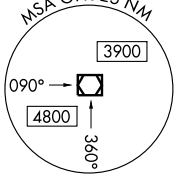
VOR RWY 1

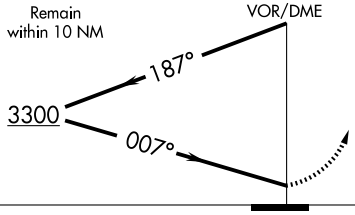
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

V NA	For inoperative MALSR, increase S-1 and Cat A. and B visibiliy to 1 mile.	MALSR	MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.

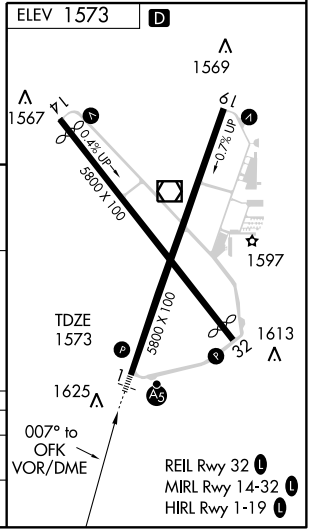
ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







2800	3300	OFK
		109.6



CATEGORY	A	B	C	D
S-1	2220-¾	647 (700-¾)	2220-1¼ 647 (700-1¼)	NA
CIRCLING	2220-1	647 (700-1)	2220-1¾ 647 (700-1¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	125°	TDZE	1543
Chan 33		Apt Elev	1573

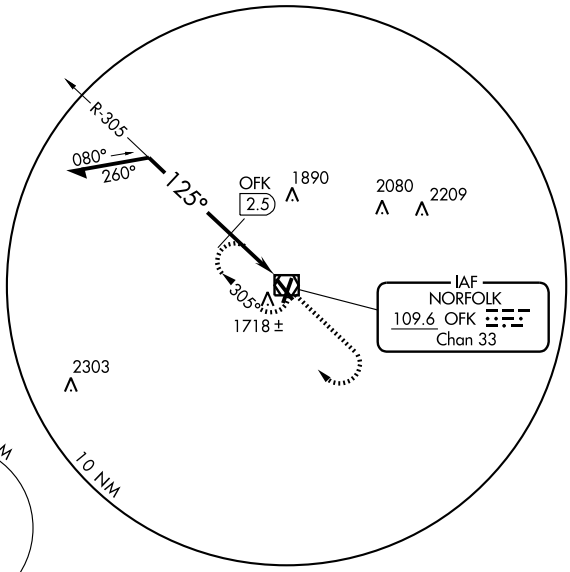
VOR RWY 14

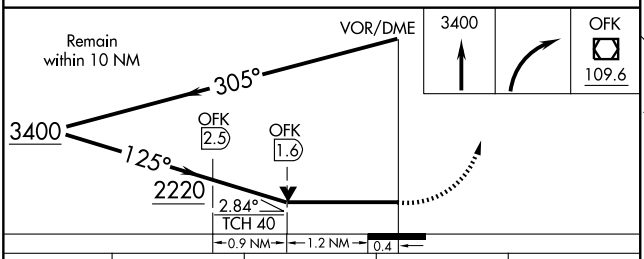
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

T
A NA

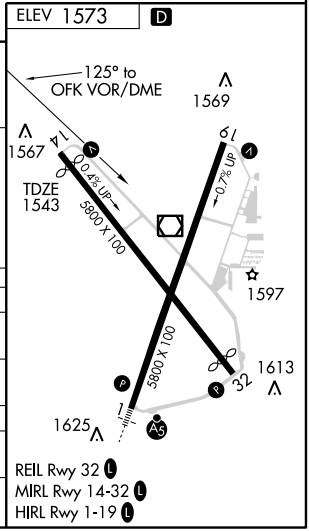
MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA
DME MINIMUMS				
S-14	1980-1	437 (500-1)	1980-1¼ 437 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	192°	TDZE	1544
Chan 33		Apt Elev	1573

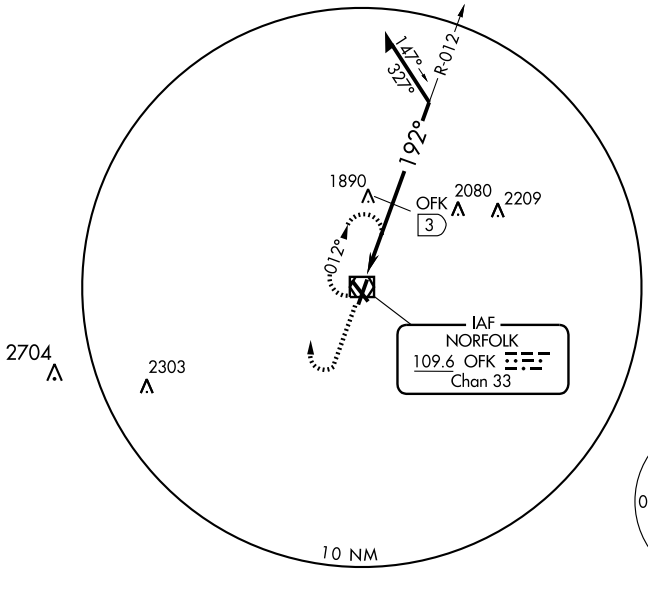
VOR RWY 19

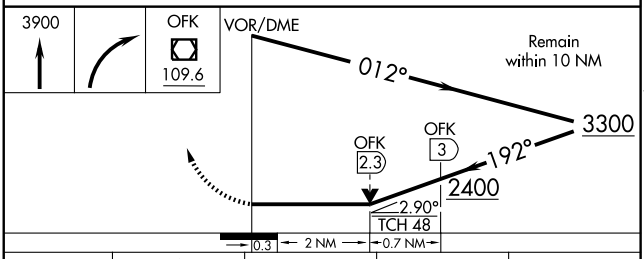
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

T
NA

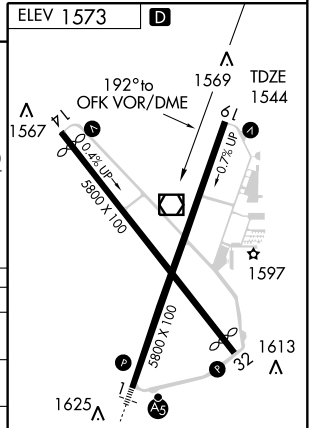
MISSED APPROACH: Climb to 3900 then right turn to OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1	656 (700-1)	2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1	627 (700-1)	2200-1¾ 627 (700-1¾)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	320°	TDZE	1564
Chan 33		Apt Elev	1573

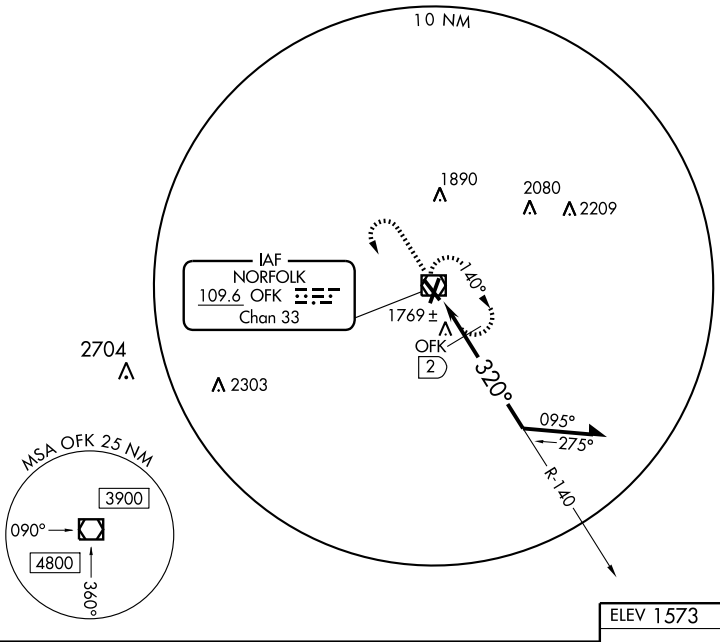
VOR RWY 32

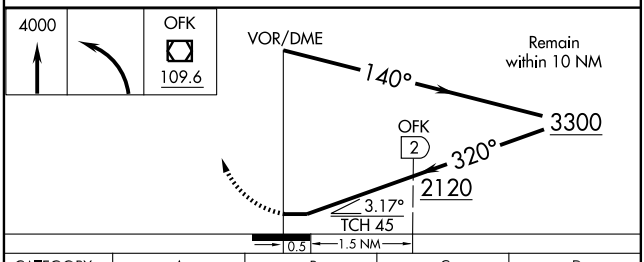
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

NA

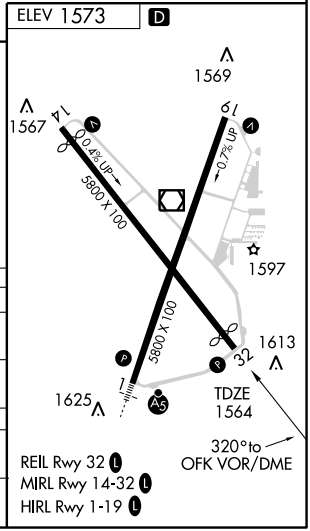
MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	2120-1 556 (600-1)		2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1 547 (600-1)		2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1 456 (500-1)		2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA)
NORTH PLATTE, NEBRASKA

41°08'N
41°07'N
100°40'W
100°41'W
100°42'W

ELEV 2769
30
298.6°
8000 X 150
118.6°
FIELD ELEV 2777
17
35
173.8°
353.8°
4436 X 100
ELEV 2775
ELEV 2773

VAR 7.3°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

RWY 12-30
S75, D110, ST139, DT190
RWY 17-35
S28, D48, DT86

TERMINAL
FBO
HANGARS
FIRE STATION
NWS
FBO
HANGARS
2840

ASOS
118.425
CLNC DEL
132.7
CTAF/UNICOM
123.0

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LBF	APP CRS	Rwy Idg	8000
111.5	297°	TDZE	2771
		Apt Elev	2777

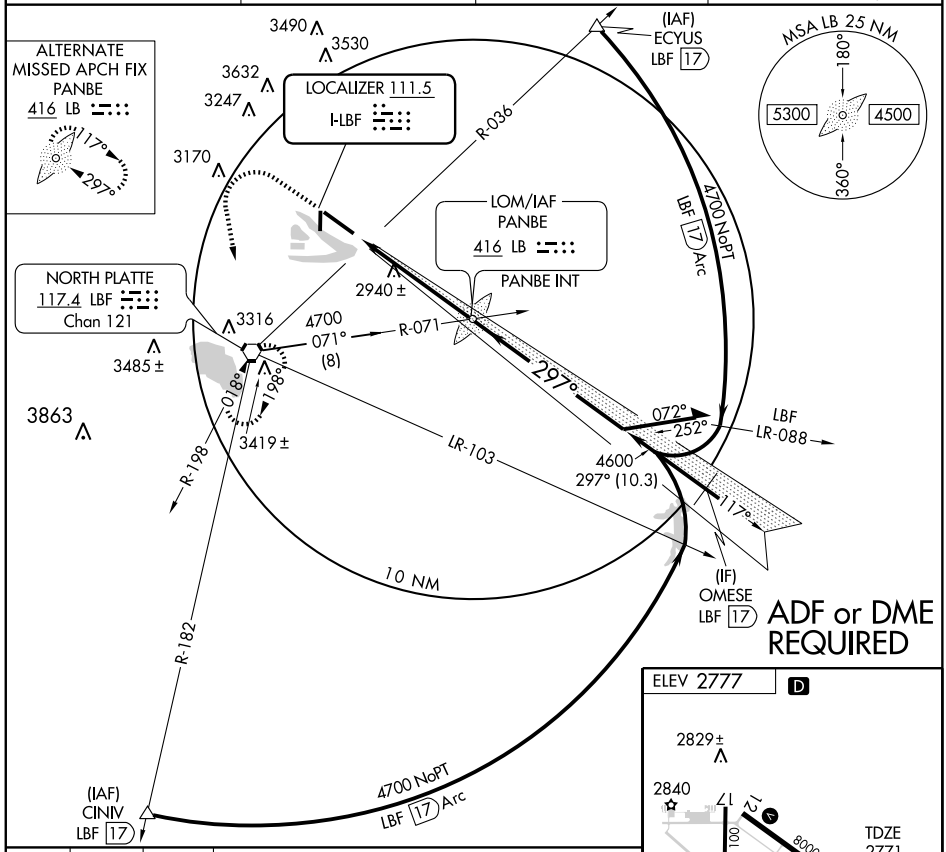
ILS or LOC RWY 30

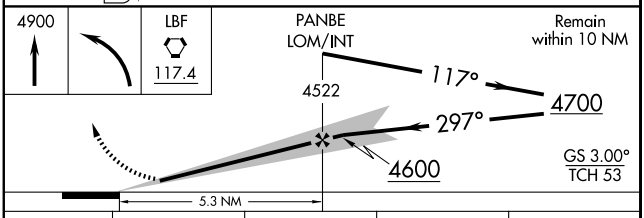
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

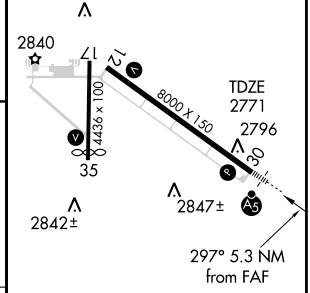
MALSR

MISSED APPROACH: Climb to 4900 then left turn direct LBF VORTAC and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 30	2971-½ 200 (200-½)			
S-LOC 30	3200-½ 429 (500-½)		3200-¾ 429 (500-¾)	3200-1 429 (500-1)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
117°	TDZE	2777
	Apt Elev	2779

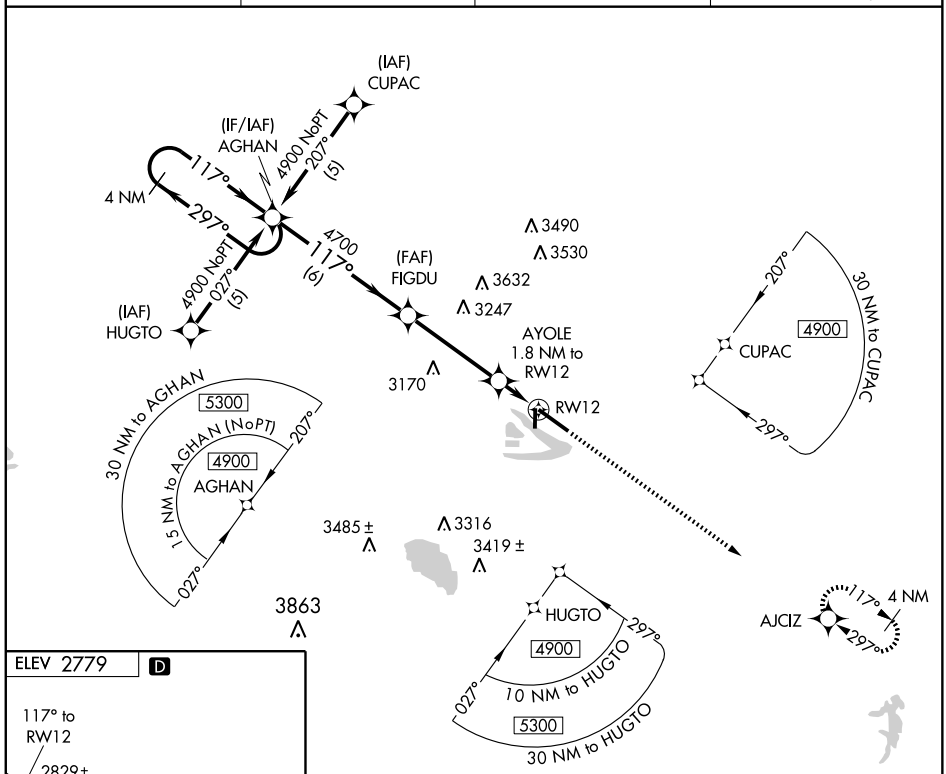
RNAV (GPS) RWY 12

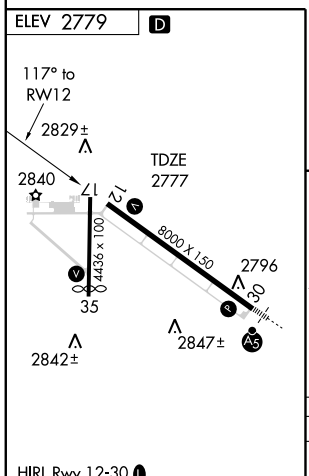
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

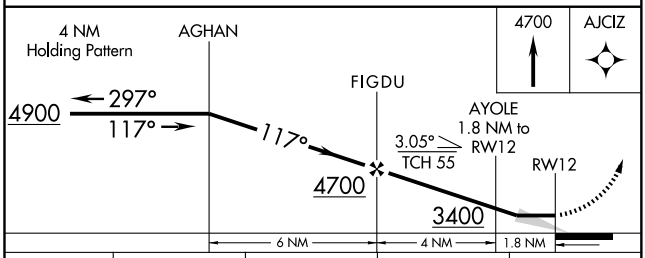
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3280-1 503 (600-1)		3280-1½ 503 (600-1½)	
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 60915 W30A	APP CRS 297°	Rwy Idg 8000 TDZE 2771 Apt Elev 2779

RNAV (GPS) RWY 30

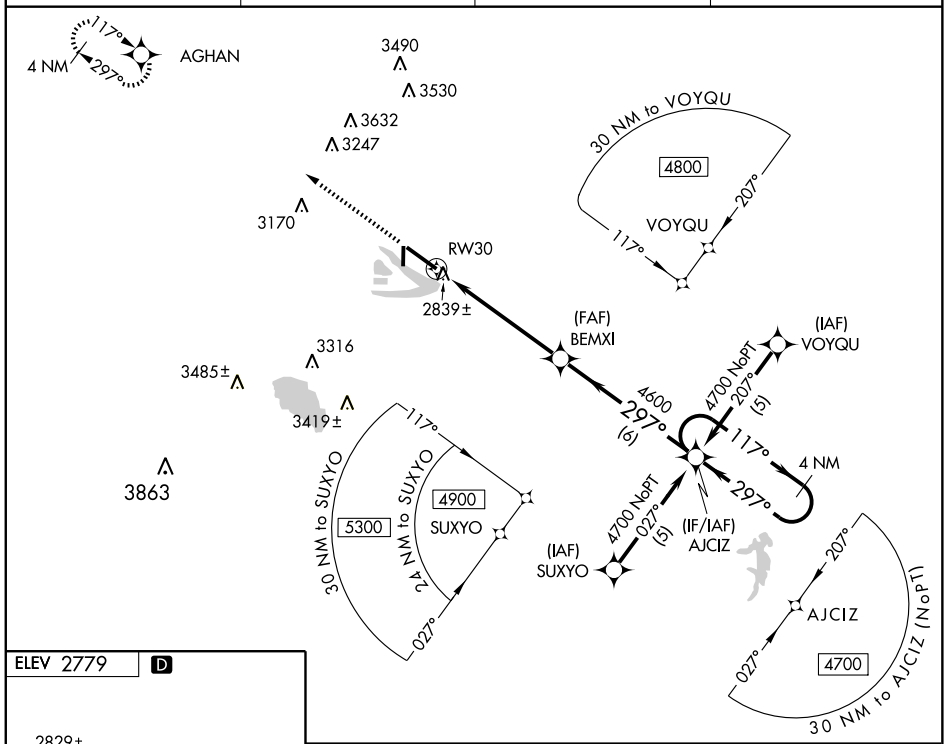
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

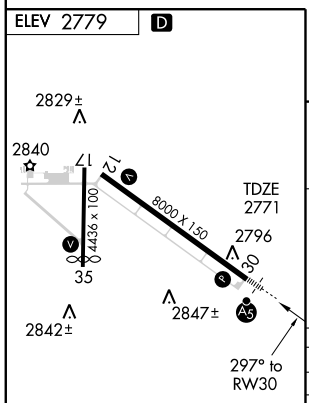
Baro VNAV NA below -20°C (-4°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV visibility to 1 all Cats.

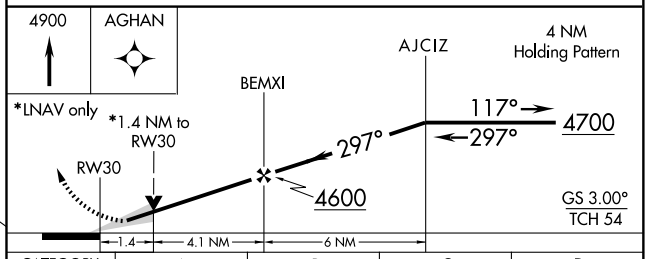
MALSR

MISSED APPROACH: Climb to 4900 direct AGHAN and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3050-½		279 (300-½)	
LNAV/VNAV DA	3180-1		409 (500-1)	
LNAV MDA	3280-½ 509 (600-½)		3280-1 509 (600-1)	
CIRCLING	3360-1½ 581 (600-1½)	3380-1½ 601 (700-1½)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS		
352°	Rwy Idg	4135
	TDZE	2776
	Apt Elev	2777

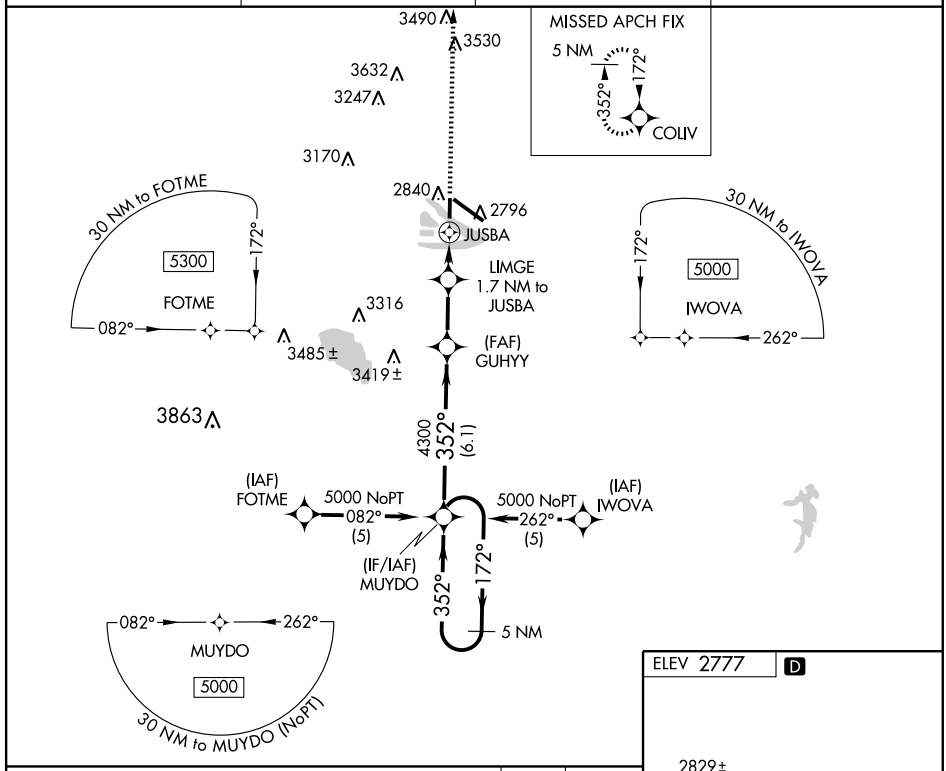
RNAV (GPS) RWY 35

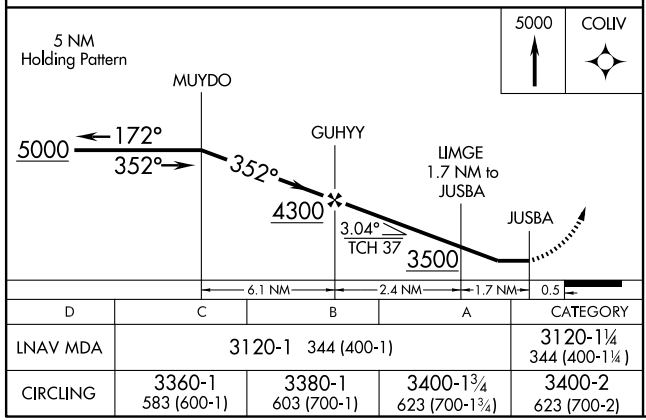
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

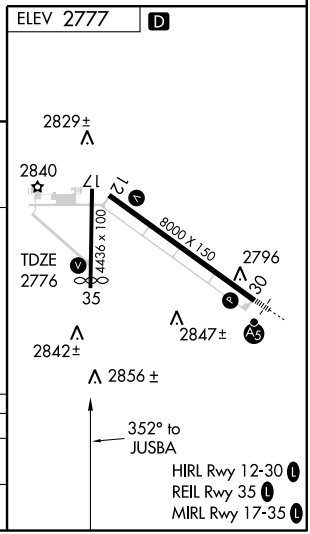
MISSED APPROACH: Climb to 5000 direct COLIV and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L





D	C	B	A	CATEGORY
LNAV MDA	3120-1 344 (400-1)			3120-1¼ 344 (400-1¼)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)



NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LBF	APP CRS	Rwy Idg	4135
117.4	018°	TDZE	2776
Chan 121		Apt Elev	2777

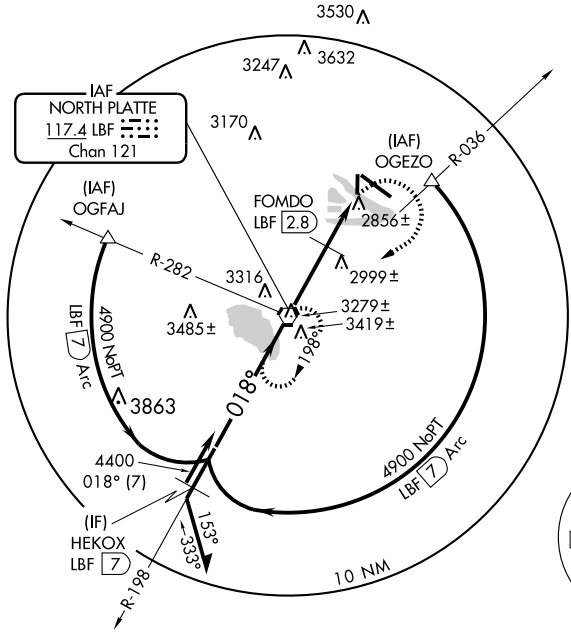
VOR RWY 35

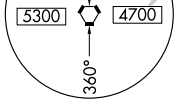
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

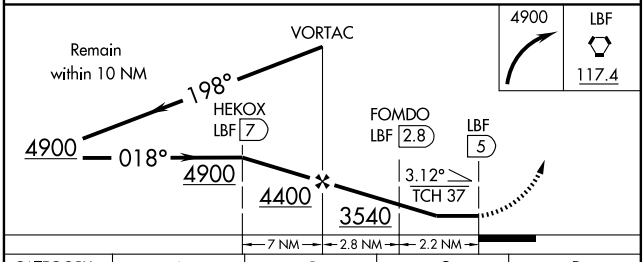
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4900 direct LBF VORTAC and hold, continue climb-in-hold to 4900.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L

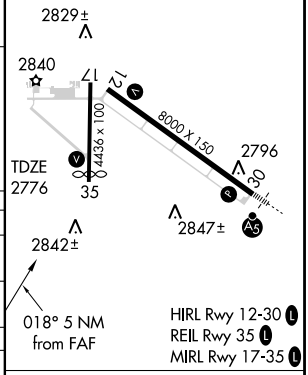






CATEGORY	A	B	C	D
S-35	3540-1 764 (800-1)	3540-1¼ 764 (800-1¼)	3540-2¼ 764 (800-2¼)	3540-2½ 764 (800-2½)
CIRCLING	3540-1 763 (800-1)	3540-1¼ 763 (800-1¼)	3540-2¼ 763 (800-2¼)	3540-2½ 763 (800-2½)
FOMDO FIX MINIMUMS				
S-35	3180-1 404 (500-1)		3180-1¼ 404 (500-1¼)	
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

ELEV 2777 D



HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 57903 W08A	APP CRS 079°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

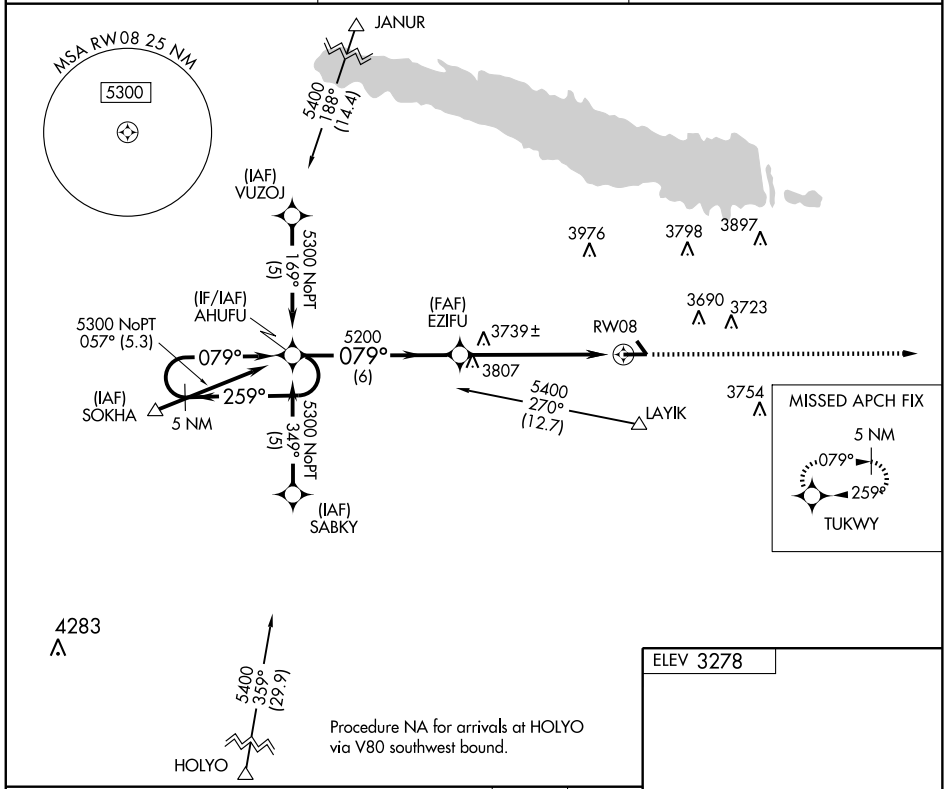
RNAV (GPS) RWY 8

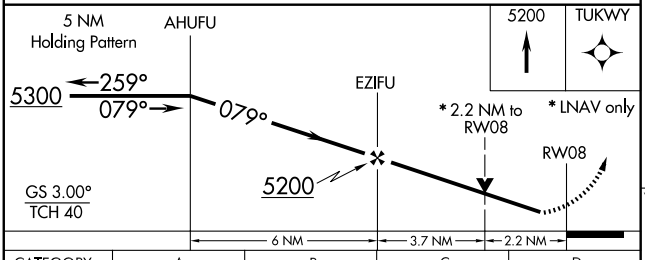
OGALLALA/SEARLE FIELD (OGA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.

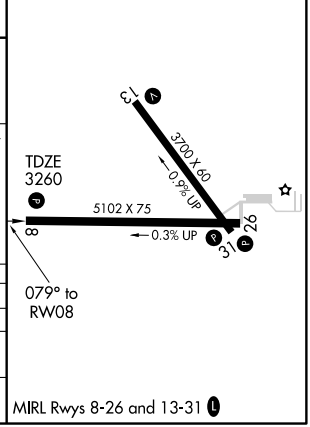
MISSED APPROACH: Climb to 5200 direct TUKWY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3510-1 250 (300-1)			NA
LNAV MDA	4000-1 740 (800-1)		4000-2 740 (800-1)	NA
CIRCLING	4000-1 722 (800-1)		4000-2 722 (800-1)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

OGALLALA, NEBRASKA AL-6070 (FAA)

WAAS	APP CRS	Rwy Idg	5102
CH 53303	259°	TDZE	3254
W26A		Apt Elev	3278

RNAV (GPS) RWY 26

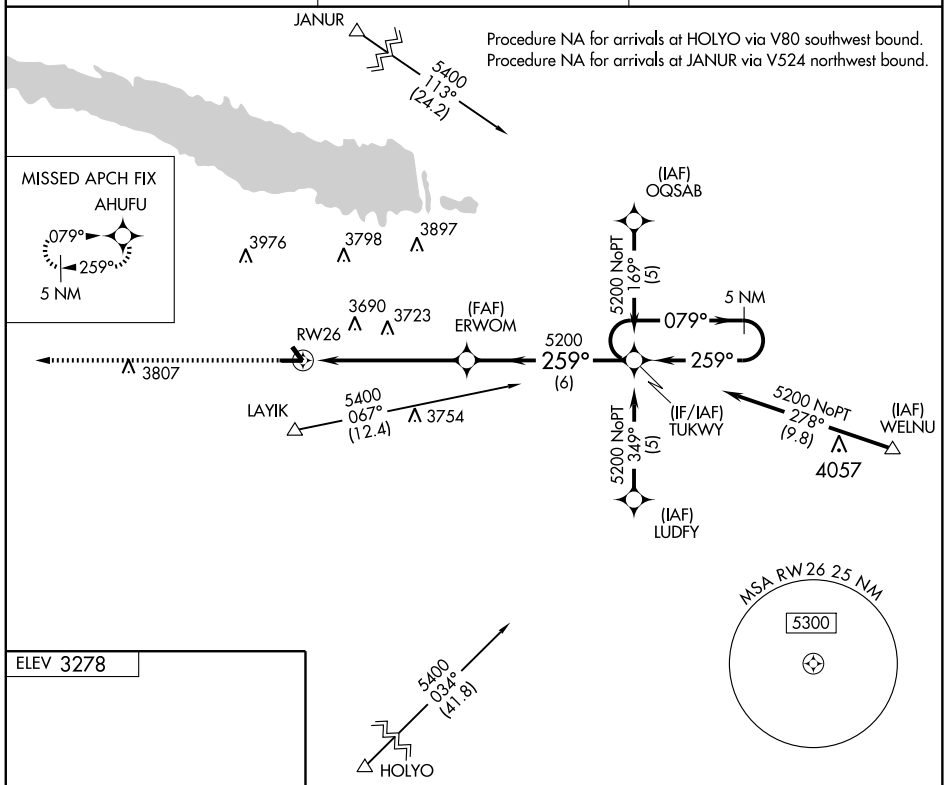
OGALLALA/SEARLE FIELD (OGA)

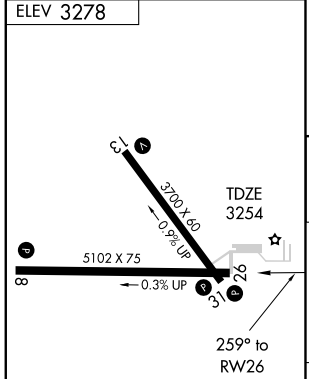
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

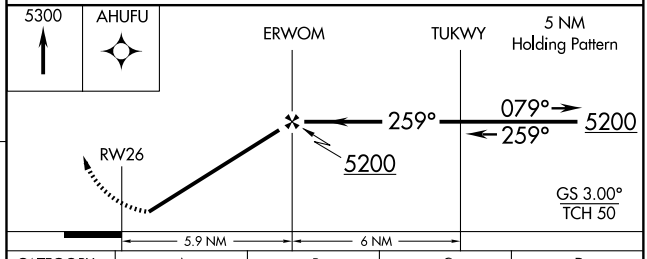
MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L

Procedure NA for arrivals at HOLYO via V80 southwest bound.
Procedure NA for arrivals at JANUR via V524 northwest bound.







CATEGORY	A	B	C	D
LPV DA	3504-1 250 (300-1)			NA
LNAV MDA	3920-1 666 (700-1)		3920-1¾ 666 (700-1¾)	NA
CIRCLING	3940-1 662 (700-1)	3980-1 702 (800-1)	4000-2 722 (800-1)	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE 110.2 Chan 39	APP CRS 072°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

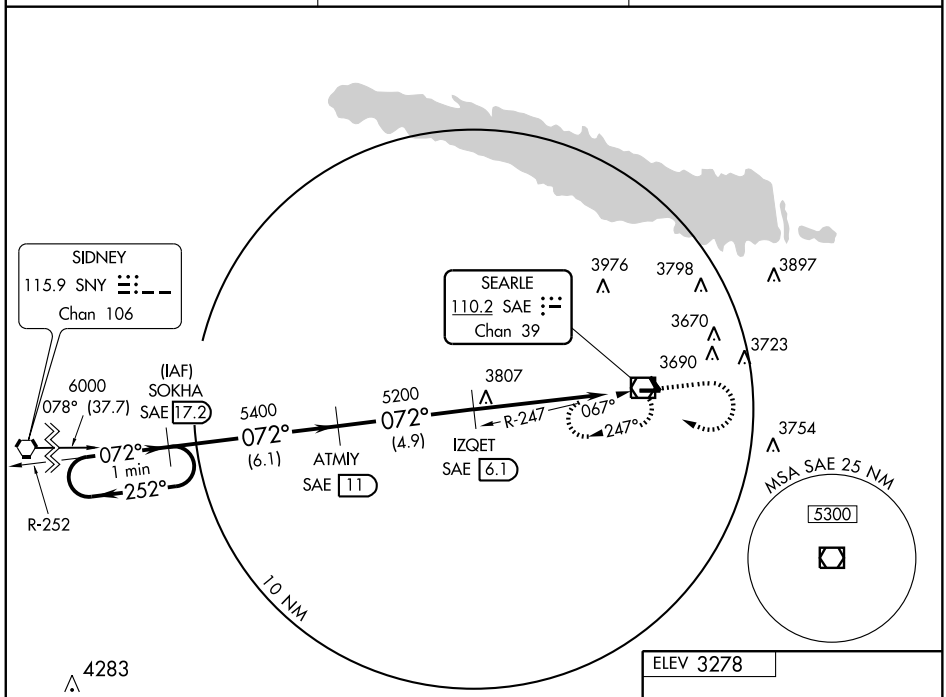
VOR/DME RWY 8

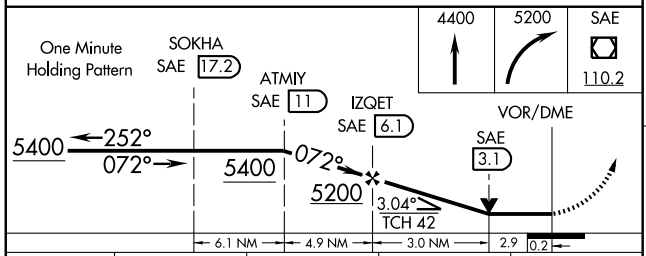
OGALLALA/SEARLE FIELD (OGA)

T
NA

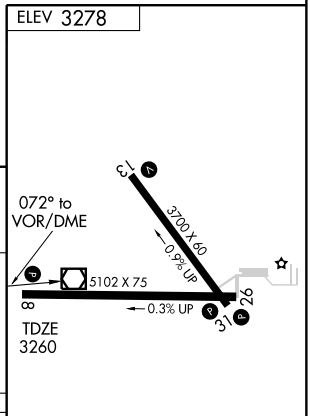
MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	263°	TDZE	3254
Chan 39		Apt Elev	3278

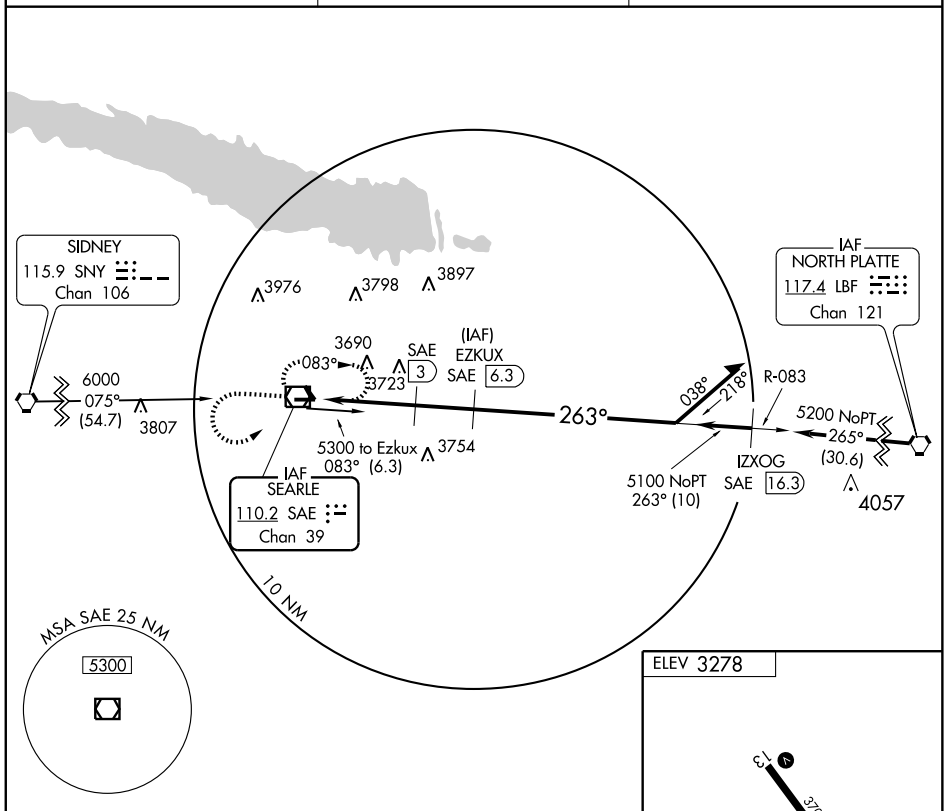
VOR/DME RWY 26

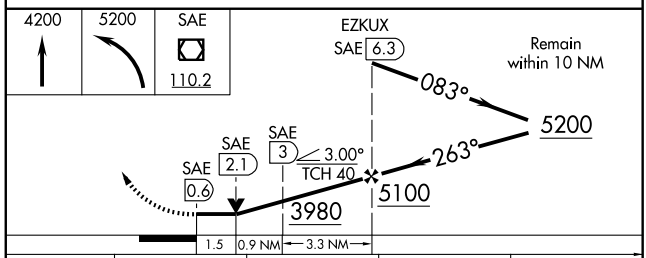
OGALLALA/SEARLE FIELD (OGA)

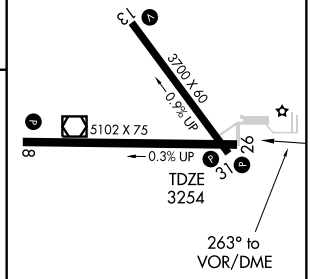
T
A NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	3760-1 506 (600-1)		NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	067°	TDZE	3260
Chan 39		Apt Elev	3278

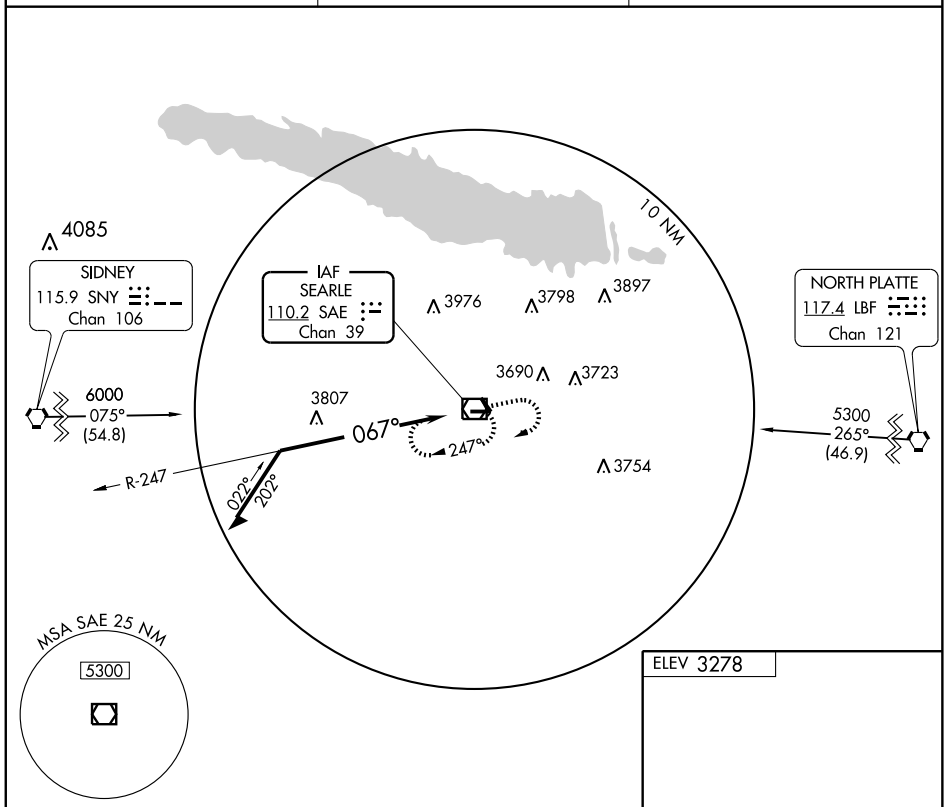
VOR RWY 8

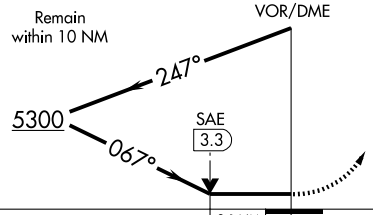
OGALLALA/SEARLE FIELD (OGA)

NA

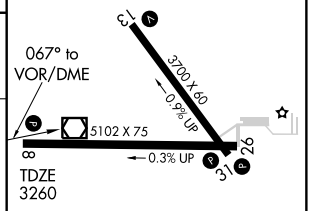
MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





5300		SAE
		110.2



CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	263°	TDZE	3254
Chan 39		Apt Elev	3278

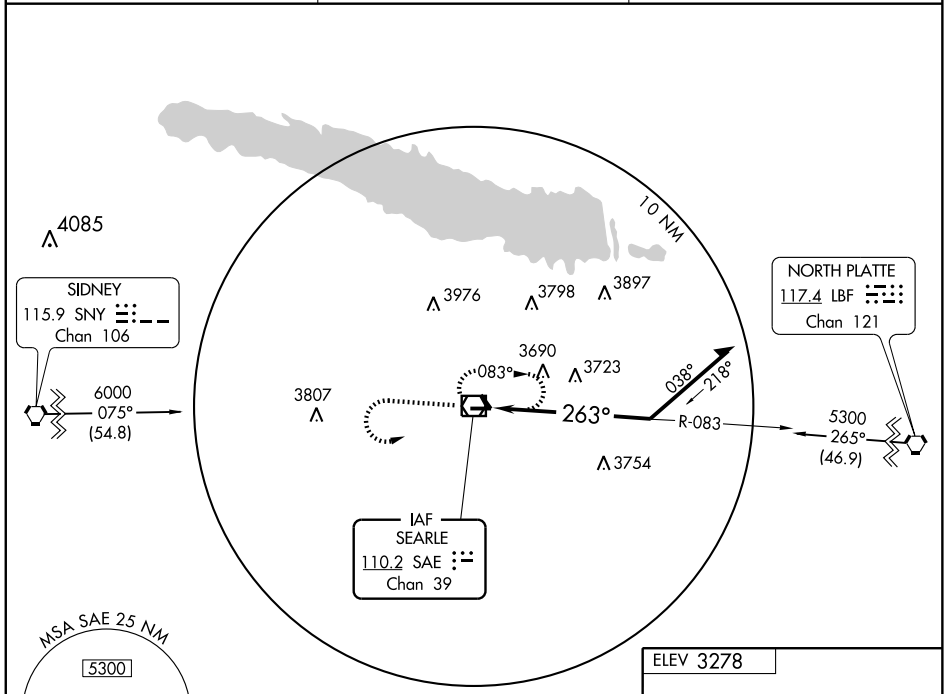
VOR RWY 26

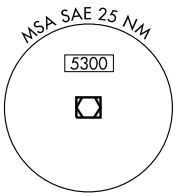
OGALLALA/SEARLE FIELD (OGA)

T
NA

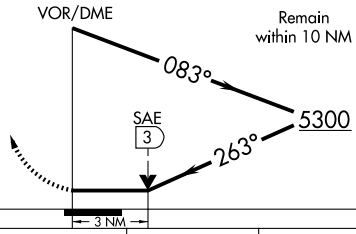
MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

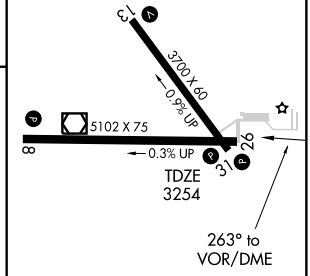
AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





4300	5300	SAE
		110.2





CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB MLE	APP CRS	Rwy Idg	3588
371	130°	TDZE	1051
		Apt Elev	1051

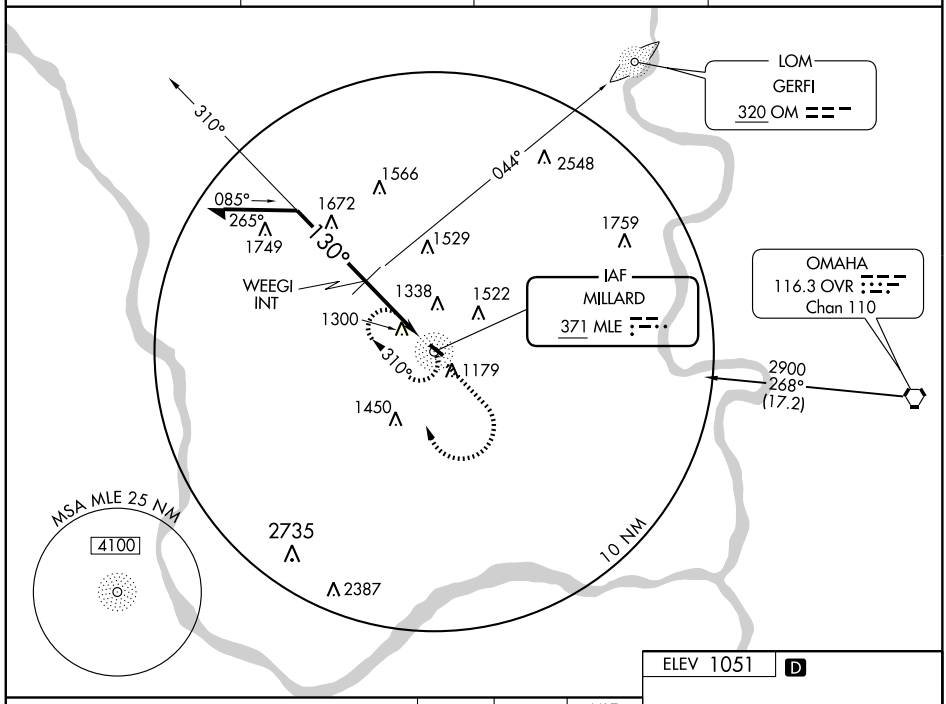
NDB RWY 12

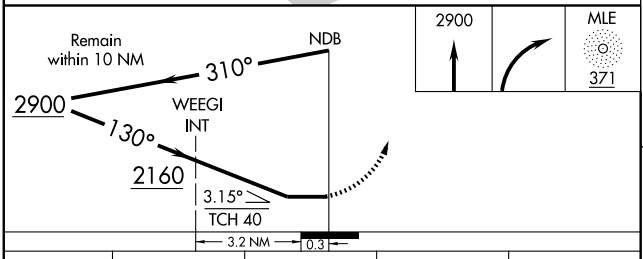
OMAHA/MILLARD (MLE)

NA

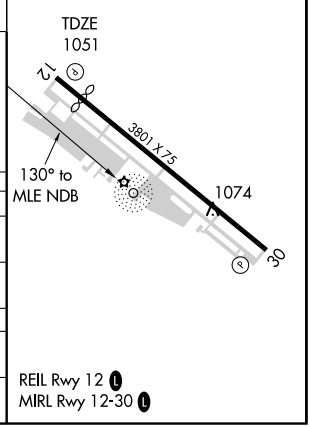
MISSED APPROACH: Climb to 2900 then right turn direct MLE NDB and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)		1700-1¾ 649 (700-1¾)	NA
CIRCLING	1700-1 649 (700-1)		1760-2 709 (800-2)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 78402 W12A	APP CRS 123°	Rwy Idg 3588 TDZE 1051 Apt Elev 1051

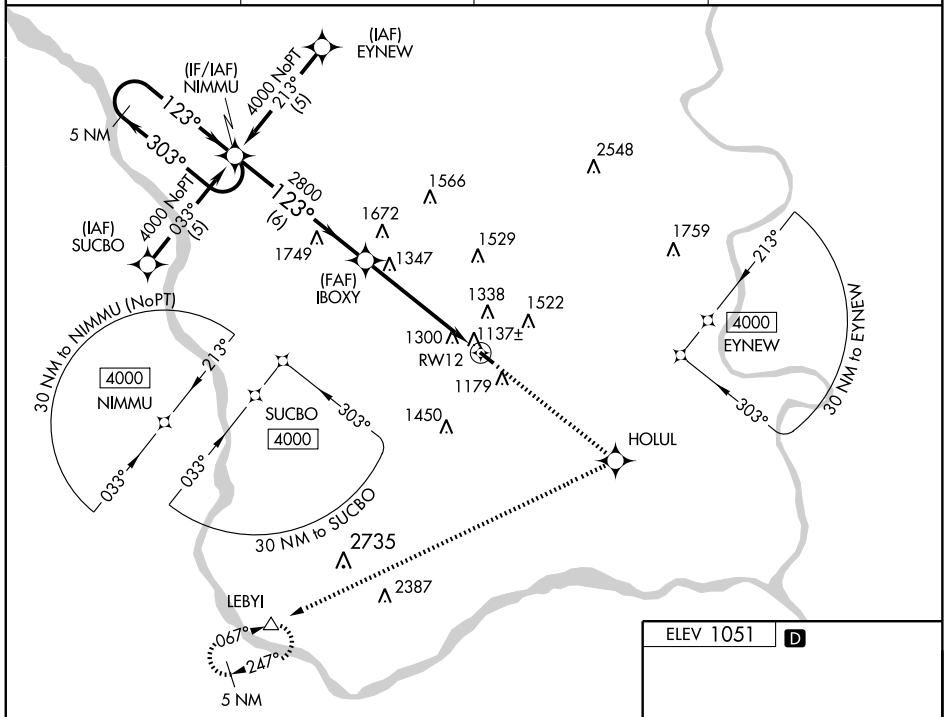
RNAV (GPS) RWY 12

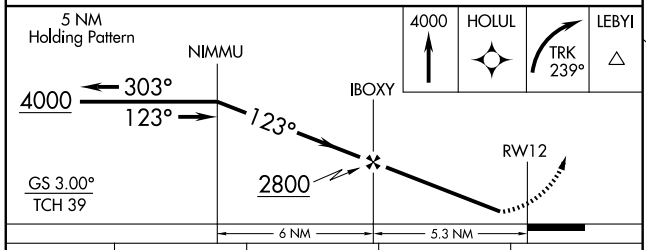
OMAHA/MILLARD (MLE)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using ▲ Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

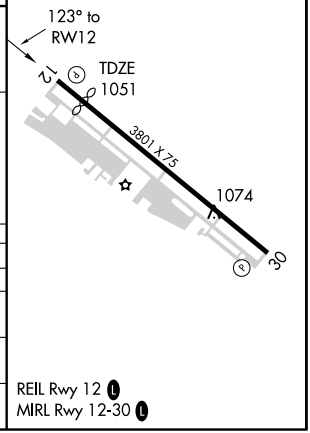
MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1387-1¼ 336 (400-1¼)			NA
LNAV/VNAV DA	1668-2 617 (700-1)			NA
LNAV MDA	1660-1 609 (700-1)		1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2 649 (700-2)		1760-2 709 (800-2)	NA



REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
303°	Rwy Idg	3801
	TDZE	1050
	Apt Elev	1051

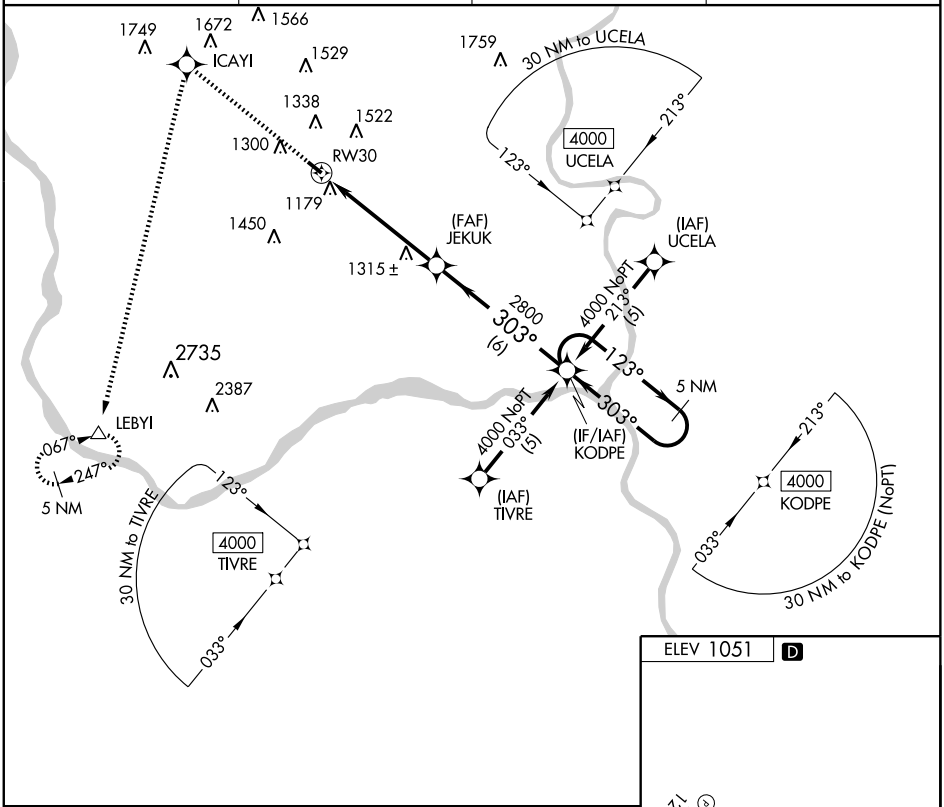
RNAV (GPS) RWY 30

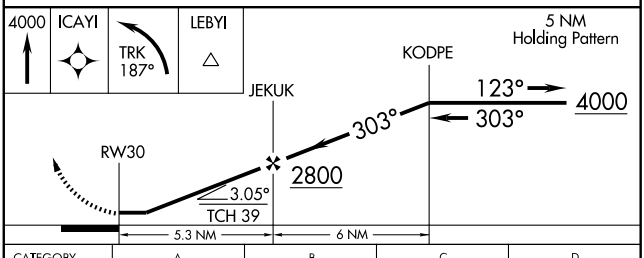
OMAHA/ MILLARD (MLE)

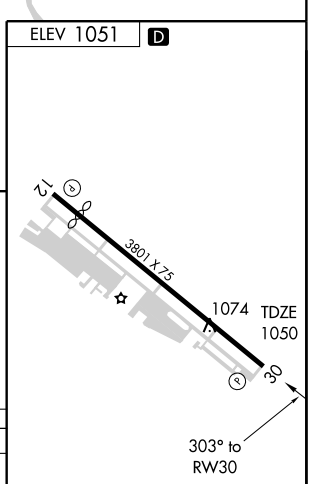
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICAYI and left turn via 187° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L



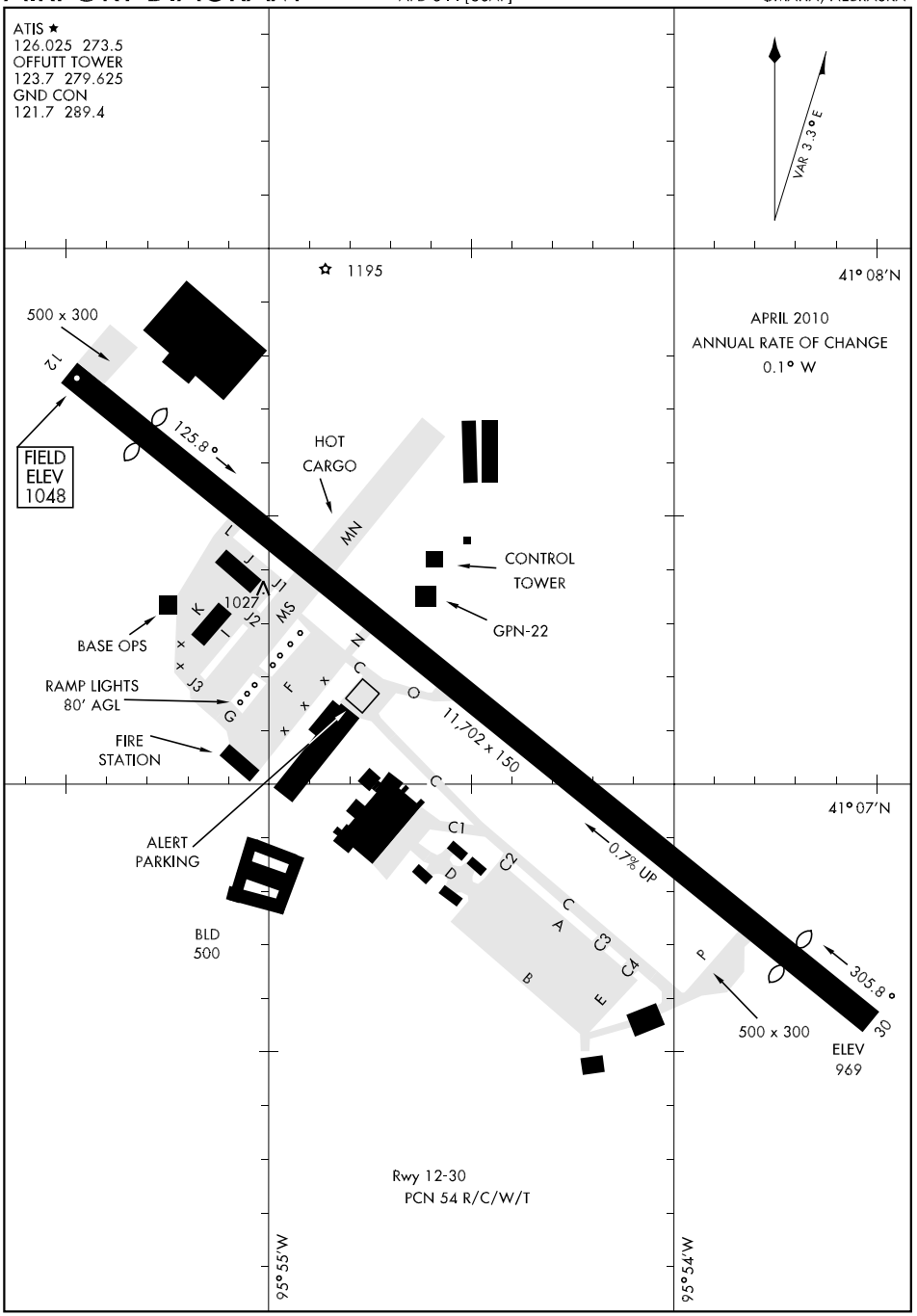




CATEGORY	A	B	C	D
LNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA

REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010



NC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 30

OFFUTT AFB (KOFF)

LOC I-OFF	APCH CRS	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048
109.5	304°	JAL-544 [USAF]

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE increase RVR to 60 and vis to 1¼ mile.

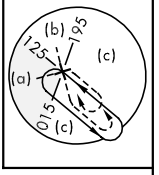
ALSF-1

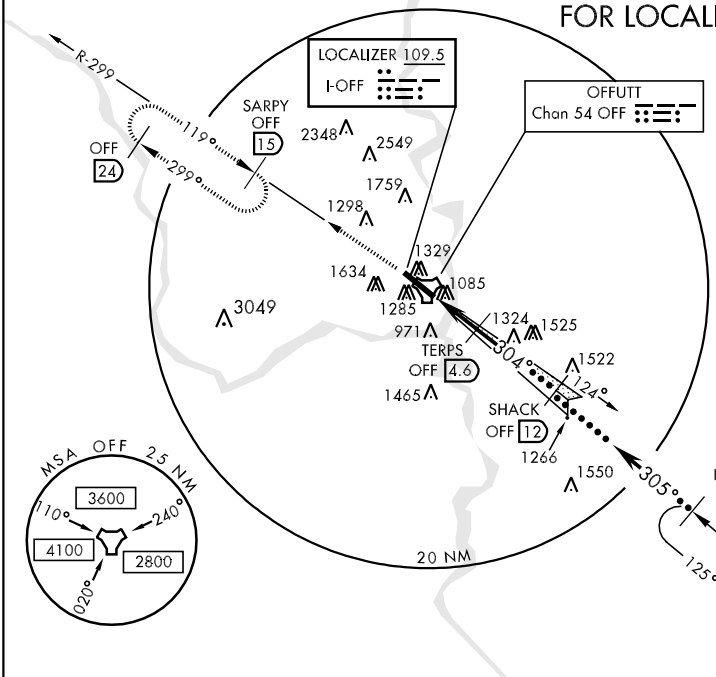
MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

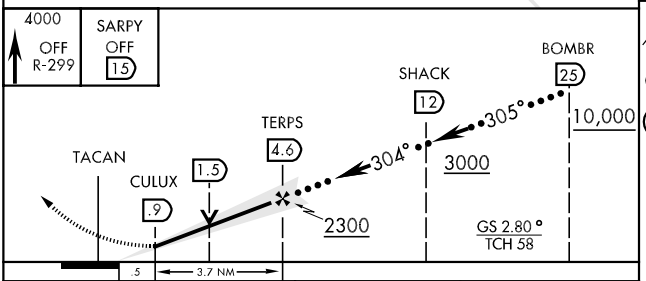
*** Circling not authorized N of Rwy 12-30.

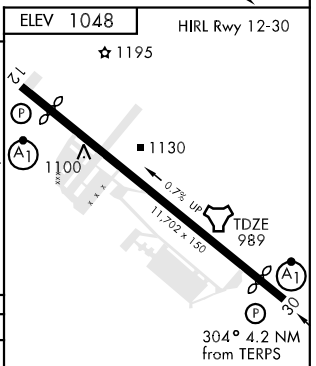
DME REQUIRED FOR LOCALIZER





EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-ILS 30 *	1189/24	200	(200-½)
S-LOC 30 **	1360/40	371	(400- ¾)
CIRCLING ***	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700′
Rwy 30 ldg 10,600′
Rwy 12/30 ALS nstd

HI-TACAN RWY 12

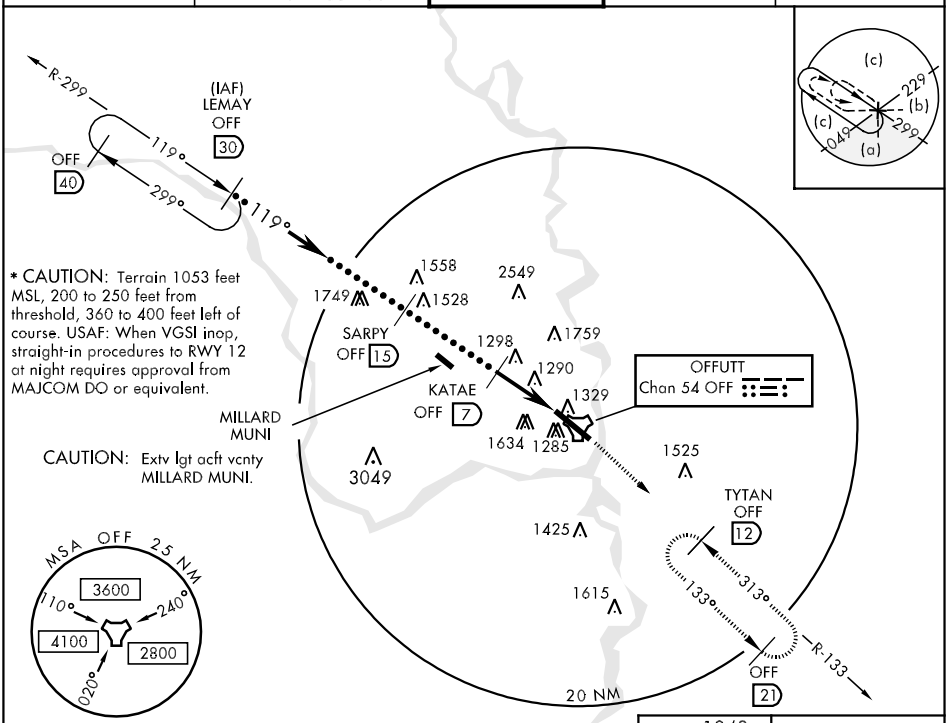
TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,700 TDZE 1042 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)

* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, Cat E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

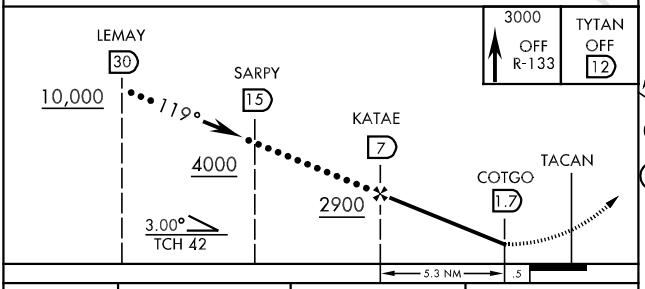
ALSF-1

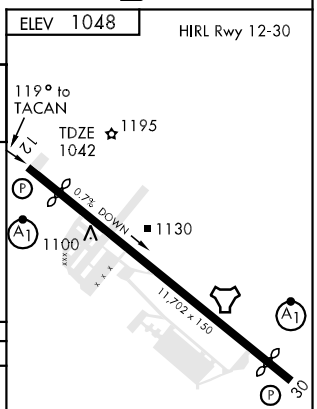
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-12 *	1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd

HI-TACAN RWY 30

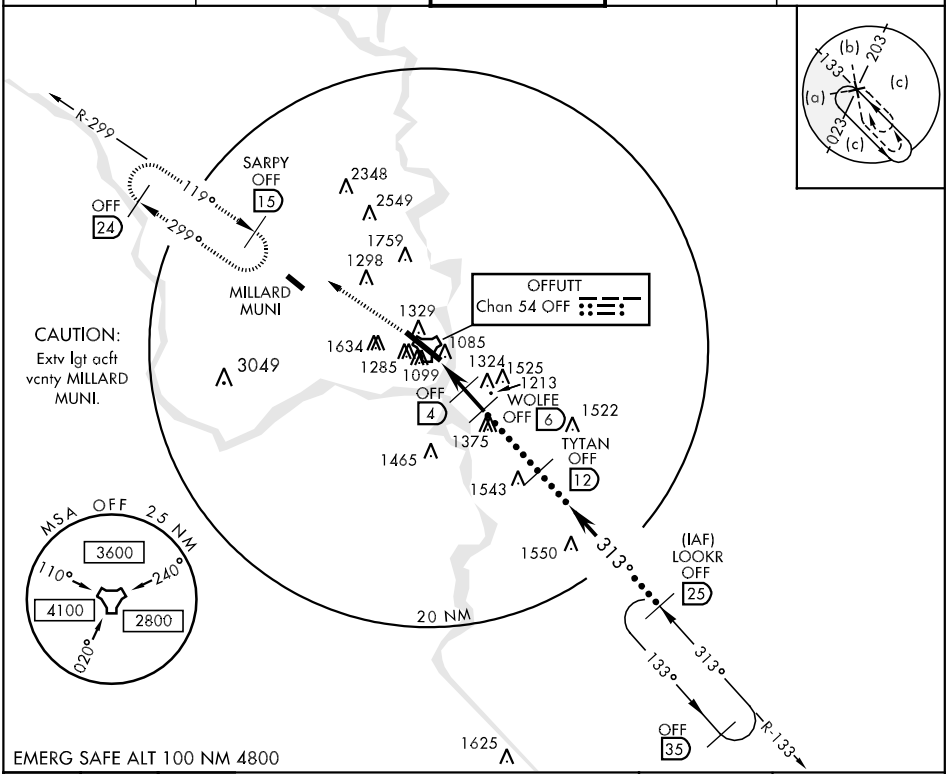
TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)

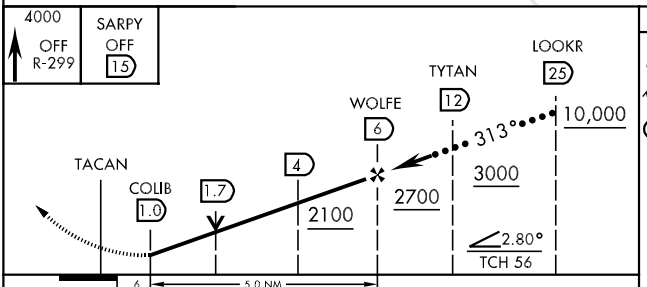
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized N of Rwy 12-30.

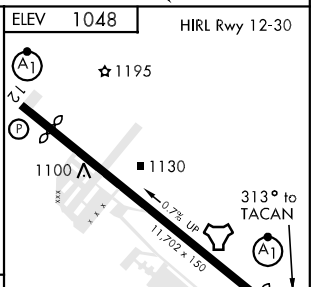
ALSF-1

MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

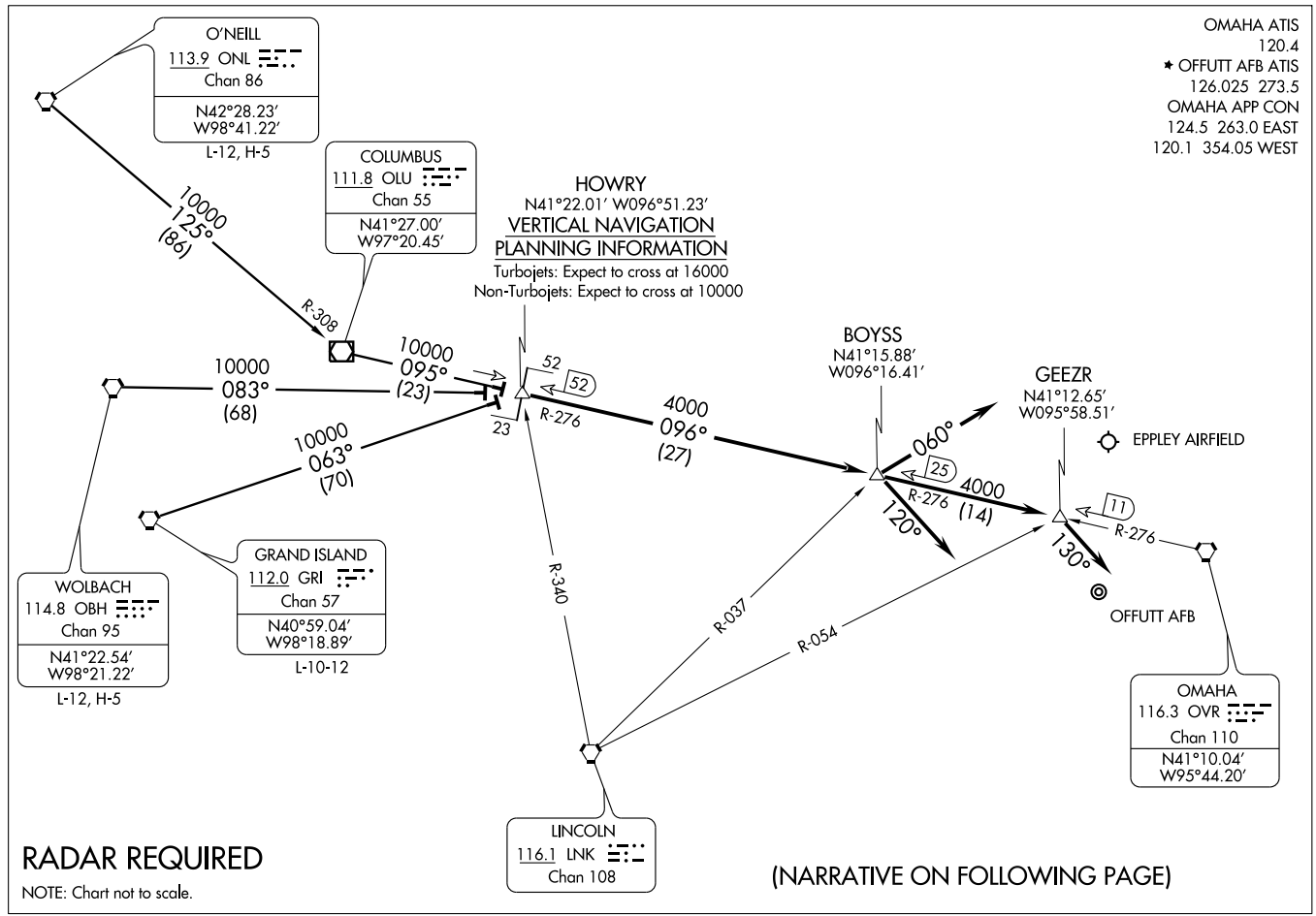






CATEGORY	C	D	E
S-30 *	1420/40 431(400-¾)	1420/50 431 (400-1)	
CIRCLING **	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd



(HOWRY.HOWRY1) 07354

HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

HOWRY ONE ARRIVAL

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

ILS RWY 30

LOC I-OFF	APCH CRS	Rwy ldg 10,600 / TDZE 989 / Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)
109.5	304°			

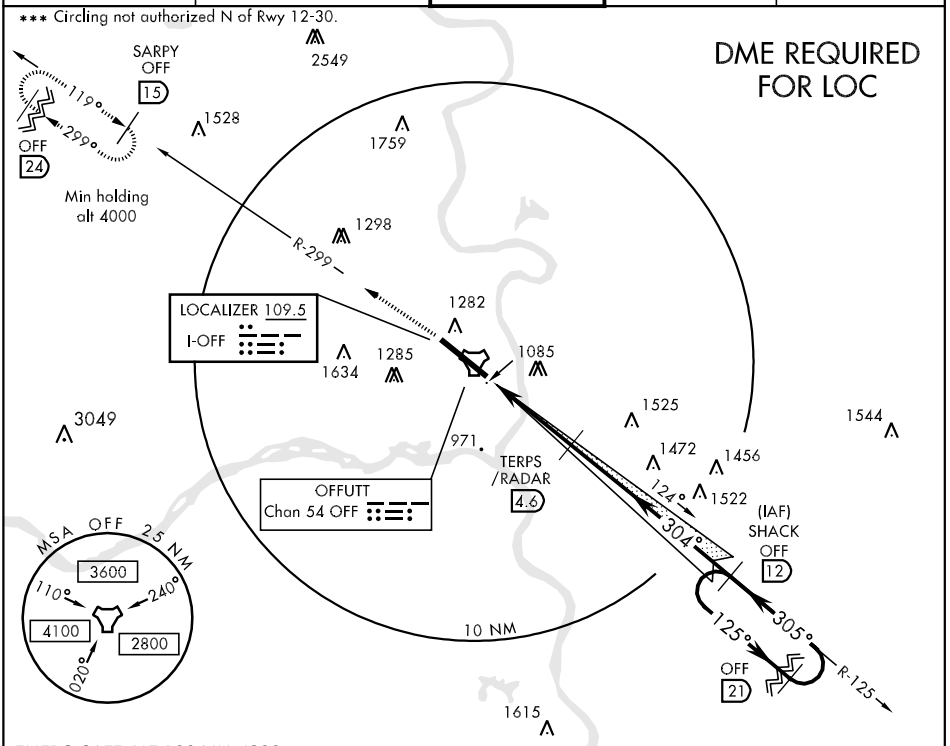
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT DE incr RVR to 60 and vis to 1¼ miles.

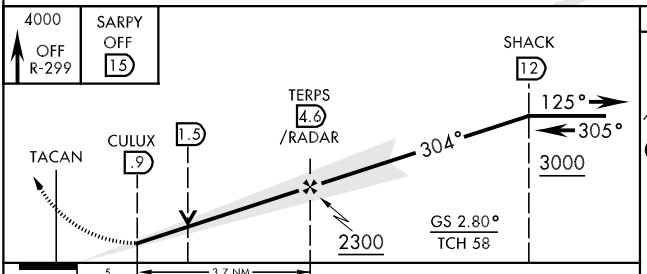
ALSF-1

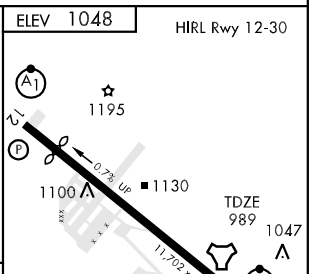
MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

*** Circling not authorized N of Rwy 12-30.





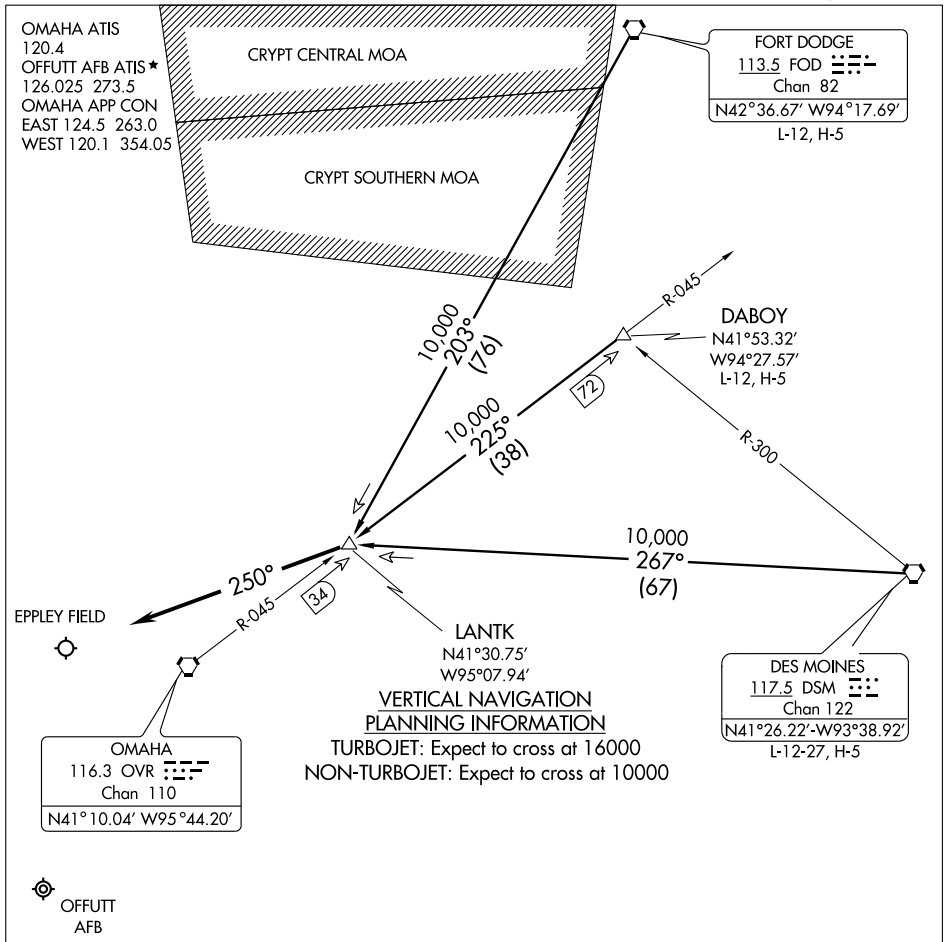


CATEGORY	A	B	C	D	E
S-ILS 30 *	1189/24		200	(200-½)	
S-LOC 30 **	1360/24	371 (400-½)	1360/40	371	(400-¾)
CIRCLING ***	1560-1 508 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

RADAR REQUIRED

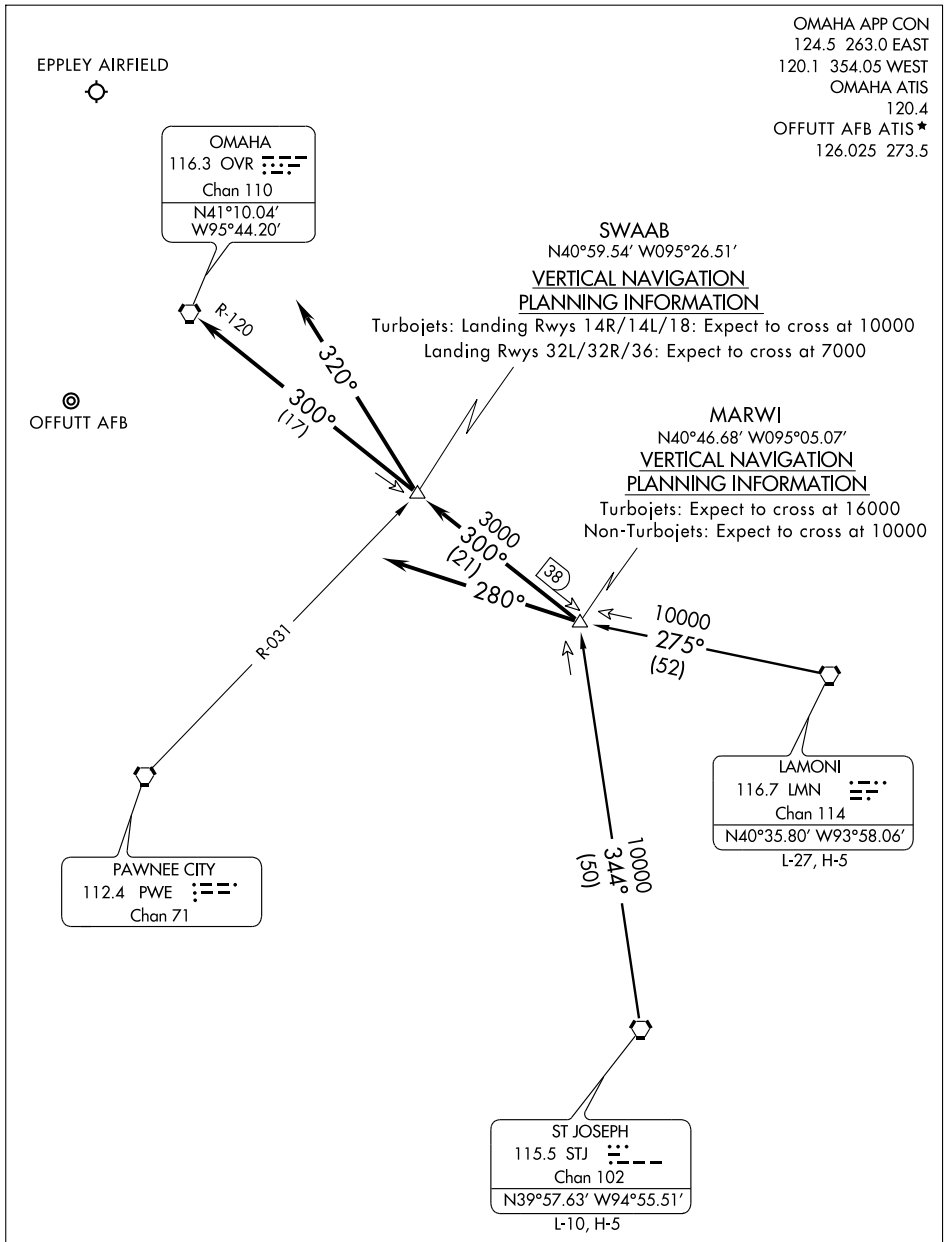
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

MARWI ONE ARRIVAL



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence . . . .
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

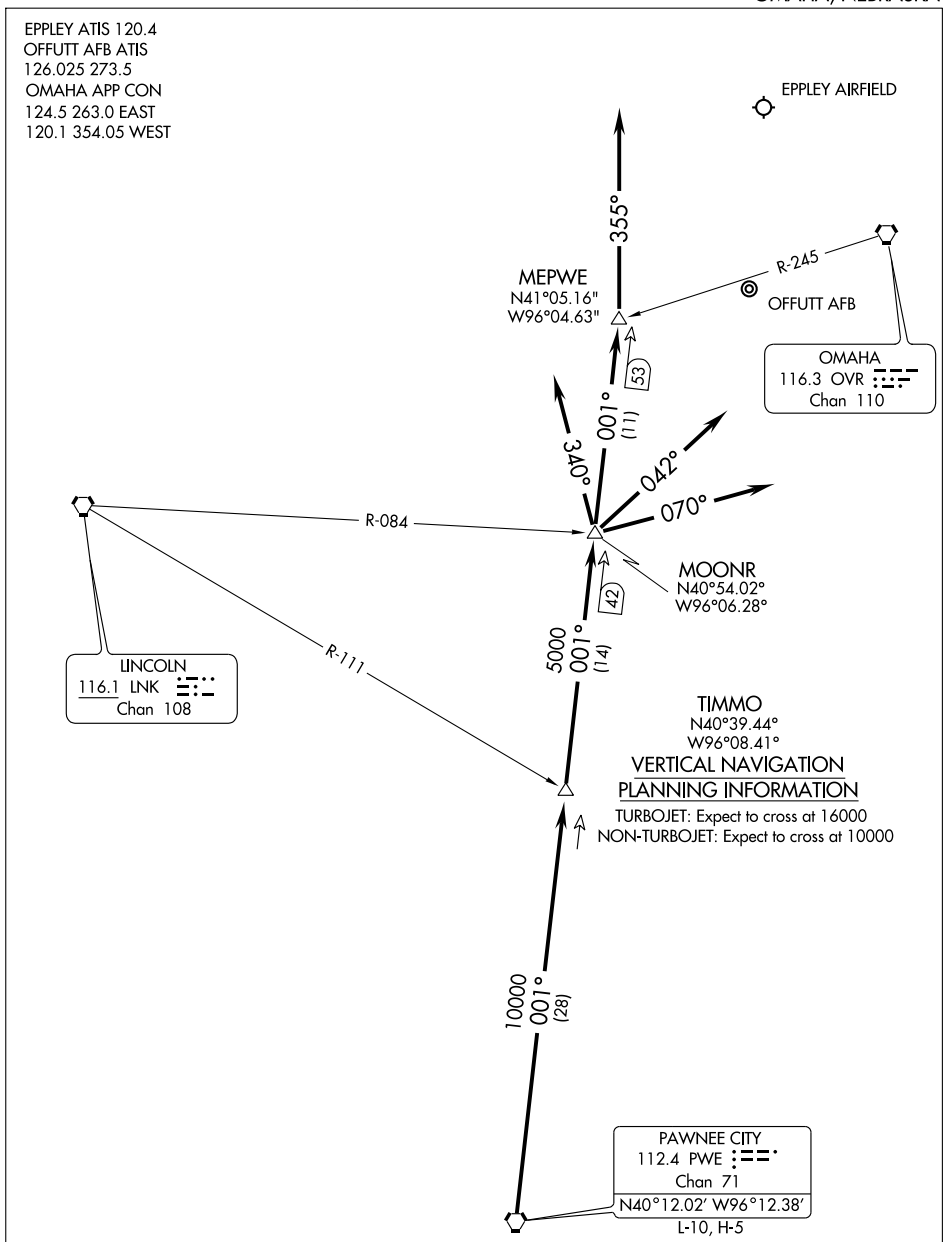
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . . .

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg 10,700
124°	TDZE 1042
	Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

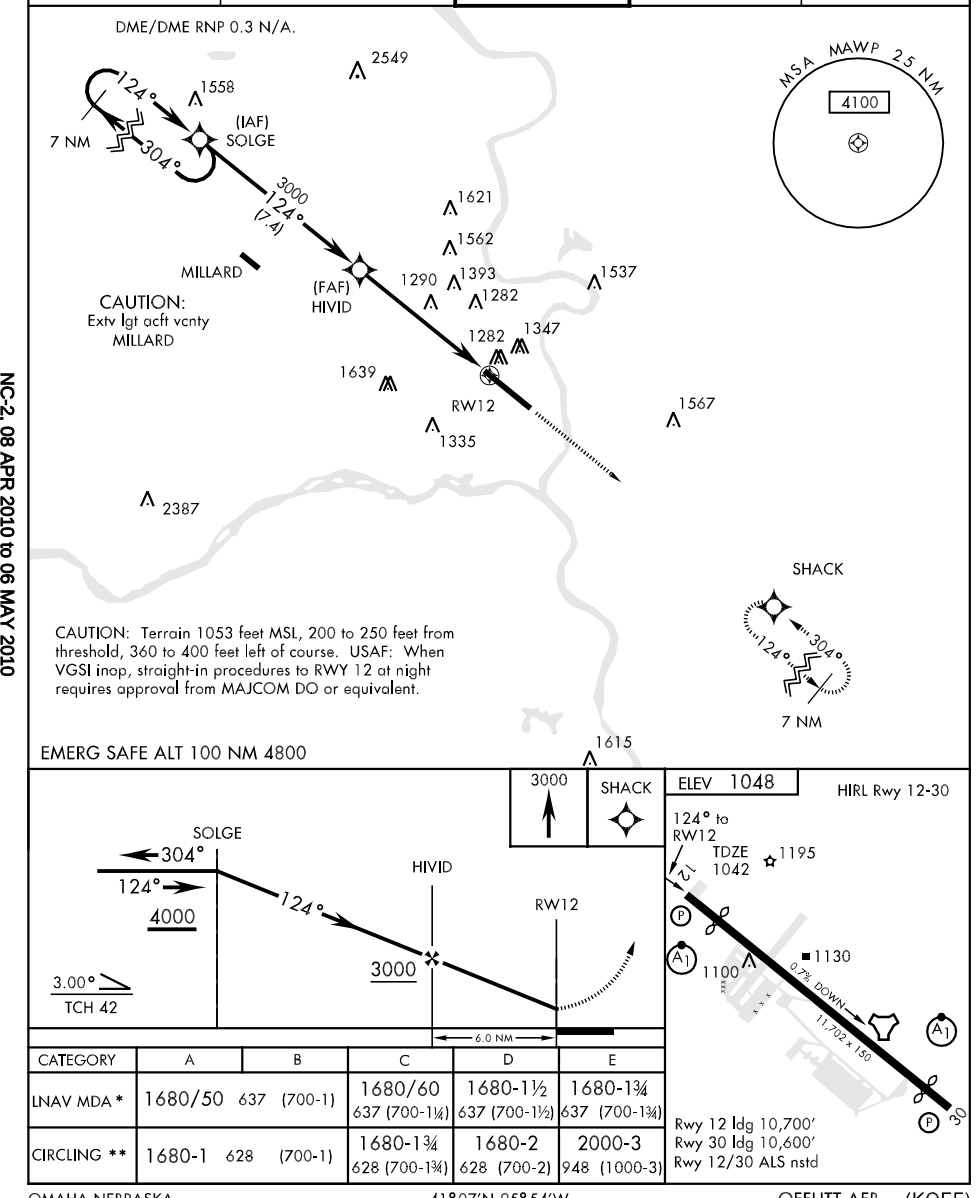
* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 direct SHACK and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

DME/DME RNP 0.3 N/A.



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/50 637 (700-1)		1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1 628 (700-1)		1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

RNAV (GPS) RWY 30

APCH CRS	Rwy ldg 10,600
304°	TDZE 989
	Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 4000 direct SOLGE and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

DME/DME RNP 0.3 N/A.

7 NM 124° 304° SOLGE

2549

MSA MAWP 25 NM
4100

1621
1562
1393
1537
1282
1329
1347
1639
1055
RW30
1335
1237
(FAF)
TERPS
1472
2300
304°
(7.4)
(IAF)
SHACK
304°
124°
7 NM
3049
1615

MILLARD

CAUTION:
Extv lgt acft vcnty
MILLARD

EMERG SAFE ALT 100 NM 4800

4000 SOLGE

SHACK
124°
304°
3000
TERPS
1.8 NM
to RW30
304°
RW30
2300
2.80°
TCH 56
4.2 NM

ELEV 1048
HIRL Rwy 12-30

1195
1100
1130
0.7% UP
11,702 x 150
304° to
TACAN
TDZE
989

CATEGORY	A	B	C	D	E
LNAV MDA *	1580/24	591 (600-½)	1580/50 591 (600-1)	1580/60 591 (600-1¼)	1580/1½ 591 (600-1½)
CIRCLING **	1580-1 528 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

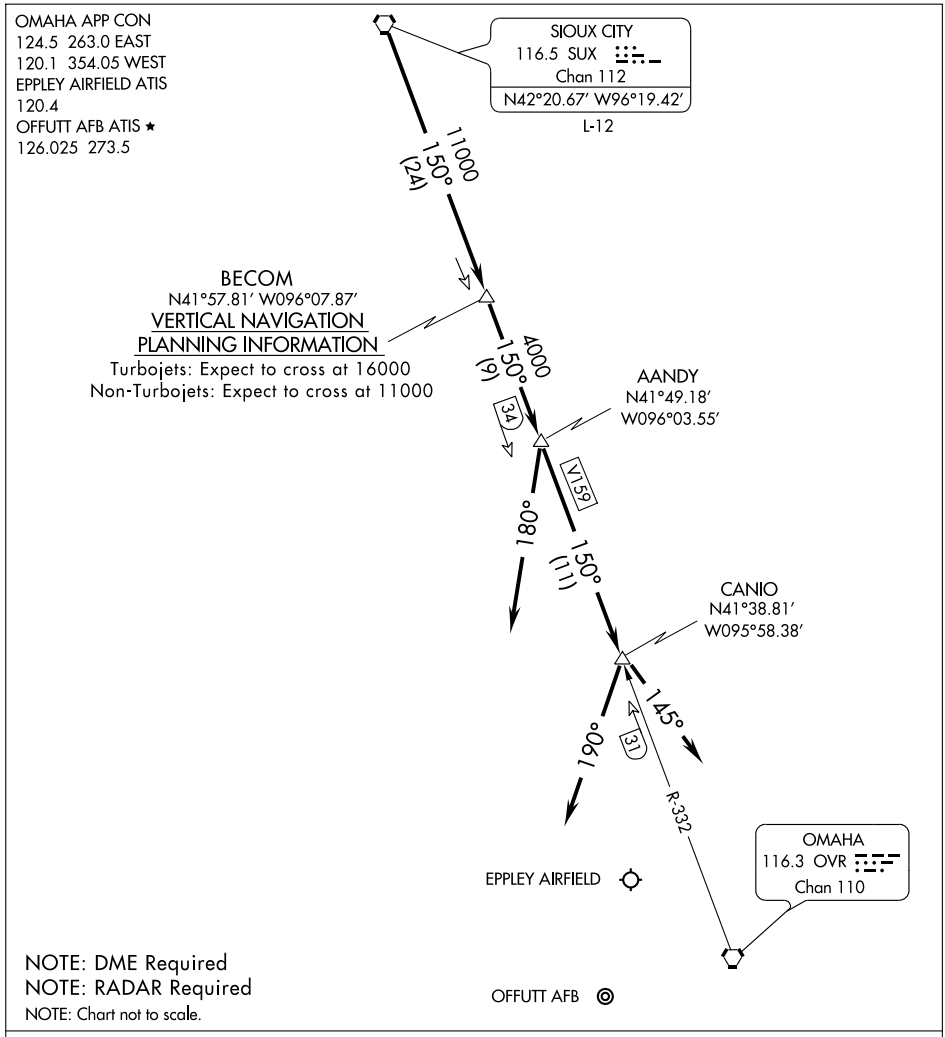
Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd

NC-2, 08 APR 2010 to 06 MAY 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 12

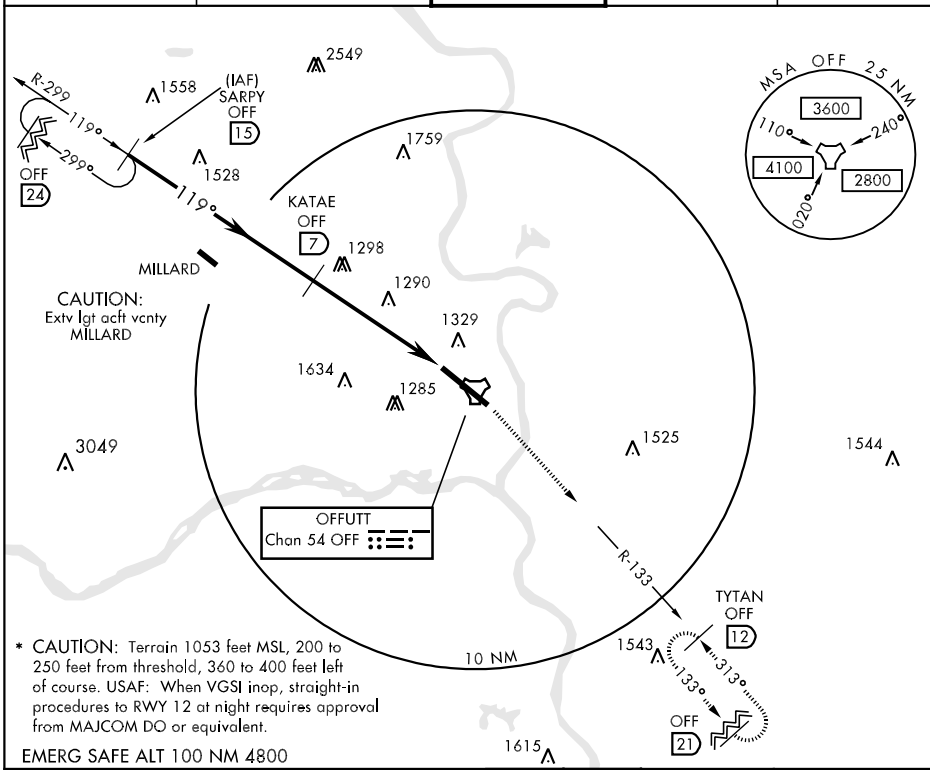
TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,700 TDZE 1042 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

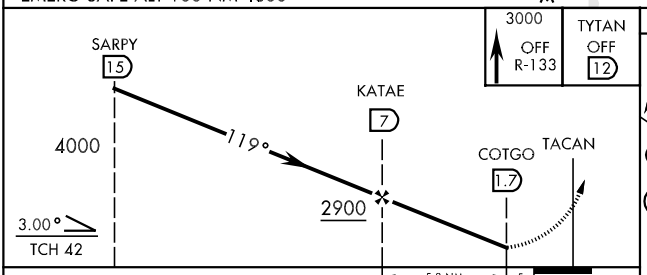
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.

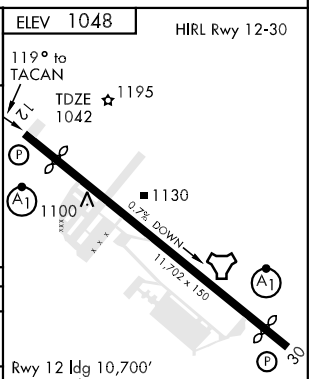
ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	



* CAUTION: Terrain 1053 feet MSL, 200 to 250 feet from threshold, 360 to 400 feet left of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-12 *	1680/50 637 (700-1)		1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1 628 (700-1)		1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 30

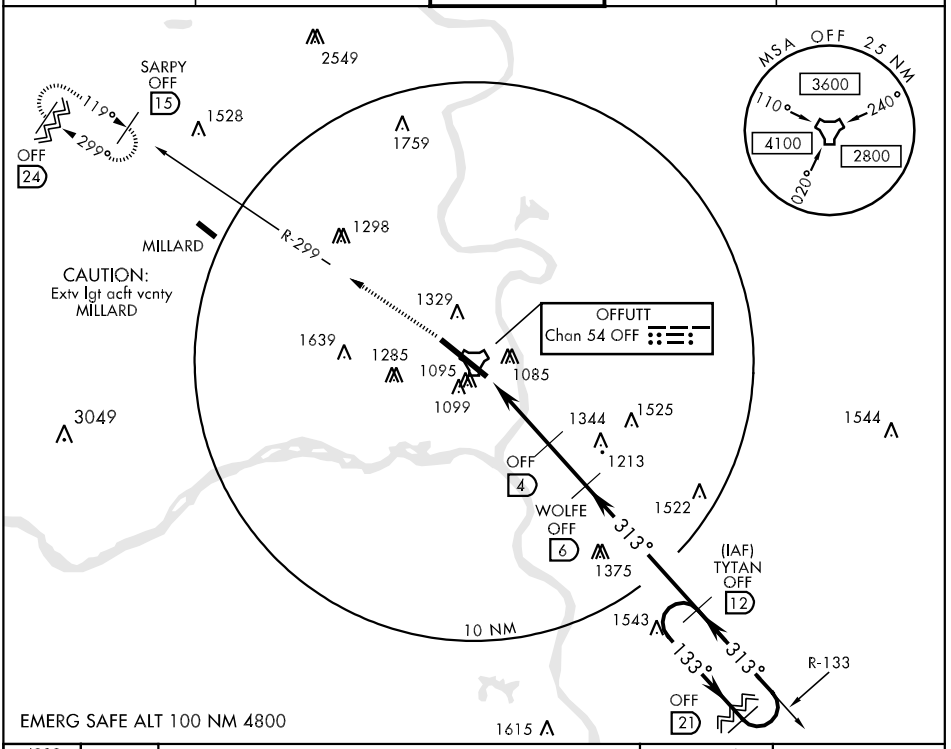
TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)

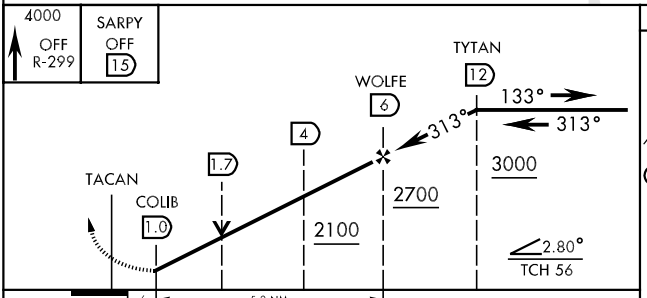
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE RVR/vis to 1½ miles.
** Circling not authorized N of Rwy 12-30.

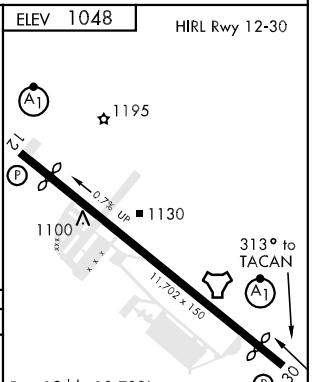
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	







CATEGORY	A	B	C	D	E
S-30 *	1420/24 431 (400-½)		1420/40 431 (400-¾)	1420/50 431 (400-1)	
CIRCLING **	1560-1 508 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

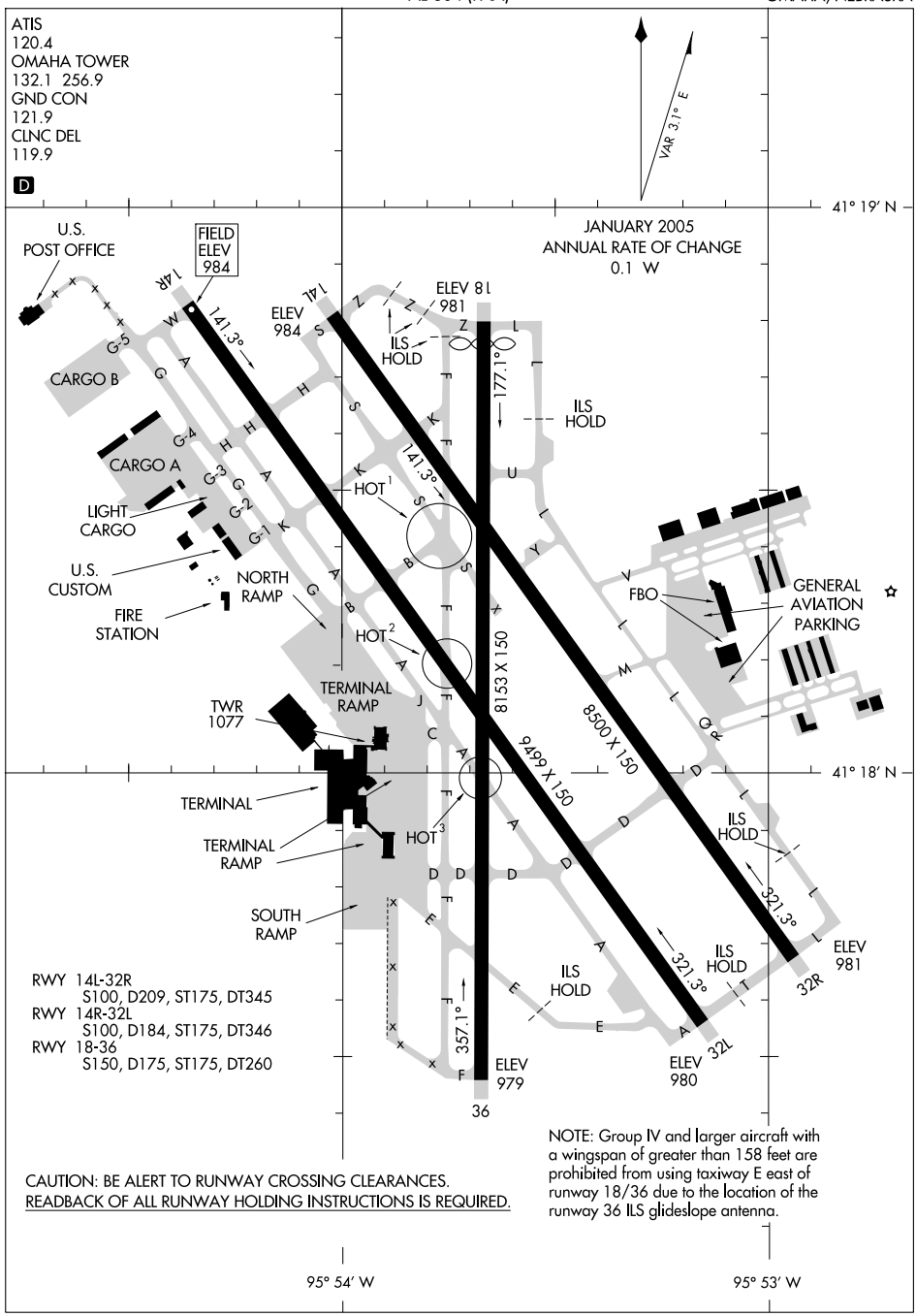
10042

AIRPORT DIAGRAM

AL-304 (FAA)

OMAHA/EPPLEY AIRFIELD (OMA)

OMAHA, NEBRASKA



RWY 14L-32R
S100, D209, ST175, DT345
RWY 14R-32L
S100, D184, ST175, DT346
RWY 18-36
S150, D175, ST175, DT260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NOTE: Group IV and larger aircraft with a wingspan of greater than 158 feet are prohibited from using taxiway E east of runway 18/36 due to the location of the runway 36 ILS glideslope antenna.

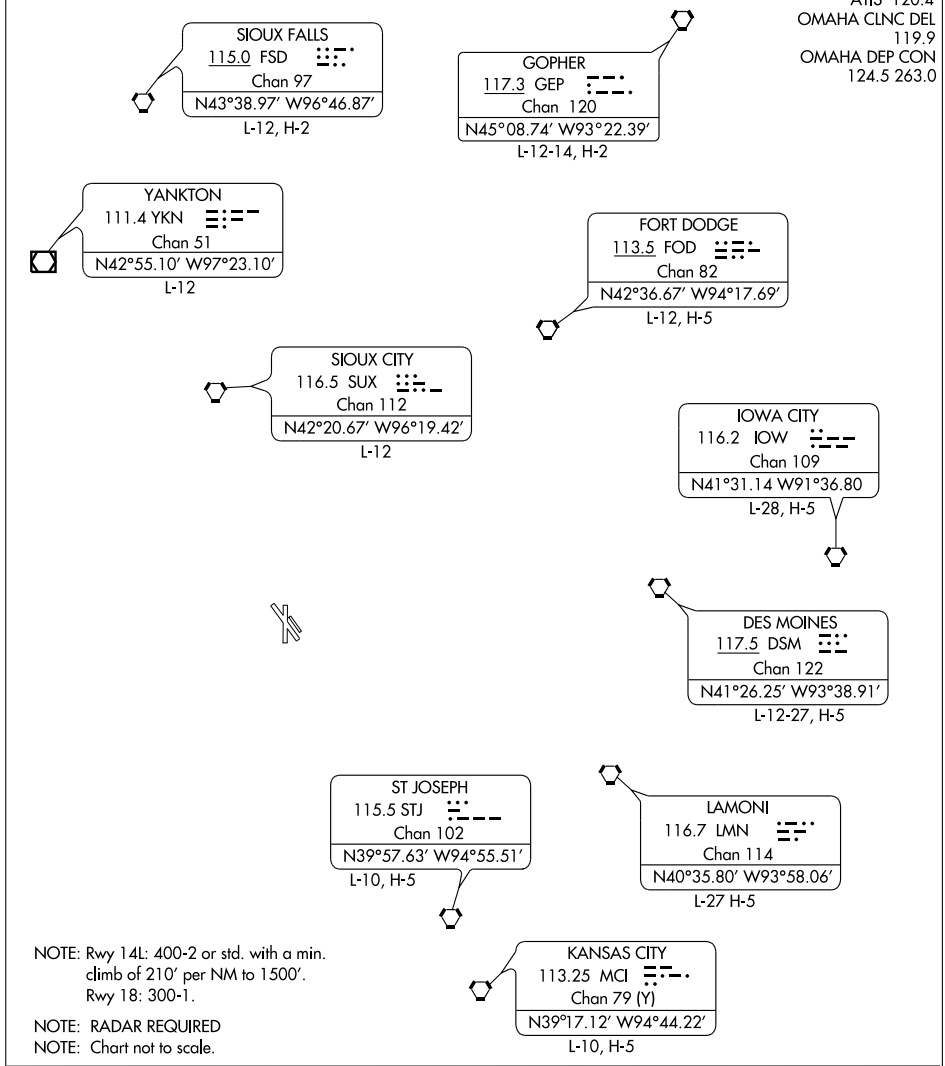
NC-2, 08 APR 2010 to 06 MAY 2010

BLUFS ONE DEPARTURE

SL-304 FAA)

OMAHA/ EPPLEY AIRFIELD (OMA)
OMAHA, NEBRASKA

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
124.5 263.0



NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210′ per NM to 1500′.
Rwy 18: 300-1.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000′. Turbojet aircraft maintain 5000′ or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

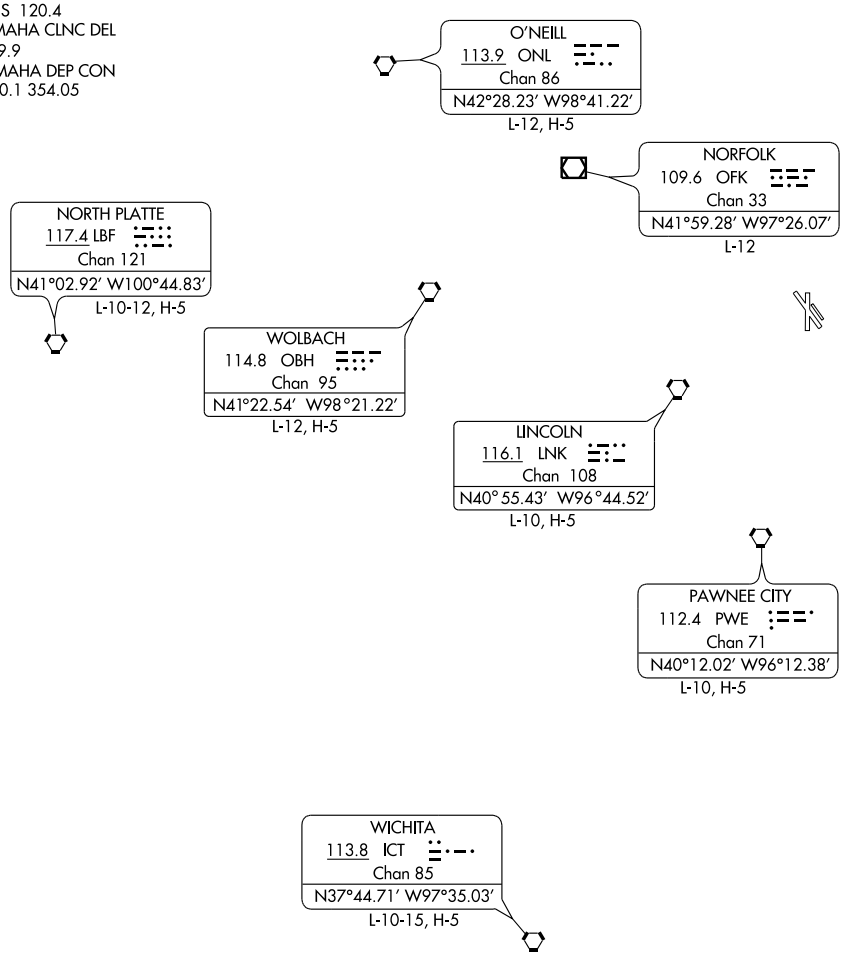
TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

NC-2, 08 APR 2010 to 06 MAY 2010

CATTL ONE DEPARTURE

SL-304 FAA)

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
120.1 354.05



NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

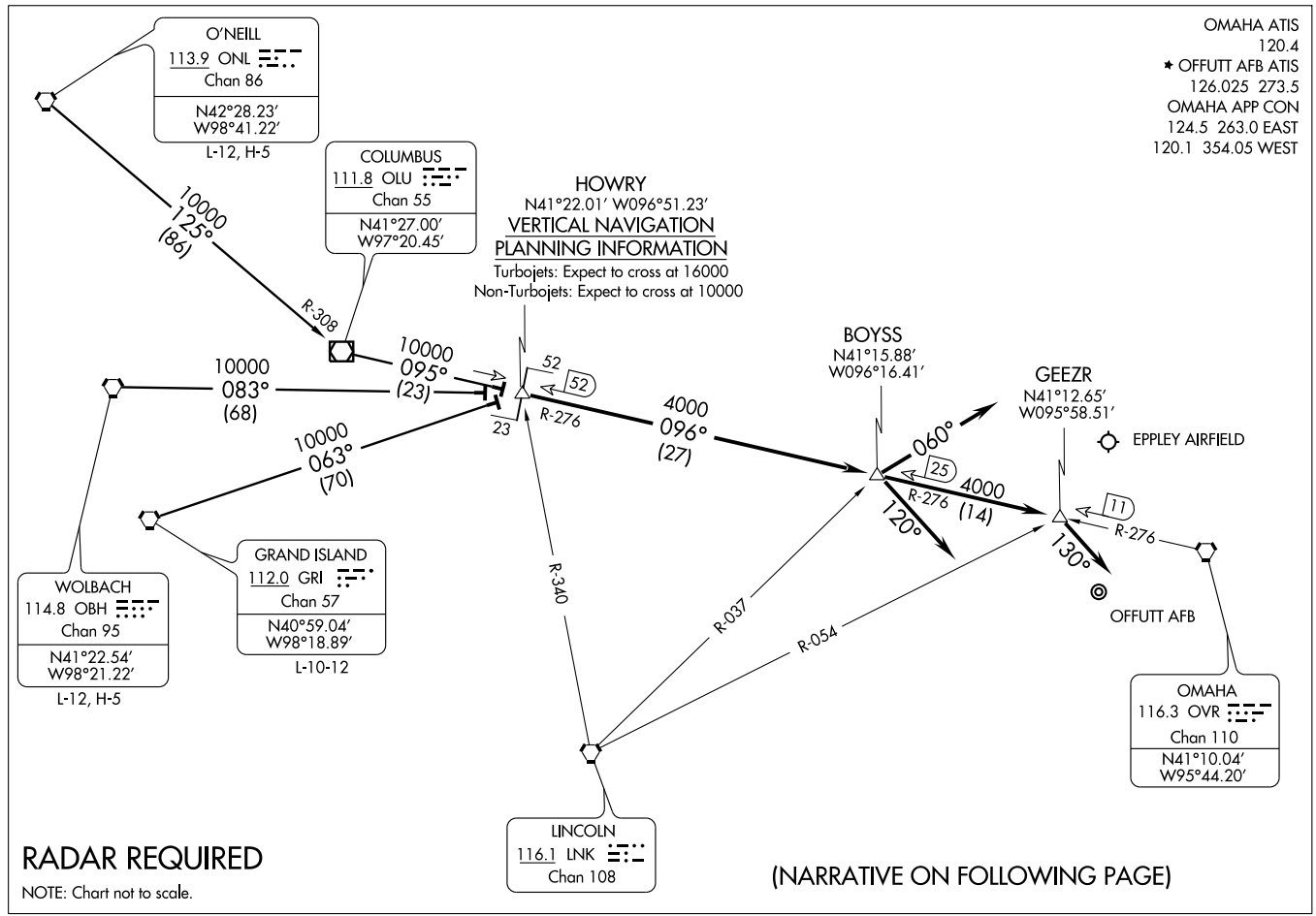
NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210' per NM to 1500'.
Rwy 18: 300-1.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

NC-2, 08 APR 2010 to 06 MAY 2010



(HOWRY.HOWRY1) 07354

HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

HOWRY ONE ARRIVAL

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RAY	APP CRS	Rwy Idg	8500
111.75	139°	TDZE	984
Chan 54 (Y)		Apt Elev	984

ILS or LOC/DME RWY 14L

OMAHA/ EPPLEY AIRFIELD (OMA)

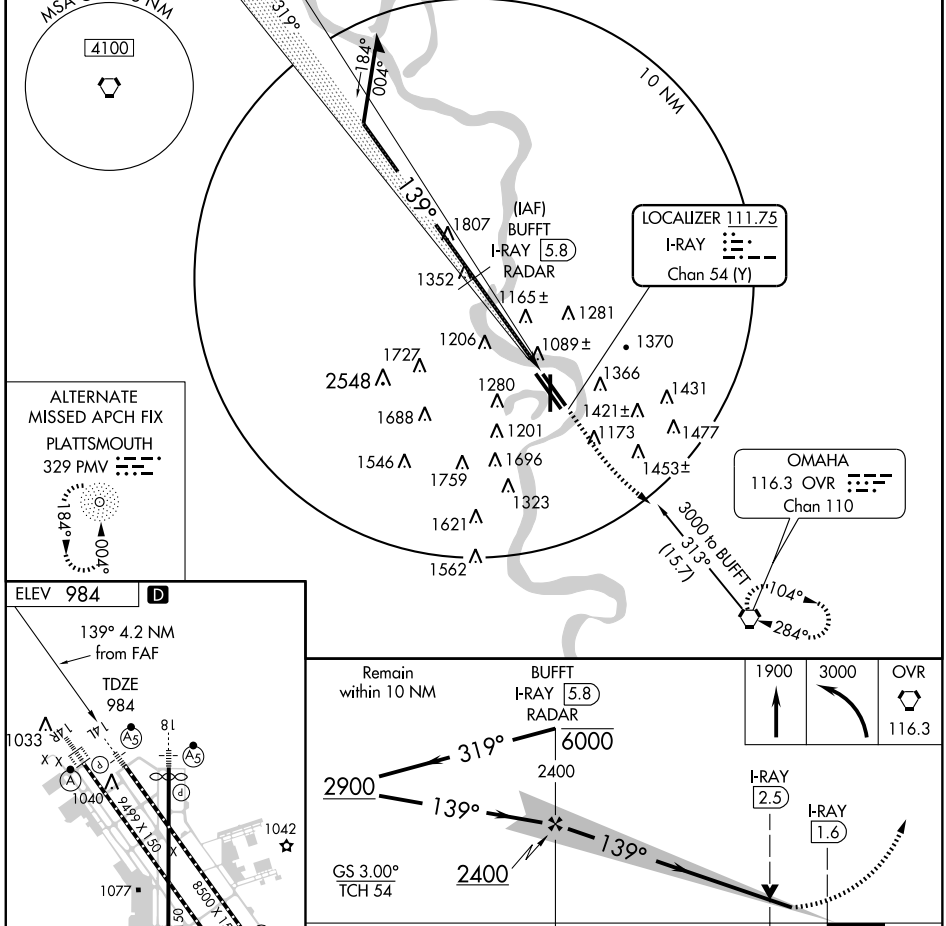
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
Disregard outer marker indication.

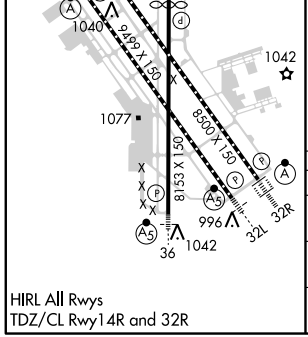
MALSR

MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 14L	*1184-24 200 (200-½)			
S-LOC 14L	1340-24 356 (400-½)			1340-40 356 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

HIRL All Rwys
TDZ/CL Rwy14R and 32R

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499 TDZE 984 Apt Elev 984
110.3	139°	

ILS or LOC/DME RWY 14R

OMAHA/EPPLEY AIRFIELD (OMA)

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED

NOTE: Procedure Turn entry at GERFI (OM) LOM maximum altitude 6000'.

319° 184° 004° (IF) OTSEE OVR 22.1 RADAR 10 NM

2400 (6.3) 139° 1807 ZATAR OVR 15.9

LOM/IAF GERFI 320 OM

OVR 15.6 / RADAR

1352 FILER OVR 14.1 1099± 1281 1165± 1370 1727 1206 IM 1366 1280 2548 1431 1421±Λ 1477 1688 1201 1173 1759 1696 1453± 1546 1621 1323 1562

LOCALIZER 110.3 I-OMA

OMAHA 116.3 OVR Chan 110

MSA OVR 25 NM 4100

3100 to OM LOM 312° (15.6) 104° 284° R-104

LOM RIKKY 426 EN

ELEV 984 D

139° 4.2 NM from FAF

TDZE 984

1033 1040 1042 1077 996 36 1042

9499 X 150 8600 X 150 8153 X 150 14L 14R 8L 32L 32R

HIRL All Rwys TDZ/CL Rwy 14R and 32R

Remain within 10 NM

OM LOM OVR 15.6 /RADAR

319° 2900 ZATAR OVR 15.9

139° 2400 FILER OVR 14.1 *1800

GS 3.00° TCH 57

1.8 NM 2.2 NM 0.1

1900	3000	OVR
		116.3

IM OVR 11.7 * LOC only

CATEGORY	A	B	C	D
S-ILS 14R	1184/18 200 (200-½)			
S-LOC 14R	1360/24 376 (400-½)			1360/40 376 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPY	APP CRS	Rwy Idg	8013
110.9 Chan 46	175°	TDZE	981
		Apt Elev	984

ILS or LOC/DME RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

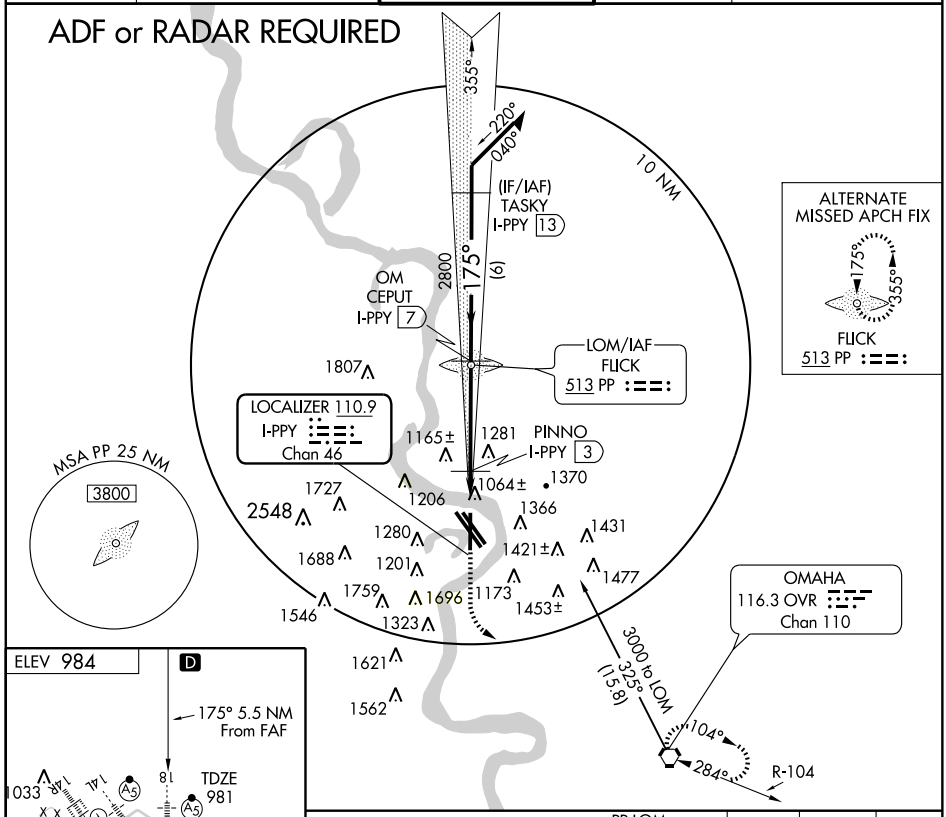
For inoperative MALSR, increase S-LOC 18 Cat D visibility to RVR 5000.
**S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.

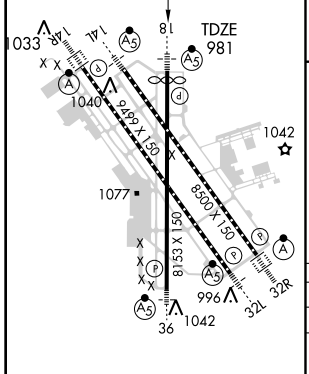
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

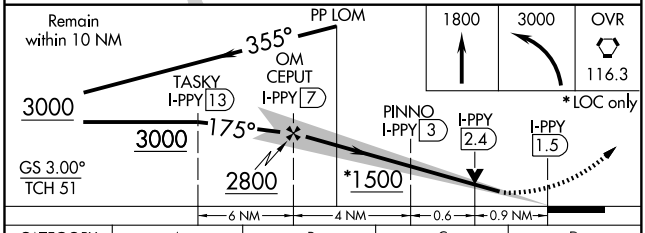
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 18**	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-ENF	APP CRS	Rwy Idg	9499
111.9	319°	TDZE	980
		Apt Elev	984

ILS or LOC RWY 32L

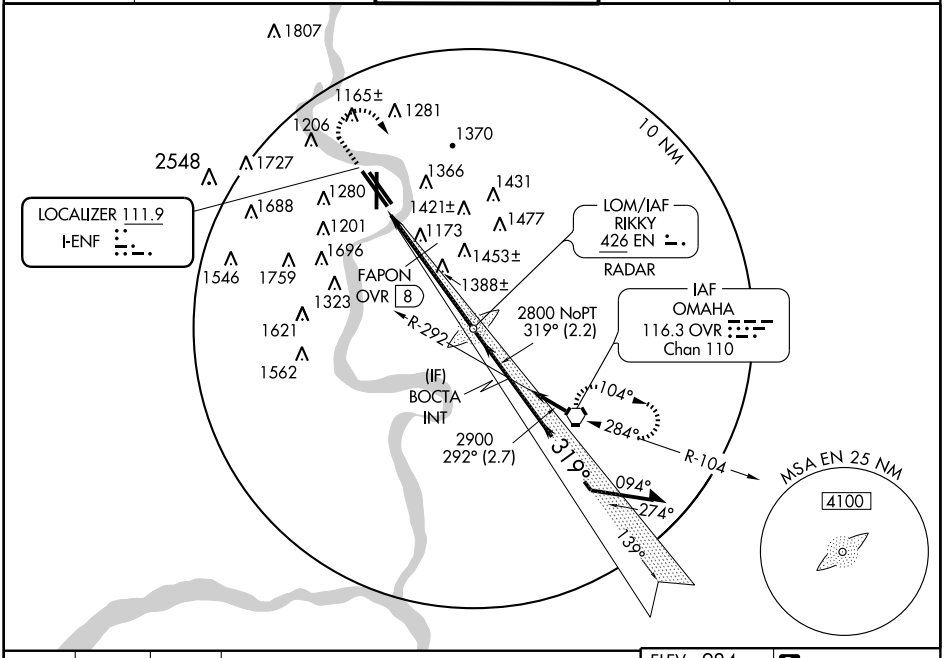
OMAHA/EPPLEY AIRFIELD (OMA)

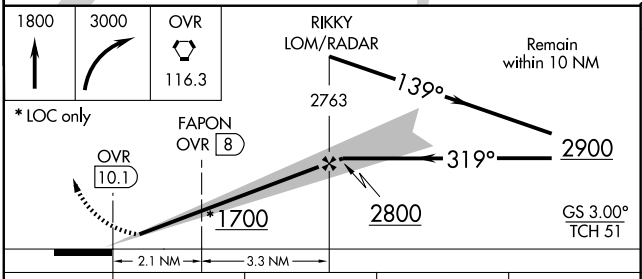
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

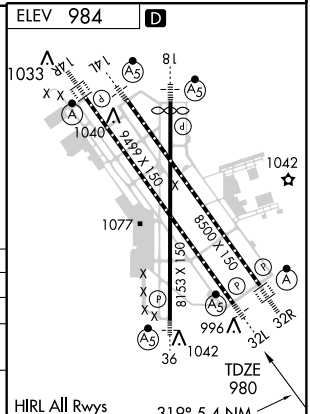
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)		1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)
CIRCLING	1700-1 716 (800-1)		1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)		1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

ILS or LOC RWY 32R

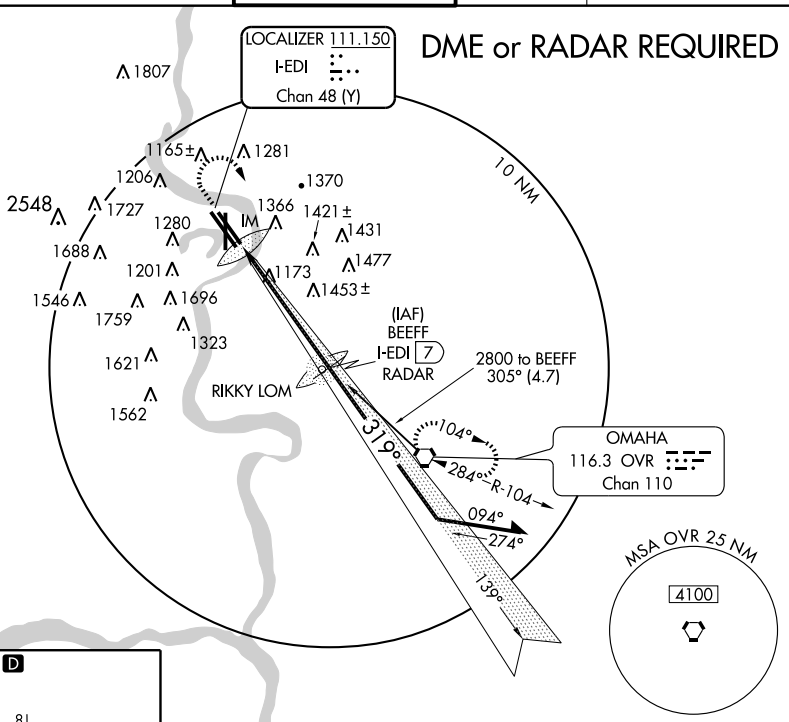
OMAHA/EPPLEY AIRFIELD (OMA)

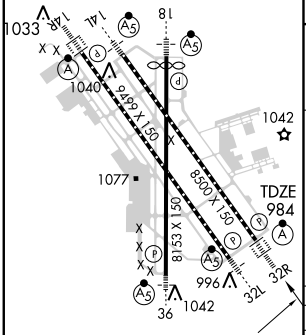
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

DME or RADAR REQUIRED

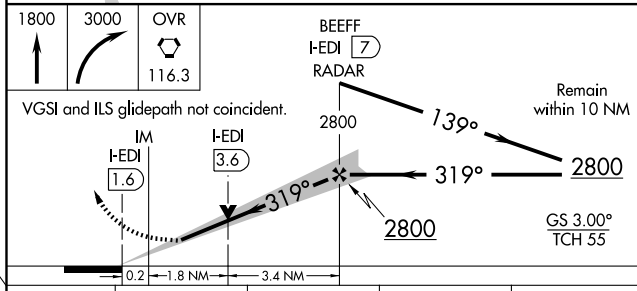




HIRL All Rwys
TDZ/CL Rwy 14R and 32R

319° 5.5 NM from FAF

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1680-1 696 (700-1)		1680-2 696 (700-2)	1680-2¼ 696 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499
110.3	139°	TDZE 984
		Apt Elev 984

ILS RWY 14R (CAT II)

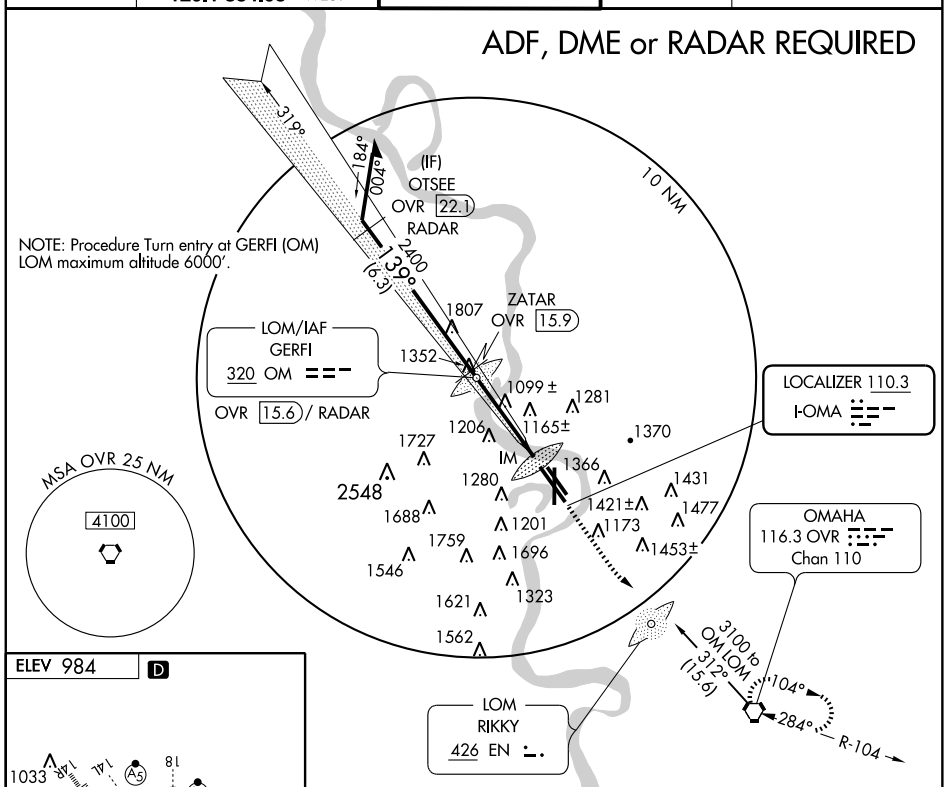
OMAHA/EPPLEY AIRFIELD (OMA)

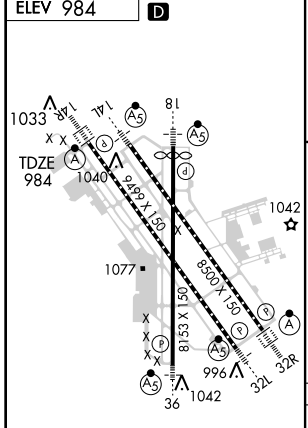
ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

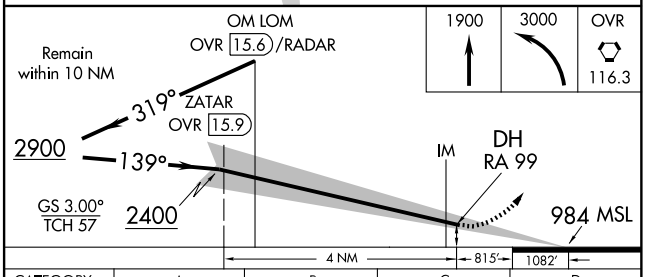
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 14R	RA 99/12 100 DA 1084			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499
110.3	139°	TDZE 984
		Apt Elev 984

ILS RWY 14R (CAT III)

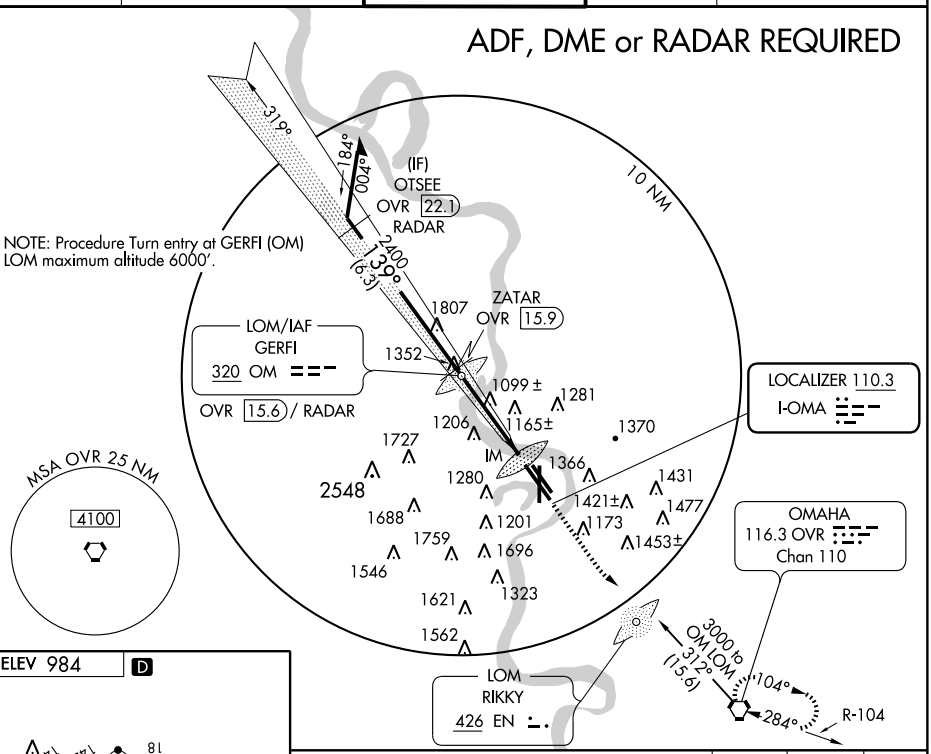
OMAHA/EPPLEY AIRFIELD (OMA)

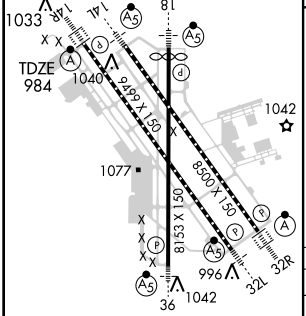
ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

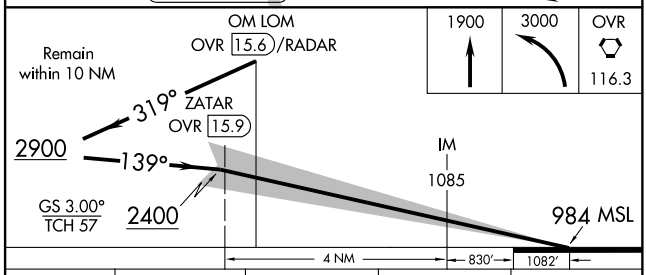
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 14R	CAT IIIa	RVR 07		
S-ILS 14R	CAT IIIb	RVR 06		
S-ILS 14R	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

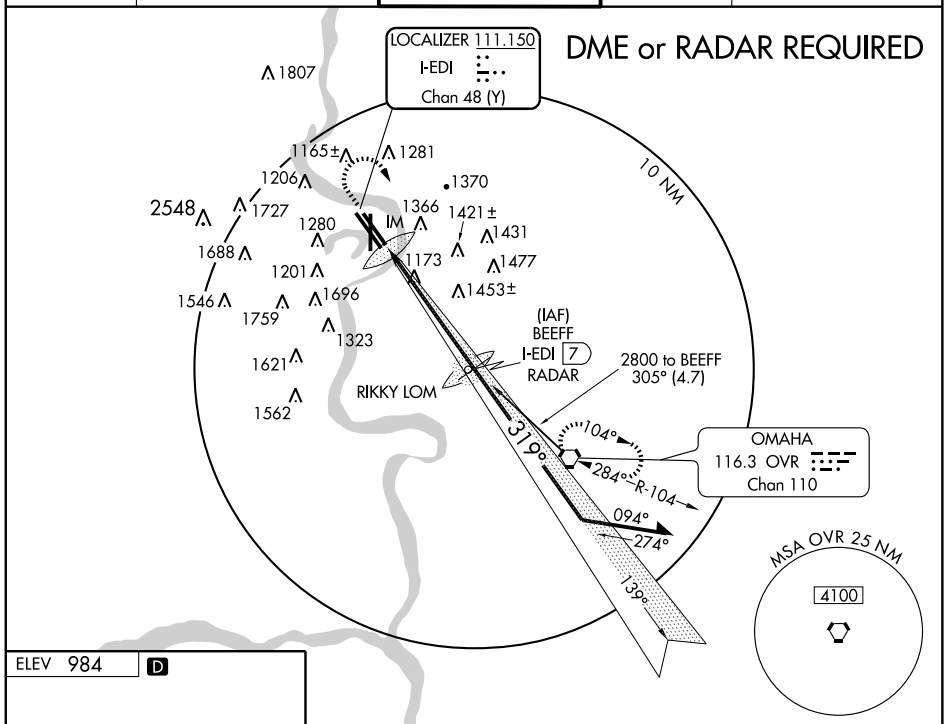
ILS RWY 32R (CAT II)

OMAHA/ EPPLEY AIRFIELD (OMA)

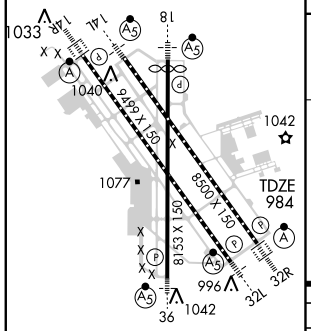
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

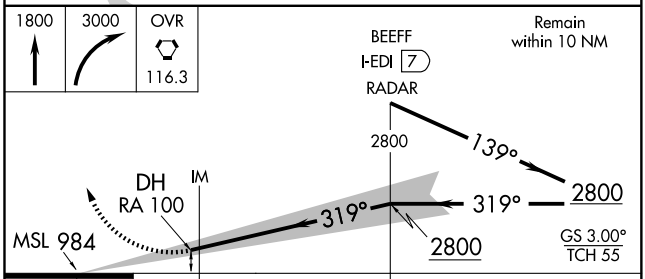
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R	RA 100/12 100 DA 1084			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 08 APR 2010 to 06 MAY 2010

OMAHA, NEBRASKA

AL-304 (FAA)

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

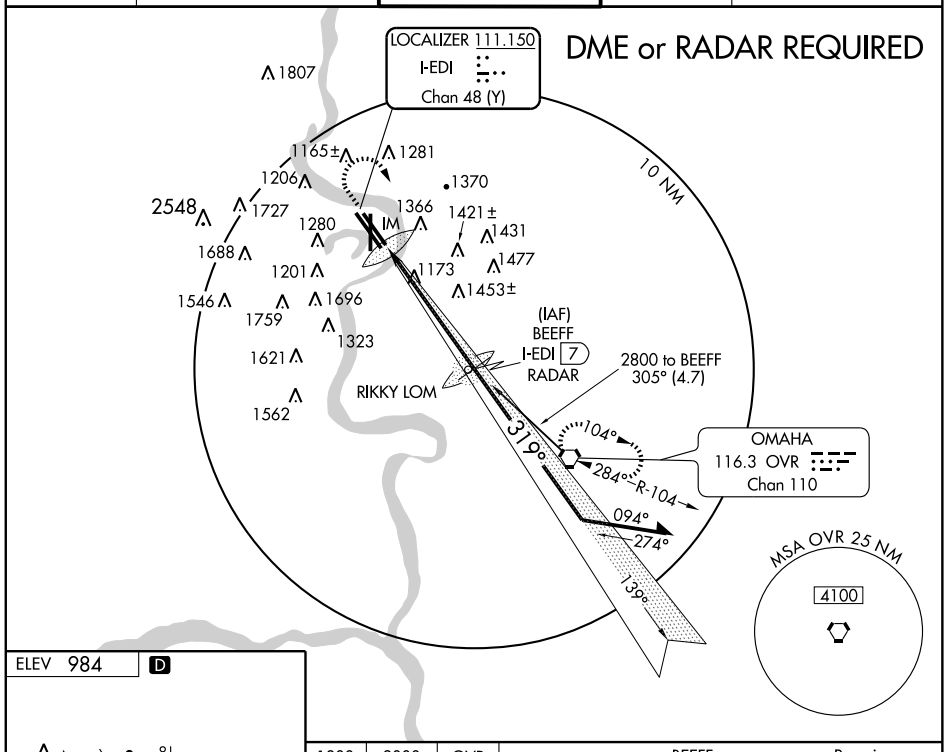
ILS RWY 32R (CAT III)

OMAHA/ EPPLEY AIRFIELD (OMA)

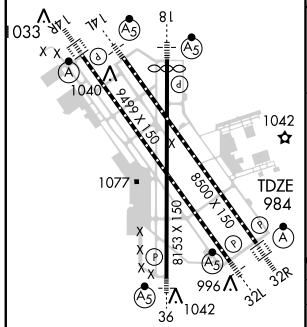
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

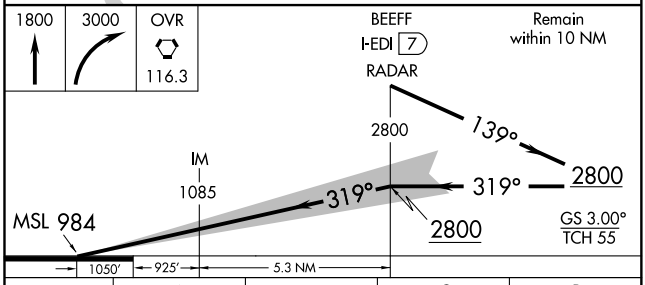
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R		CAT IIIa	RVR 07	
S-ILS 32R		CAT IIIb	RVR 06	
S-ILS 32R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OGN	APP CRS	Rwy Idg	8153
110.7	355°	TDZE	979
Chan 44		Apt Elev	984

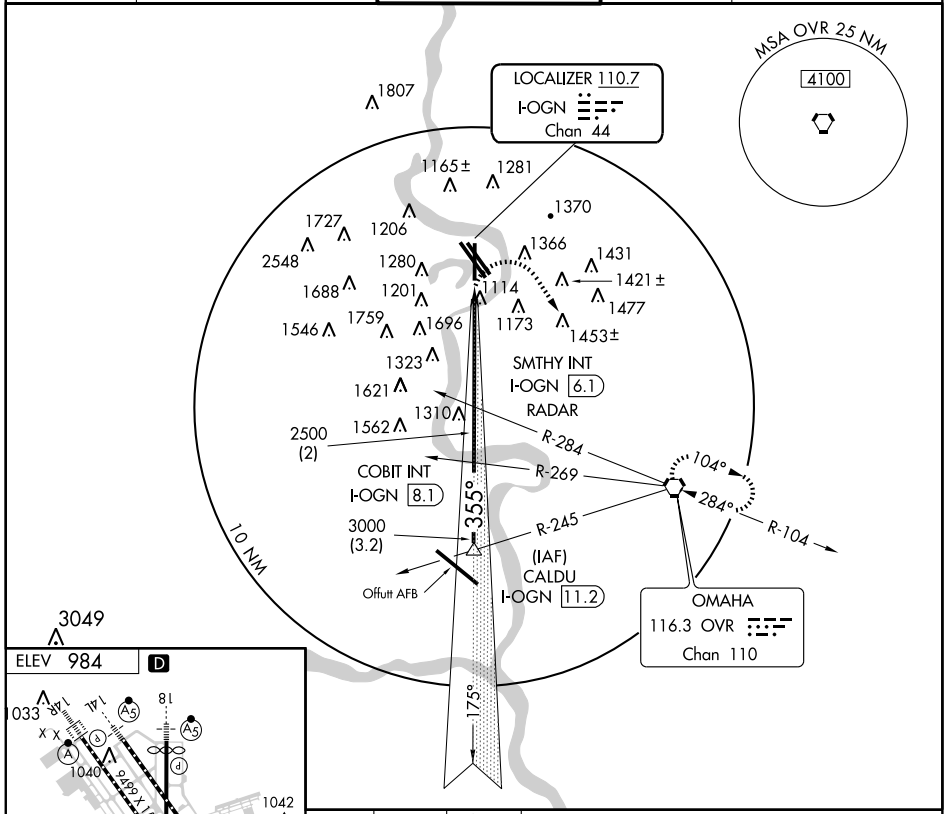
ILS RWY 36

OMAHA/EPPLEY AIRFIELD (OMA)

MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

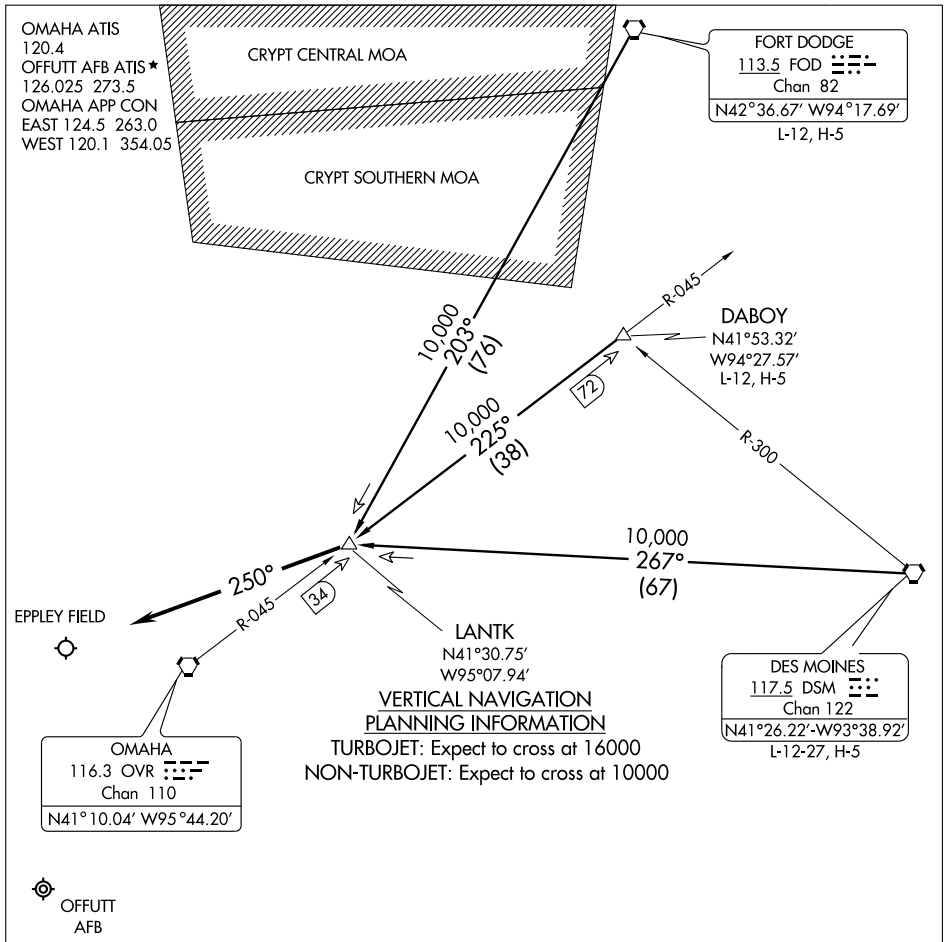
CATEGORY	A	B	C	D
S-ILS 36		1179-½	200 (200-½)	
S-LOC 36	1380-½	401 (400-½)	1380-¾	401 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

RADAR REQUIRED

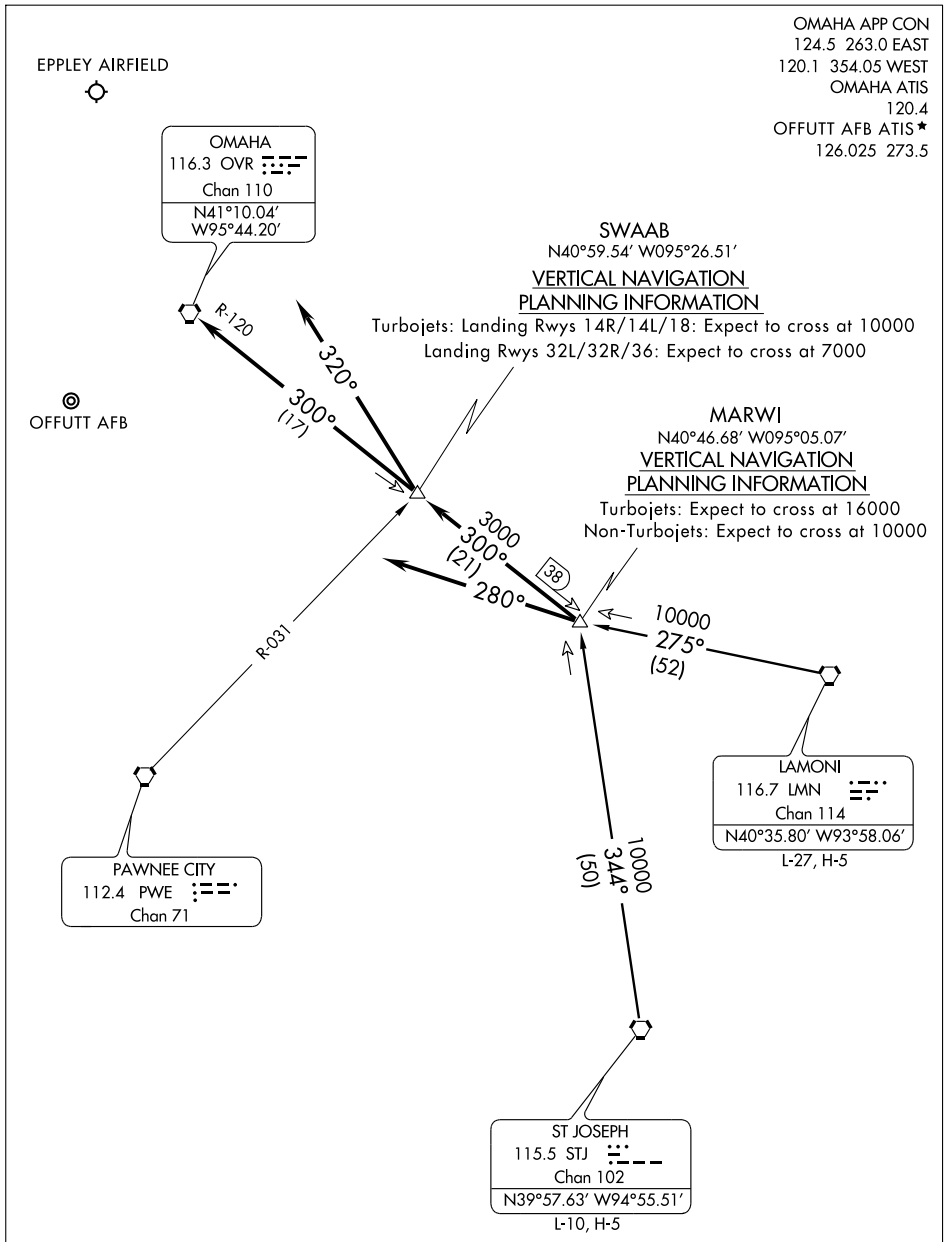
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

MARWI ONE ARRIVAL



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence . . . .
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

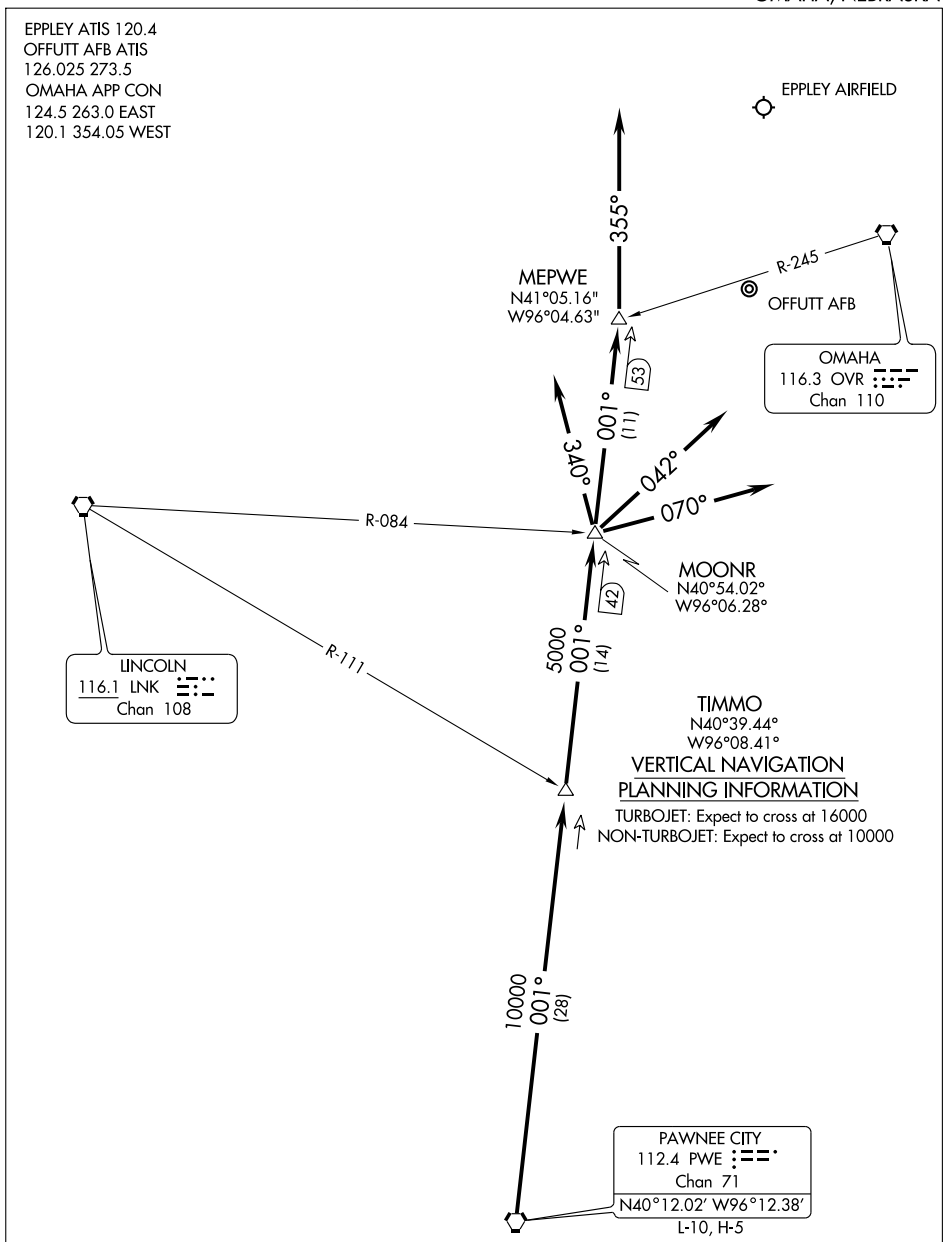
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . . .

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch 56699 W14B	APP CRS 139°	Rwy Idg 8500 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 14L

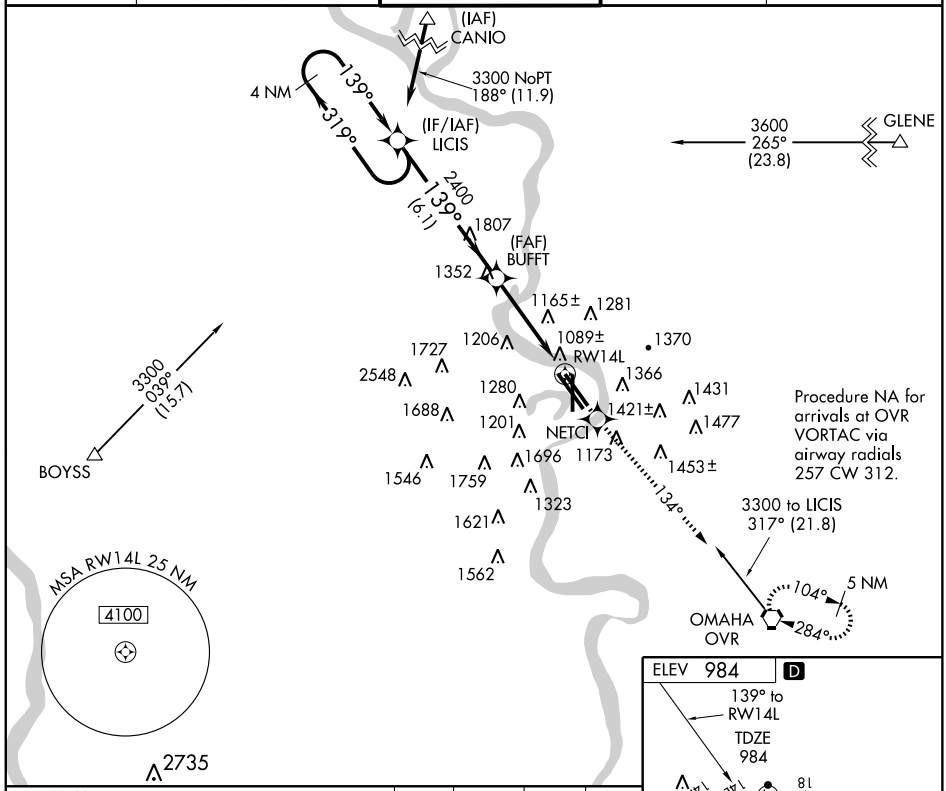
OMAHA/EPPLEY FIELD (OMA)

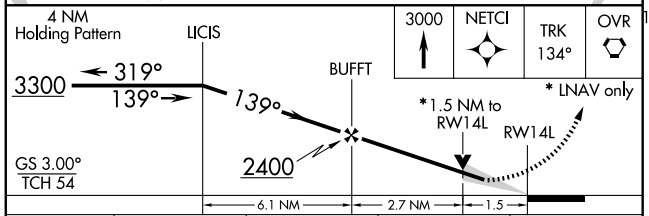
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

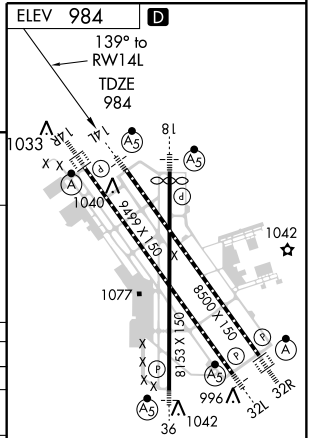
MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





CATEGORY	A	B	C	D
LPV DA	1273-24 289 (300-½)			
LNAV/VNAV DA	1521-60 537 (600-1¼)			
LNAV MDA	1520-24 536 (600-½)		1520-50 536 (600-1)	1520-60 536 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)



HIRL All Rwys
TDZ/CL Rwys 14R and 32R

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 56217 W14A	APP CRS 139°	Rwy Idg 9499 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 14R

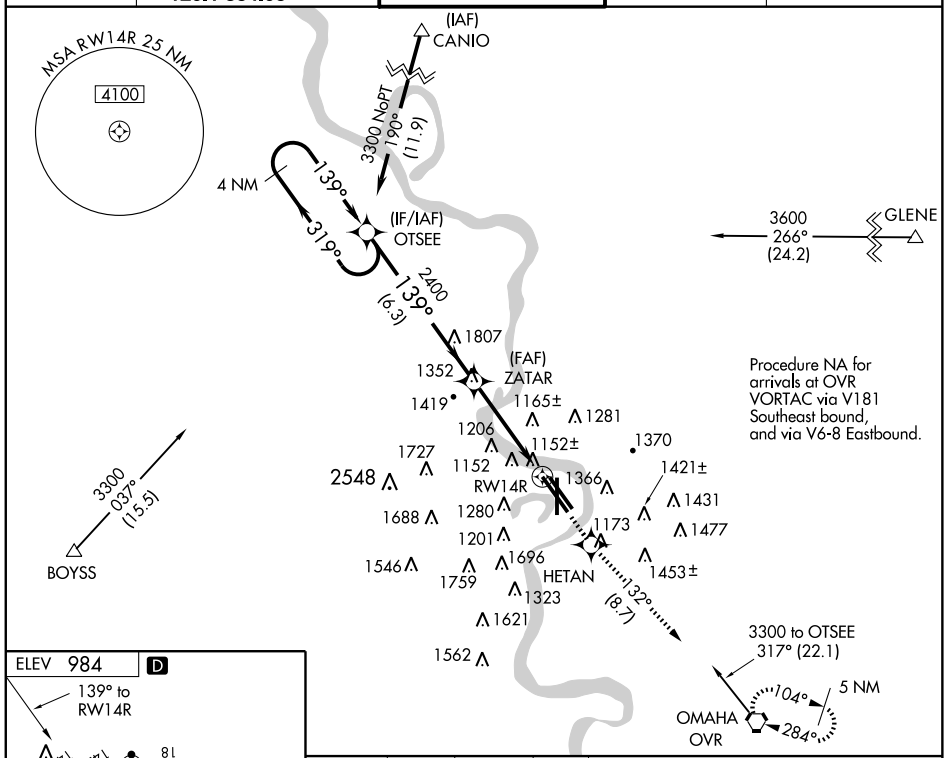
OMAHA/ EPPLEY AIRFIELD (OMA)

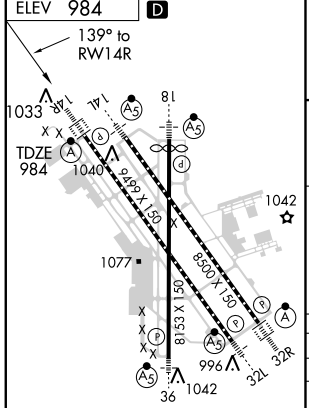
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

ALSF2

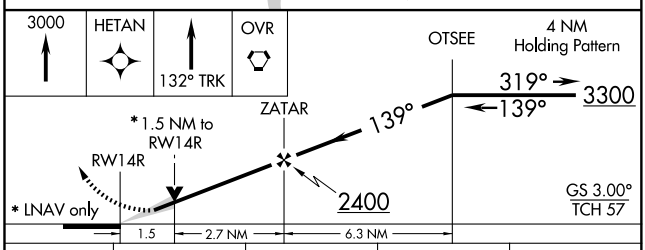
MISSED APPROACH: Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
LPV DA	1273/24 289 (300-½)			
LNAV/ VNAV DA	1471/60 487 (500-1¼)			
LNAV MDA	1500/24 516 (600-½)		1500/50 516 (600-1)	1500/60 516 (600-1¼)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 65617 W18A	APP CRS 175°	Rwy Idg 8013 TDZE 981 Apt Elev 984

RNAV (GPS) RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CIVIV and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

(IAF) CANIO
3000 NoPT
152° (9.2)
4 NM
175°
355°
(IF/IAF) TASKY
2800
175° (6)
(FAF) CEPUT
1807
1459±
3000
077°
(19.8)
KENAR
3600
275°
(17.8)
GLENE
MSA RW18 25 NM
3900
LNAV/VNAV
Fly visual
175° 2 NM
1165±
1281
1319±
1370
1727
1206
RW18
2548
1280
1366
1688
1201
1421±
1431
1759
1696
1173
1477
1546
1453±
1323
1621
1562
Procedure NA for arrivals at OVR VORTAC via V172 Eastbound and V307 Southeast bound.
3000 to TASKY
336°
(21.4)
OMAHA OVR

MISSED APCH FIX
CIVIV
355°
175°
5 NM

ELEV 984
D
175° to RW18
TDZE
981
1033
1040
1042
1077
9499 X 150
8500 X 150
8153 X 150
996
1042
14R
32R
36
HIRL All Rwys
TDZ/CL Rwy 14R and 32R

4 NM Holding Pattern
3000
355°
175°
TASKY
CEPUT
*1.7 NM to RW18
LNAV/VNAV
Fly visual
175° 2 NM
2800
RW18
GS 3.00°
TCH 51
*LNAV only
6 NM
3.8 NM
1.7
3000
CIVIV

CATEGORY	A	B	C	D
LPV DA	1261-24 280 (300-½)			
LNAV/VNAV DA	1681-2 700 (700-2)			1681-2¼ 700 (700-2¼)
LNAV MDA	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 60917 W32A	APP CRS 319°	Rwy Idg 9499 TDZE 980 Apt Elev 984

RNAV (GPS) RWY 32L

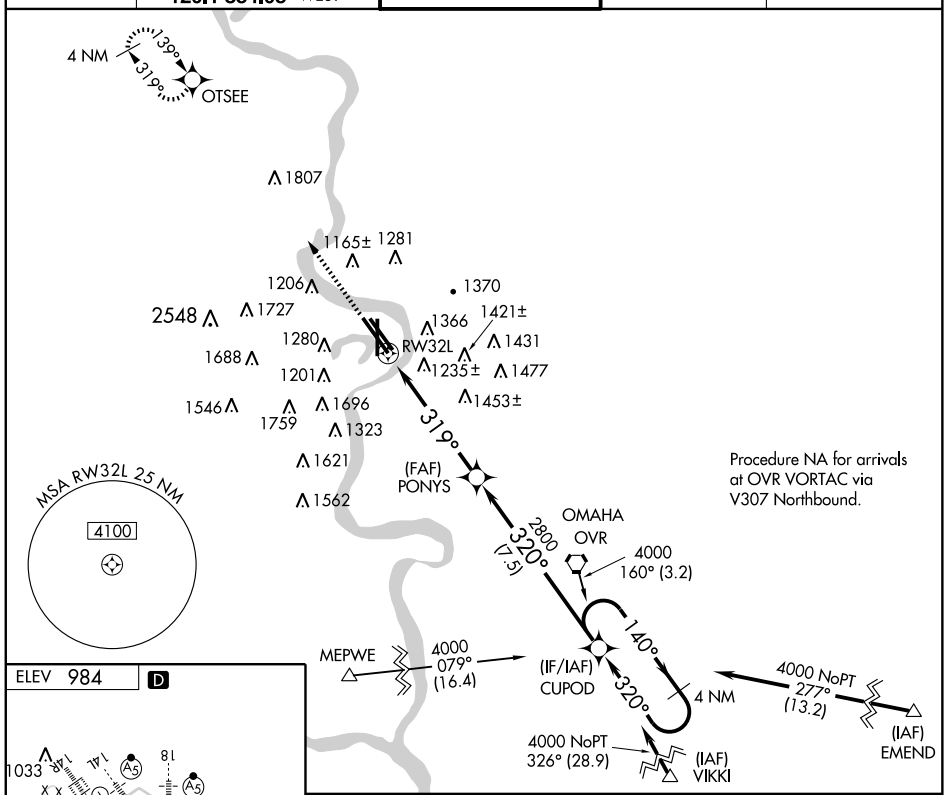
OMAHA/EPPLEY FIELD (OMA)

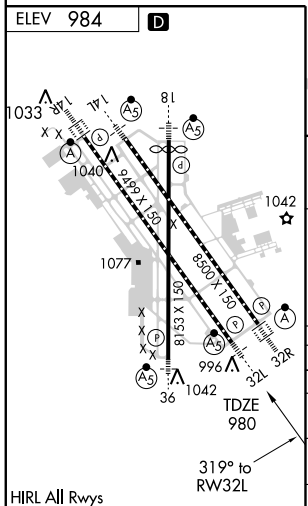
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

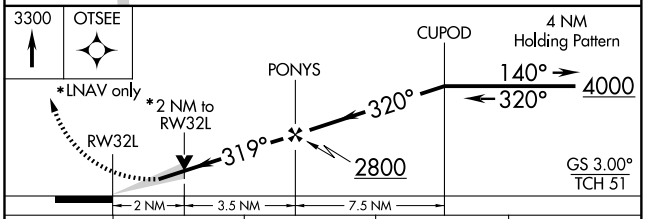
MALSR

MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1277-24 297 (300-½)			
LNAV/VNAV DA	1683-2 703 (700-2)			
LNAV MDA	1680/24 700 (700-½)		1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-2½ 696 (700-2½)		1720-2½ 736 (800-2½)	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 90599 W32B	APP CRS 319°	Rwy Idg 8500 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 32R

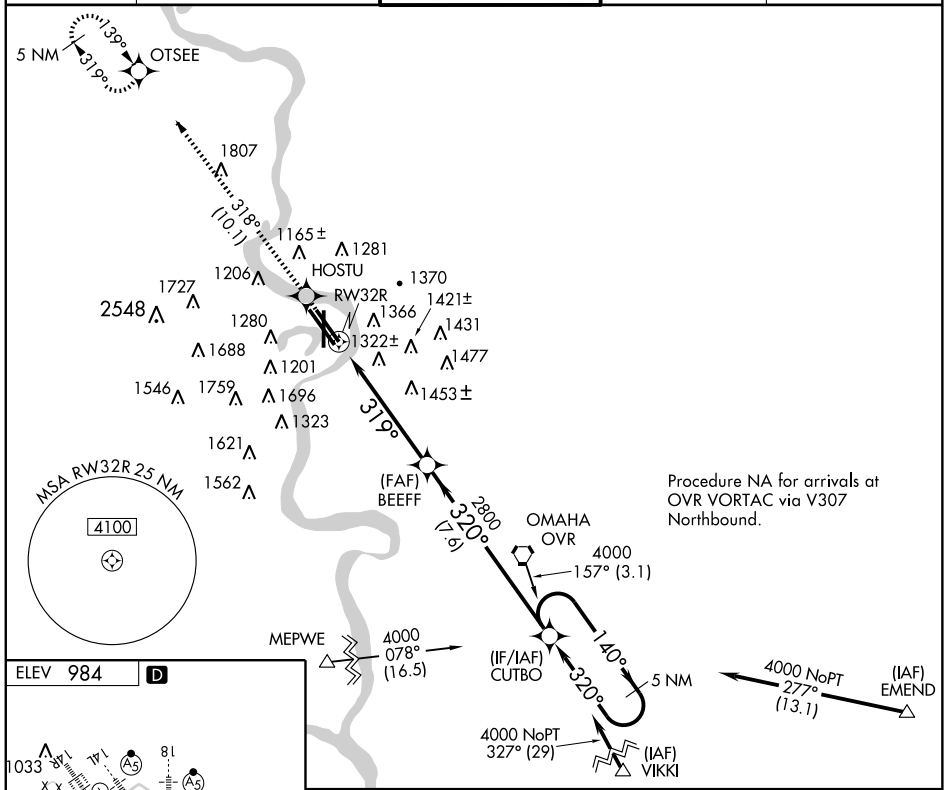
OMAHA/EPPLEY FIELD (OMA)

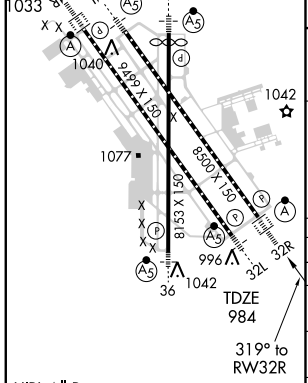
Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000.
DME/DME RNP-0.3 NA.

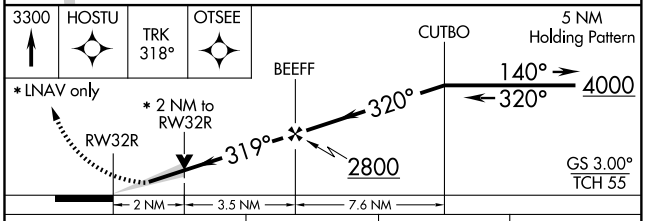
ALSF

MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1326/40 342 (400-¾)			
LNAV/VNAV DA	1690-2 706 (800-2)			
LNAV MDA	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1700-2½ 716 (800-2½)			

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch **70317** W36A	APP CRS **355°**	Rwy Idg **8153** TDZE **979** Apt Elev **984**

RNAV (GPS) RWY 36

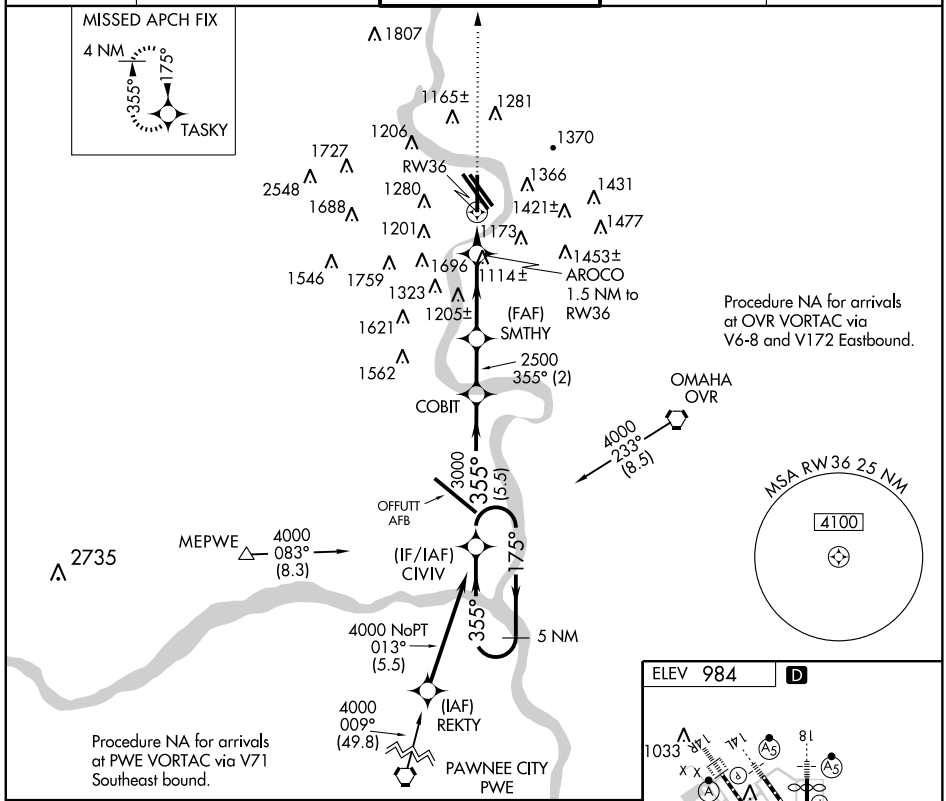
OMAHA/EPPLEY AIRFIELD (OMA)

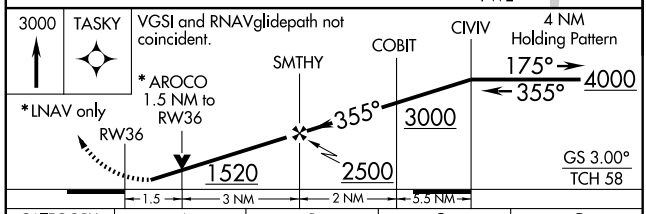
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.

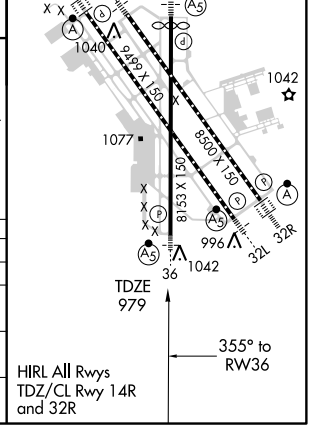
MALSR

MISSED APPROACH: Climb to 3000 direct TASKY and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	**124.5 263.0** EAST **120.1 354.05** WEST	**132.1 256.9**	**121.9**	**119.9**







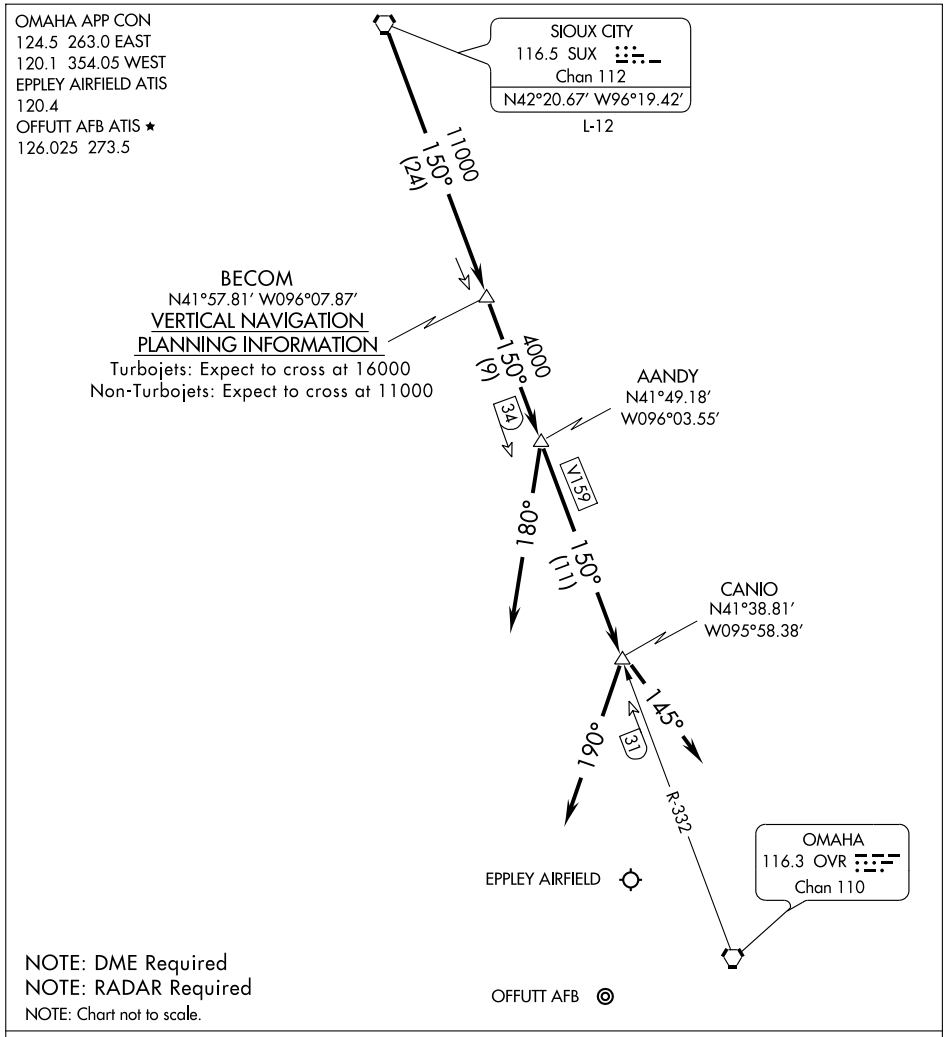
CATEGORY	A	B	C	D
LPV DA	1229-¾ 250 (300-¾)			
LNAV/VNAV DA	1473-1¼ 494 (500-1¼)			
LNAV MDA	1420-¾ 441 (500-¾)			1420-1 441 (500-1)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC OVR	APP CRS	Rwy Idg	9499
116.3	310°	TDZE	980
Chan 110		Apt Elev	984

VOR RWY 32L

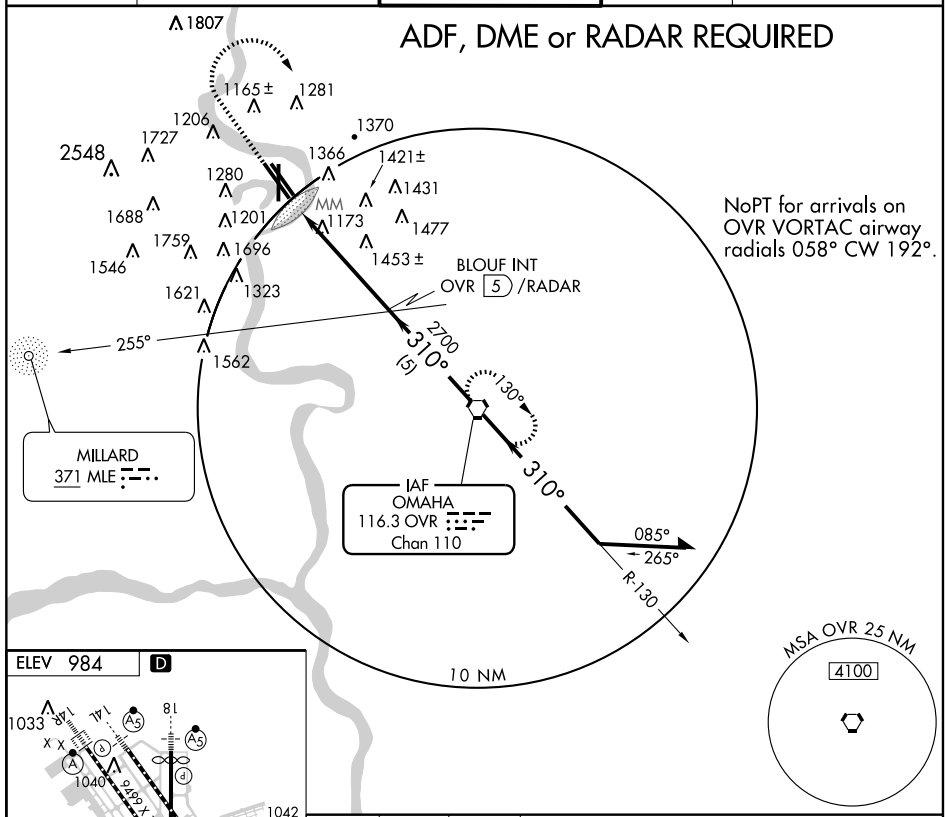
OMAHA/EPPLEY AIRFIELD (OMA)

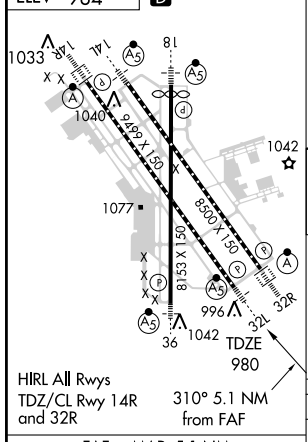
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

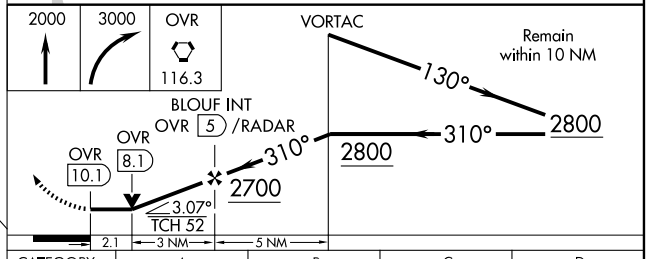
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-32L	1680/24	700 (700-½)	1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-1	696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 90203 W13A	APP CRS 130°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

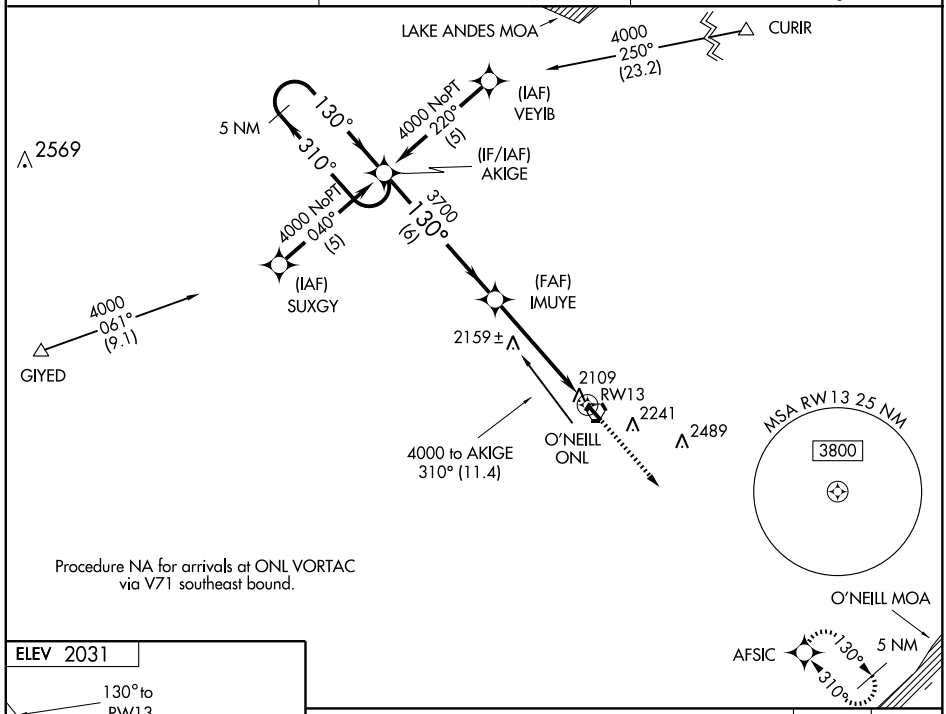
RNAV (GPS) RWY 13

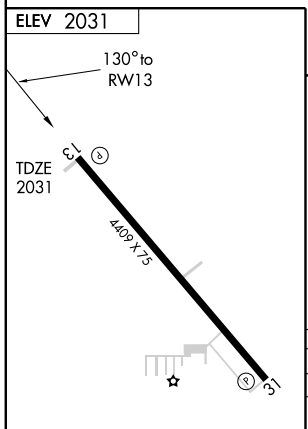
O'NEILL/ THE O'NEILL MUNI-JOHN L. BARO FIELD (ONL)

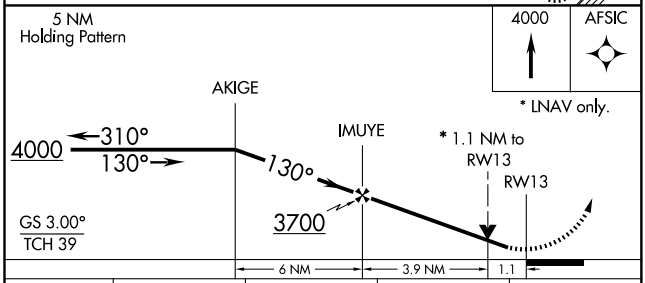
BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.

MISSED APPROACH: Climb to 4000 direct AFSIC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2307-1 276 (300-1)			NA
LNAV/VNAV DA	2379-1¼ 348 (400-1¼)			NA
LNAV MDA	2420-1 389 (400-1)			NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 70503 W31A	APP CRS 310°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

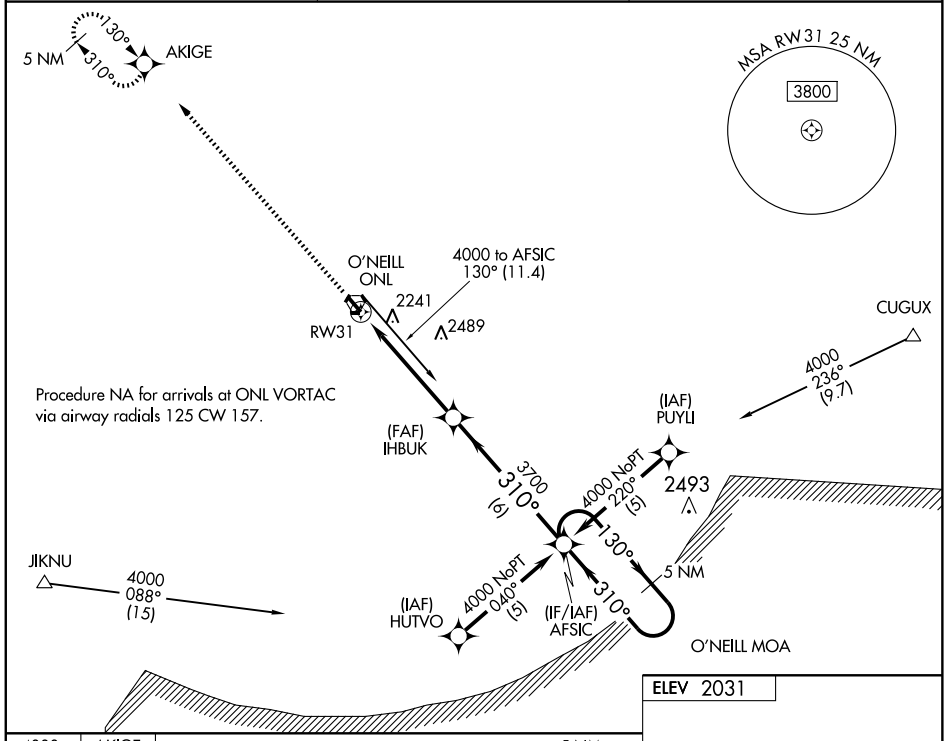
RNAV (GPS) RWY 31

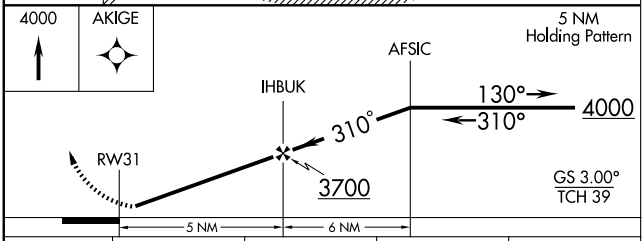
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

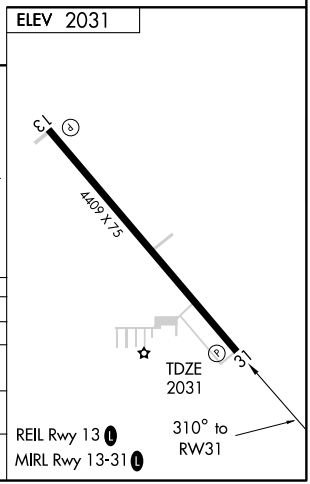
If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct AKIGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2281-1 250 (300-1)			NA
LNAV/VNAV DA	2600-2 569 (600-2)			NA
LNAV MDA	2580-1 549 (600-1)		2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

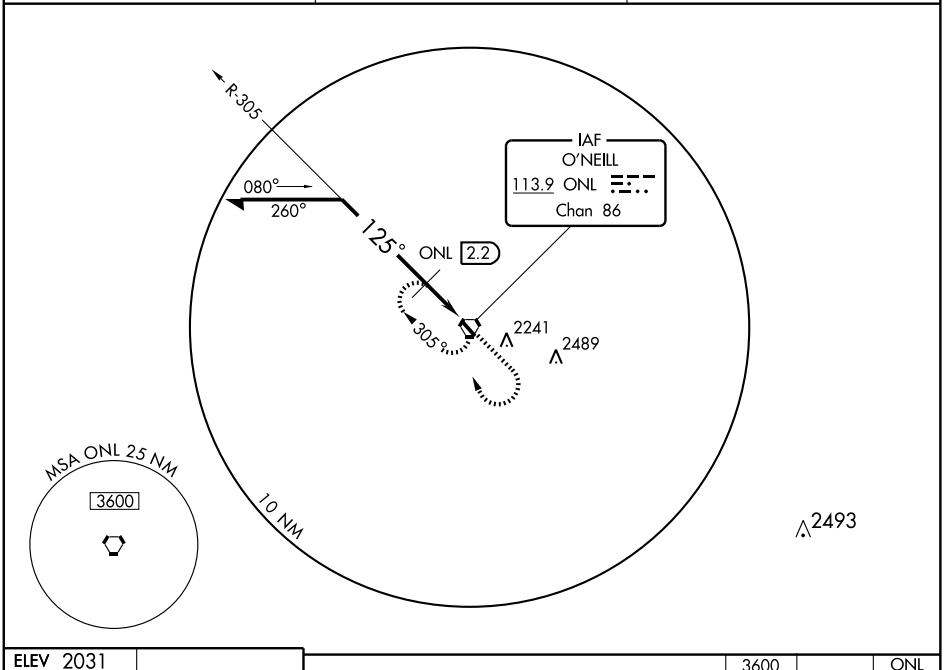
VORTAC ONL	APP CRS	Rwy Idg	4409
113.9	125°	TDZE	2031
Chan 86		Apt Elev	2031

VOR RWY 13

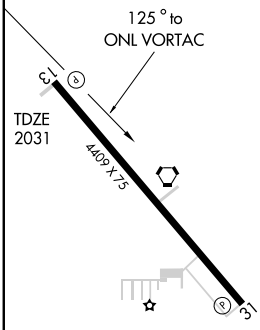
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then right turn direct ONL VORTAC and hold.

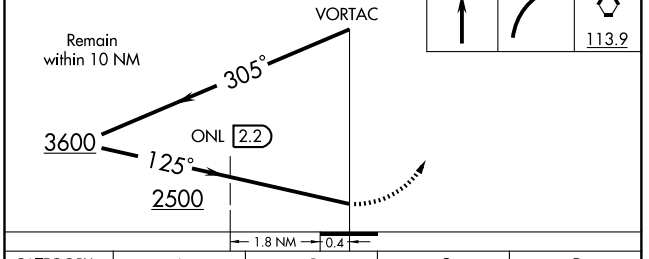
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L



ELEV 2031



REIL Rwy 13 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	2500-1 469 (500-1)		2500-1¼ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

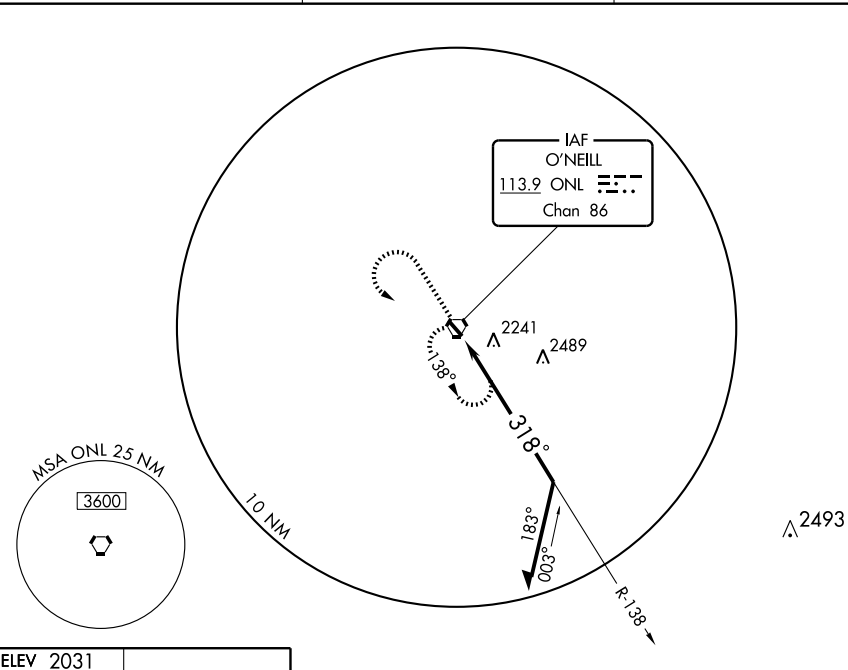
VORTAC ONL	APP CRS	Rwy Idg	4409
113.9	318°	TDZE	2030
Chan 86		Apt Elev	2031

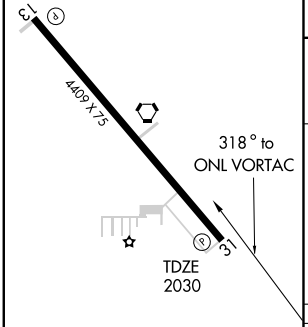
VOR RWY 31

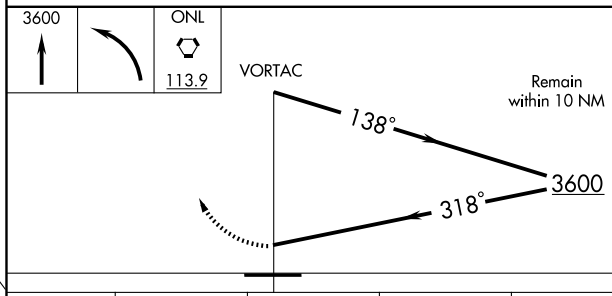
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB ODX 356	APP CRS 124°	Rwy Idg 4721 TDZE 2070 Apt Elev 2070

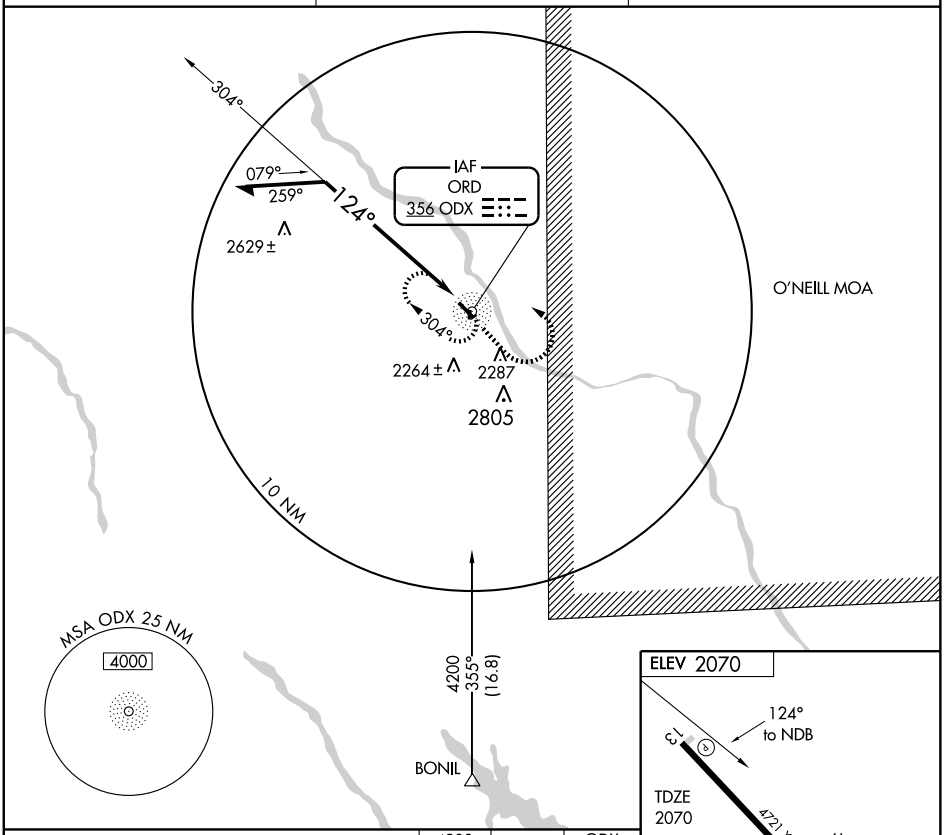
NDB RWY 13

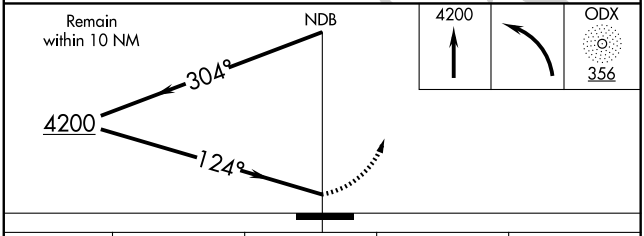
ORD/EVELYN SHARP FIELD (ODX)

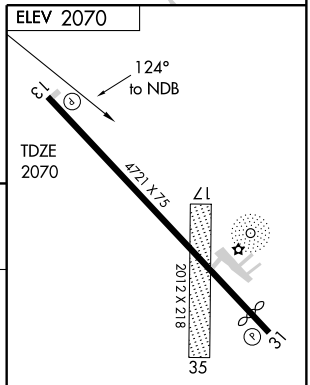
Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.
When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	2980-1¼	910 (1000-1¼)	NA	
CIRCLING	2980-1¼	910 (1000-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4721
CH 90312	131°	TDZE	2070
W13A		Apt Elev	2070

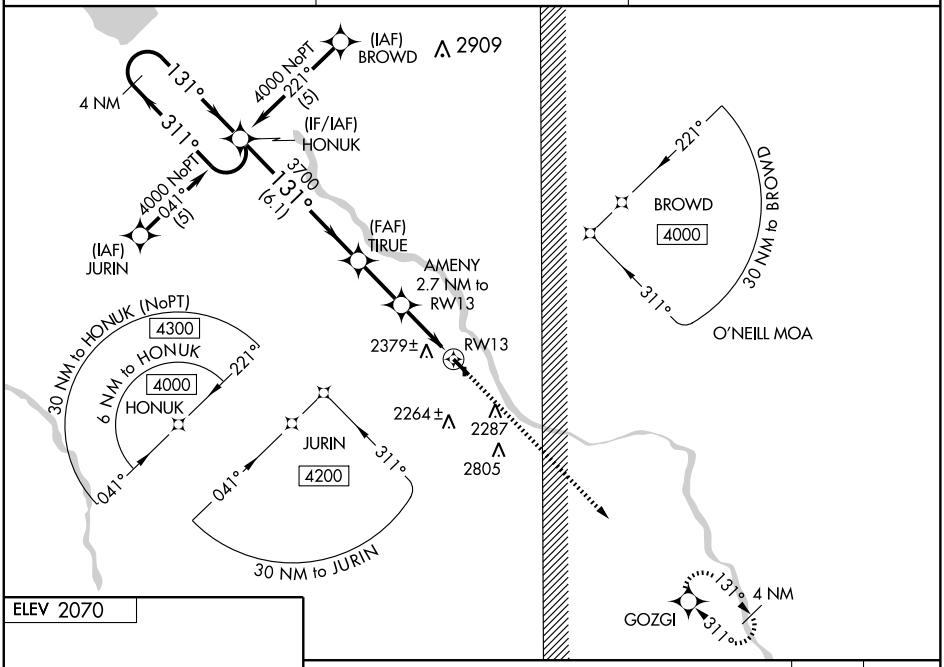
RNAV (GPS) RWY 13

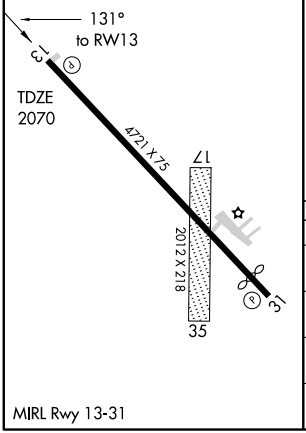
ORD/EVELYN SHARP FIELD (ODX)

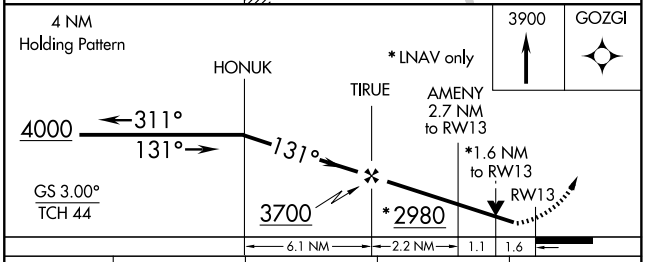
Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct GOZGI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	2698-2¼	628 (700-2¼)	NA	
LNAV MDA	2620-1	550 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4501
304°	TDZE	2064
	Apt Elev	2070

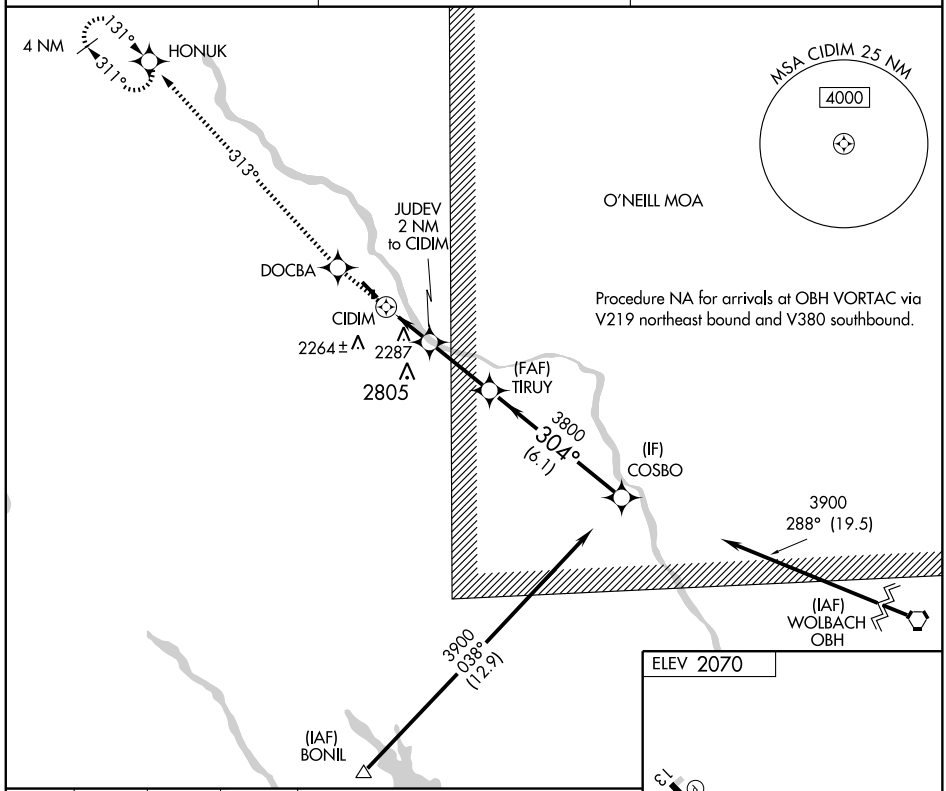
RNAV (GPS) Y RWY 31

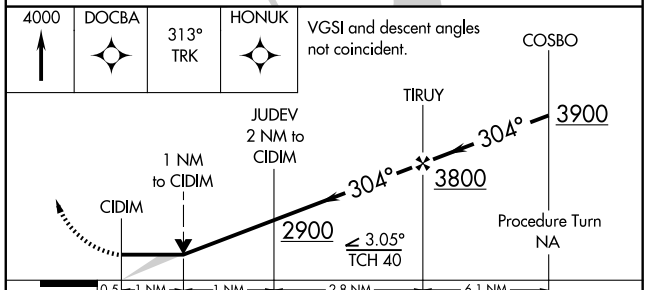
ORD/ EVELYN SHARP FIELD (ODX)

DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

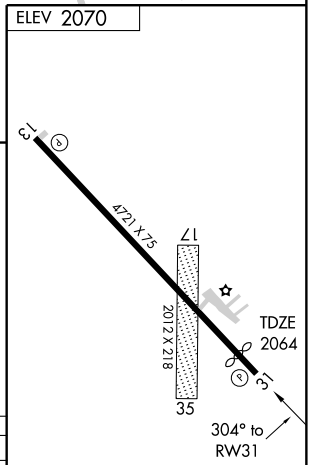
MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2580-1	516 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4501
CH 99412	311°	TDZE	2064
W31A		Apt Elev	2070

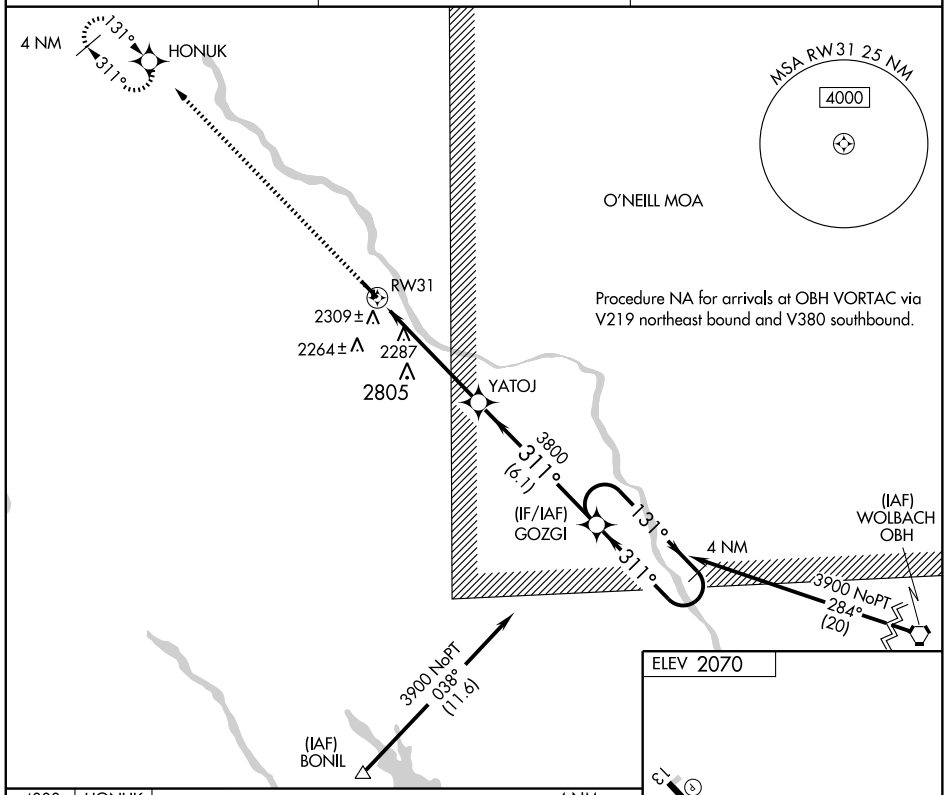
RNAV (GPS) Z RWY 31

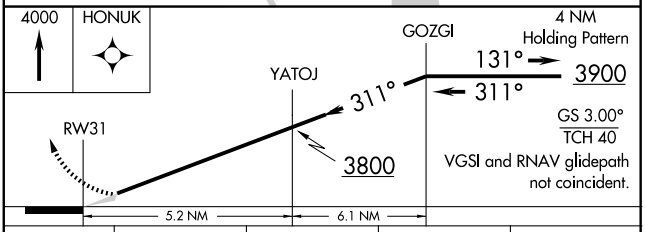
ORD/ EVELYN SHARP FIELD (ODX)

Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

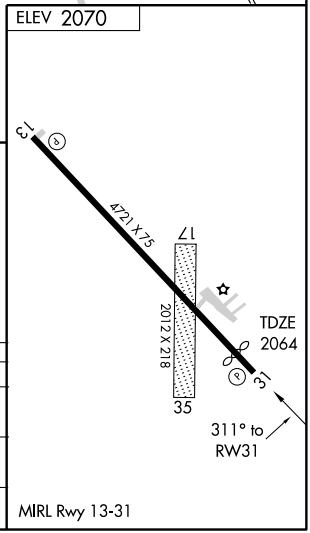
MISSED APPROACH: Climb to 4000 direct HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	
LNAV/VNAV DA	2566-1¾	502 (500-1¾)	NA	
CIRCLING	NA			



NDB OKS	APP CRS	Rwy Idg	4699
233	112°	TDZE	3394
		Apt Elev	3394

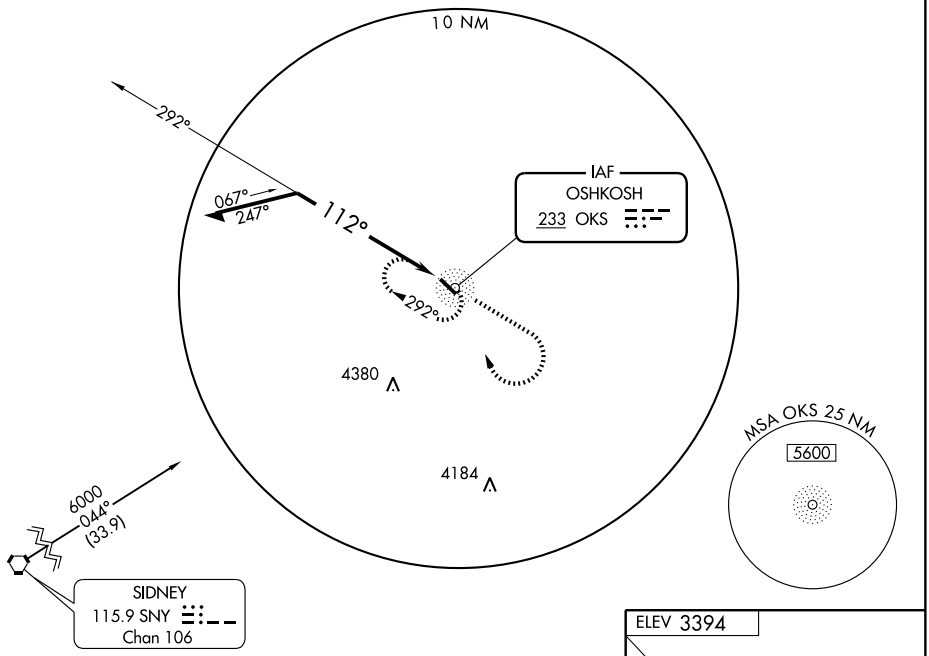
NDB RWY 12

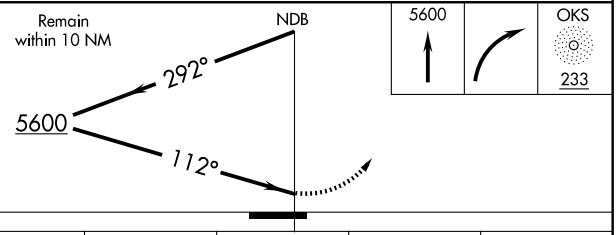
OSHKOSH/GARDEN COUNTY (OKS)

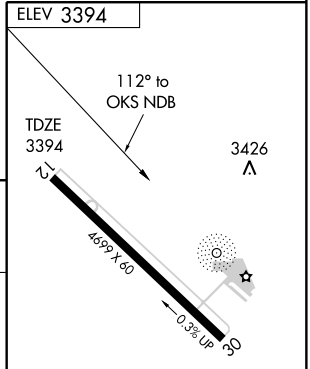
▼ NA — Use Ogallala altimeter setting; when not received use Sidney altimeter setting.

MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.

OGALLALA AWOS-3	SIDNEY ASOS	DENVER CENTER	UNICOM
121.275	118.025	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-12	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	
CIRCLING	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	

MIRL Rwy 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 99708 W12A	APP CRS 125°	Rwy Idg 4699 TDZE 3394 Apt Elev 3394

RNAV (GPS) RWY 12

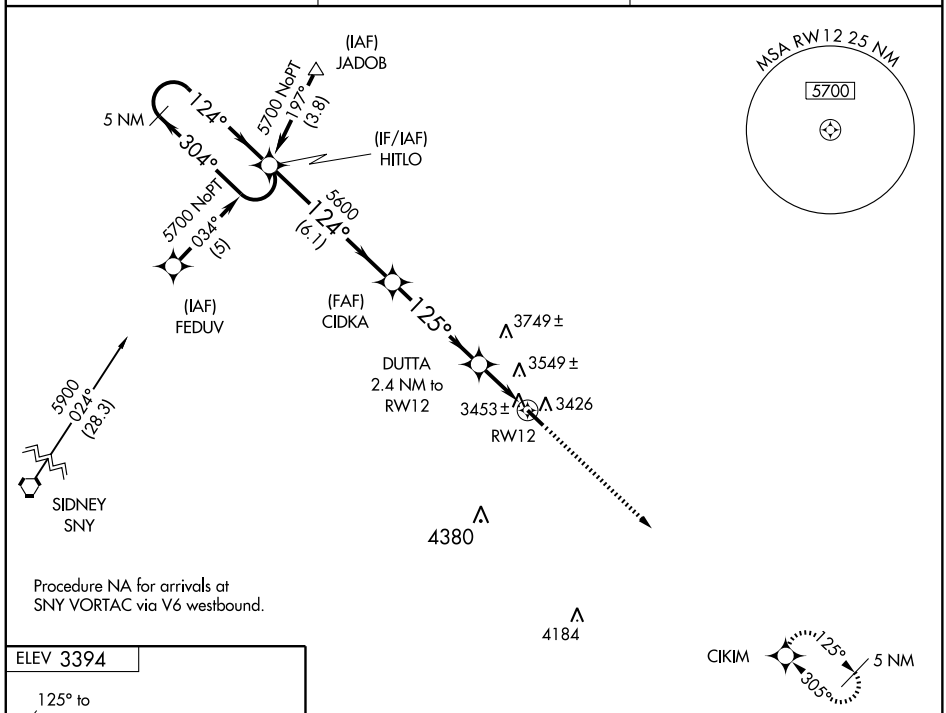
OSHKOSH/GARDEN COUNTY (OKS)

NA

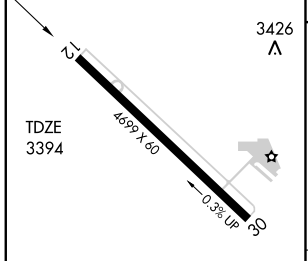
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 5400 direct CIKIM and hold.

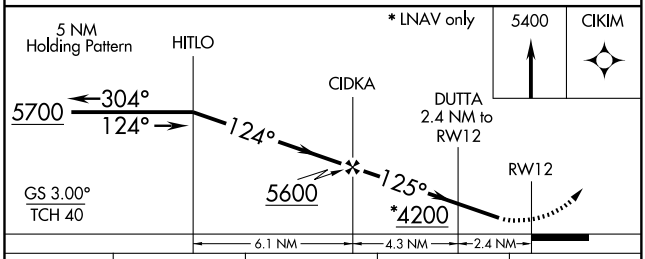
OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)



Procedure NA for arrivals at SNY VORTAC via V6 westbound.



MIRL Rwy 12-30



CATEGORY	A	B	C	D
LPV DA	3762-1¼	368 (400-1¼)	NA	
LNAV/VNAV DA	3882-1¾	488 (500-1¾)	NA	
LNAV MDA	3860-1	466 (500-1)	NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 4699
CH 93509	305°	TDZE 3387
W30A		Apt Elev 3394

RNAV (GPS) RWY 30

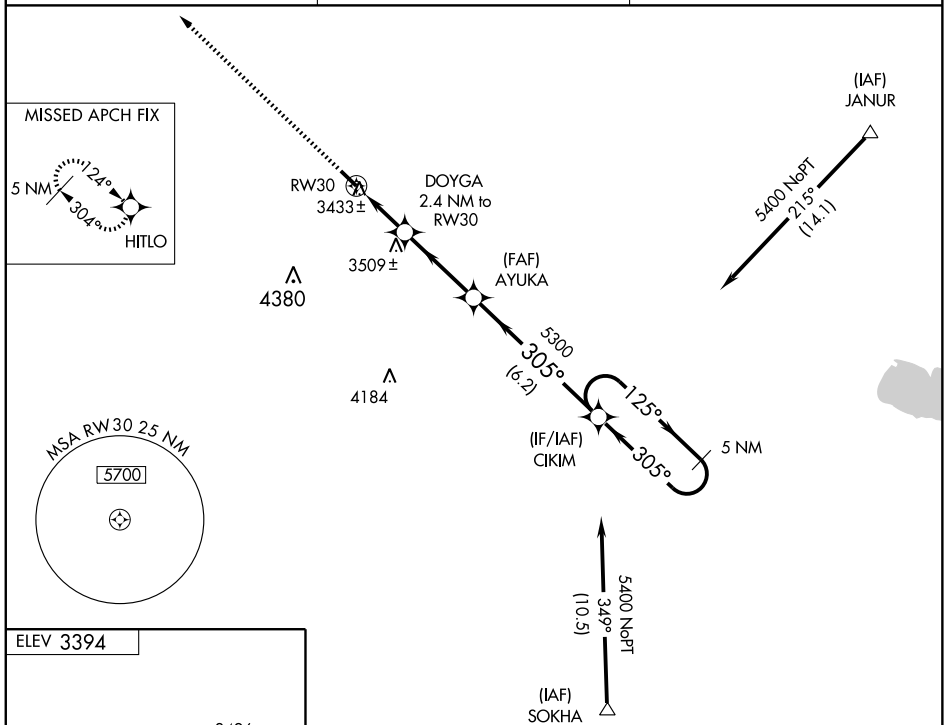
OSHKOSH/GARDEN COUNTY (OKS)

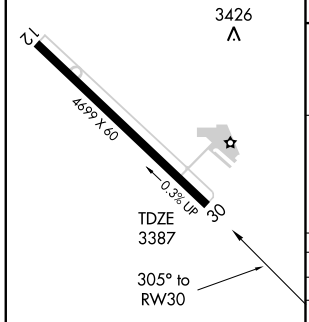
V
NA

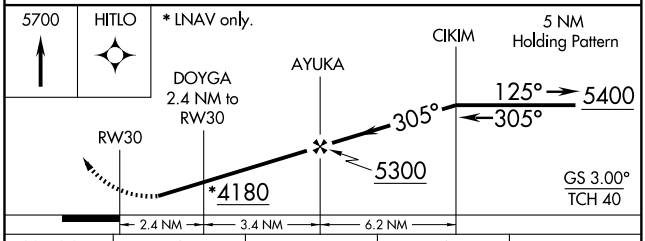
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3734-1¼ 347 (400-1¼)		NA	
LNAV/VNAV DA	3792-1½ 405 (400-1½)		NA	
LNAV MDA	3880-1 493 (500-1)		NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

MIRL Rwy 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

NDB PMV	APP CRS	Rwy Idg	5500
329	155°	TDZE	1202
		Apt Elev	1204

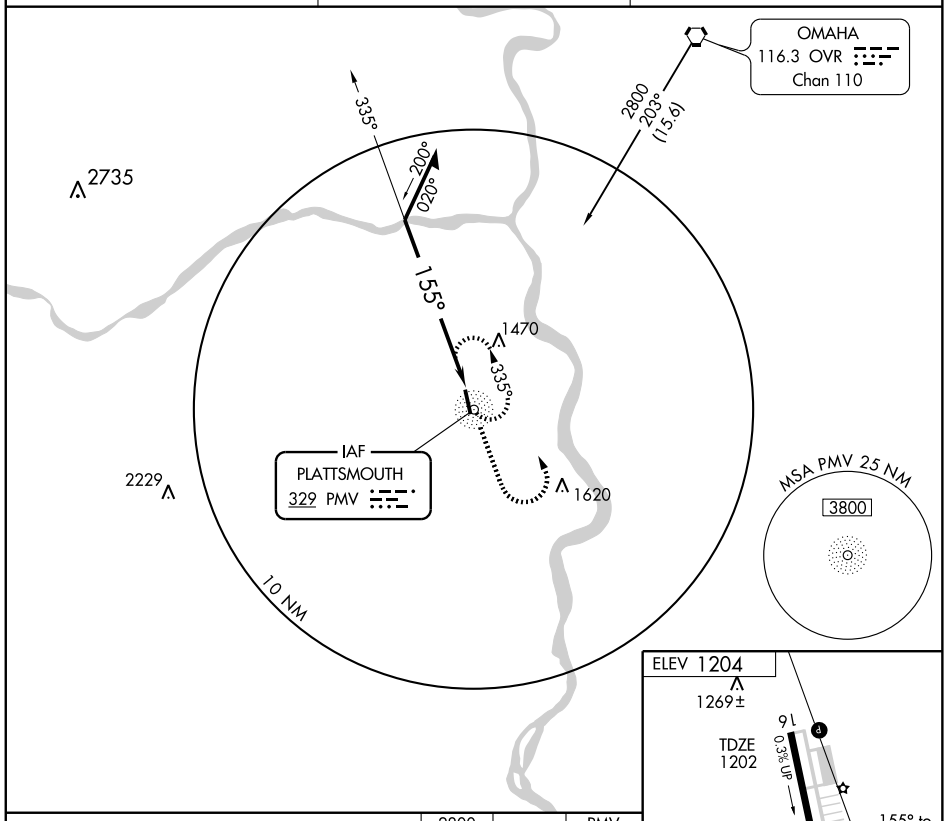
NDB RWY 16

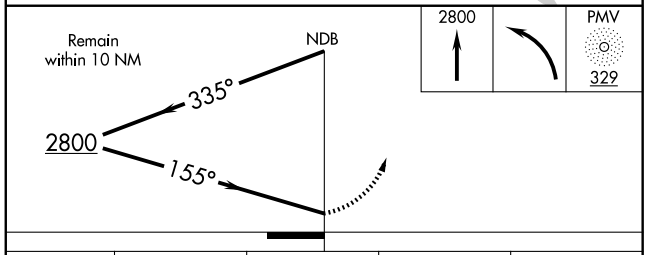
PLATTSMOUTH MUNI (PMV)

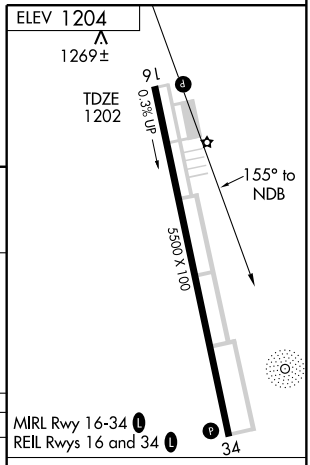
NA When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF)







CATEGORY	A	B	C	D
S-16	1840-1	638 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NDB PMV	APP CRS		
329	357°	Rwy Idg	5500
		TDZE	1204
		Apt Elev	1204

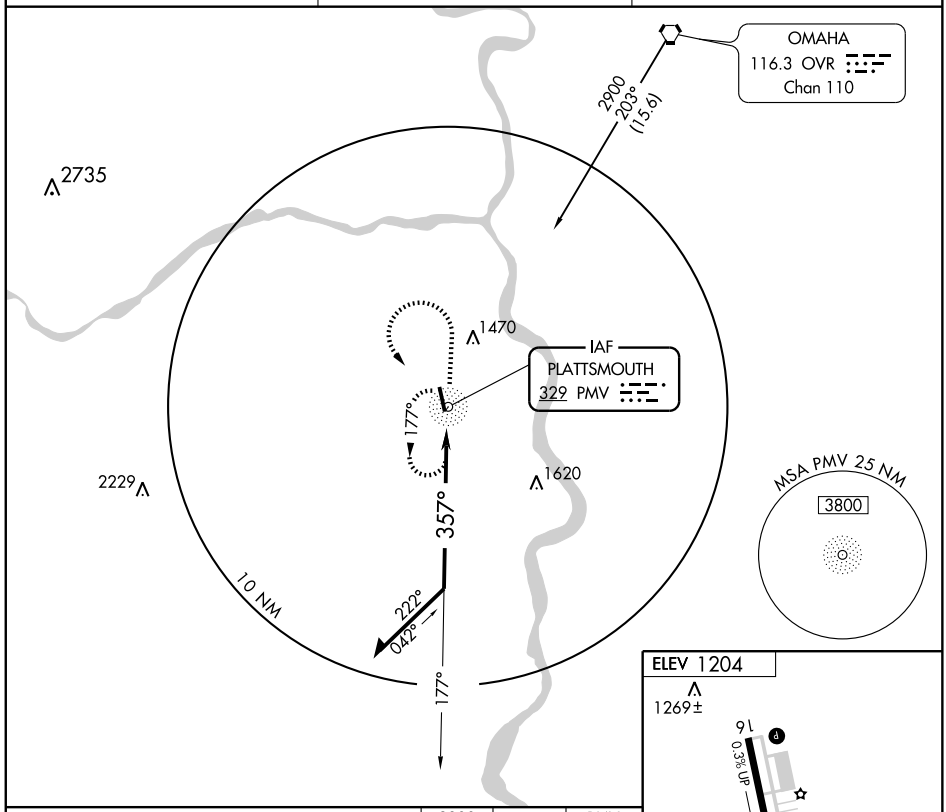
NDB RWY 34

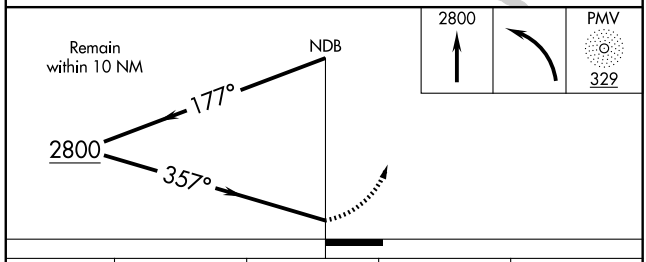
PLATTSMOUTH MUNI (PMV)

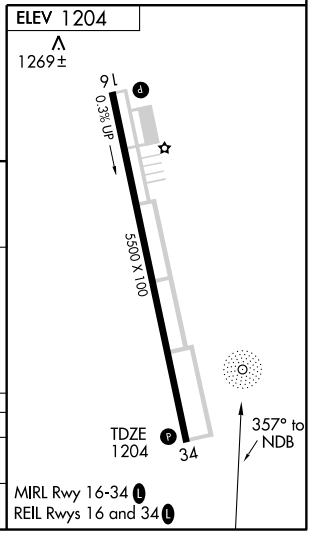
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-34	1840-1	636 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

PLATTSMOUTH, NEBRASKA AL-6528 (FAA)

WAAS	APP CRS	Rwy Idg	5500
CH 45800	163°	TDZE	1202
W16A		Apt Elev	1204

RNAV (GPS) RWY 16

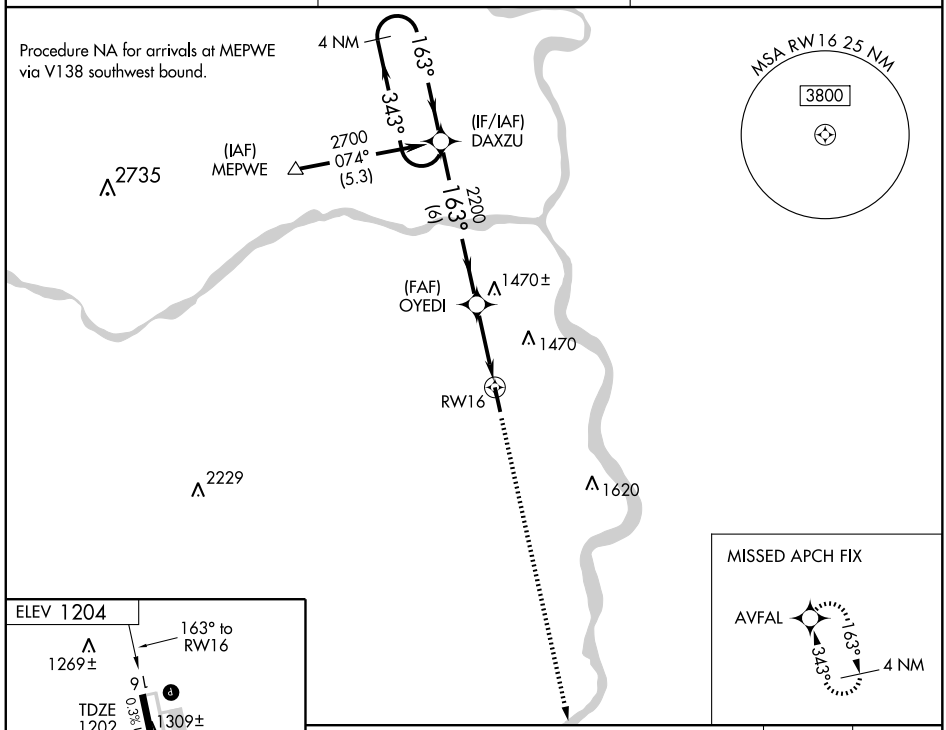
PLATTSMOUTH MUNI (PMV)

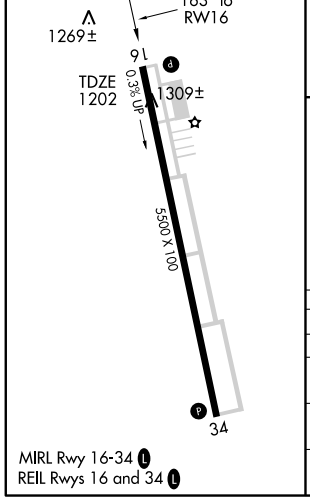
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct AVFAL and hold.

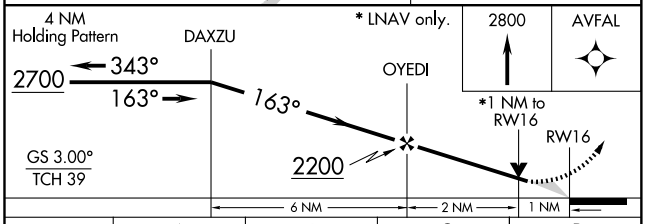
AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at MEPWE via V138 southwest bound.





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LPV DA	1452-1	250 (300-1)	NA	
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA	
LNAV MDA	1560-1	358 (400-1)	NA	
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 40200	343°	TDZE	1204
W34A		Apt Elev	1204

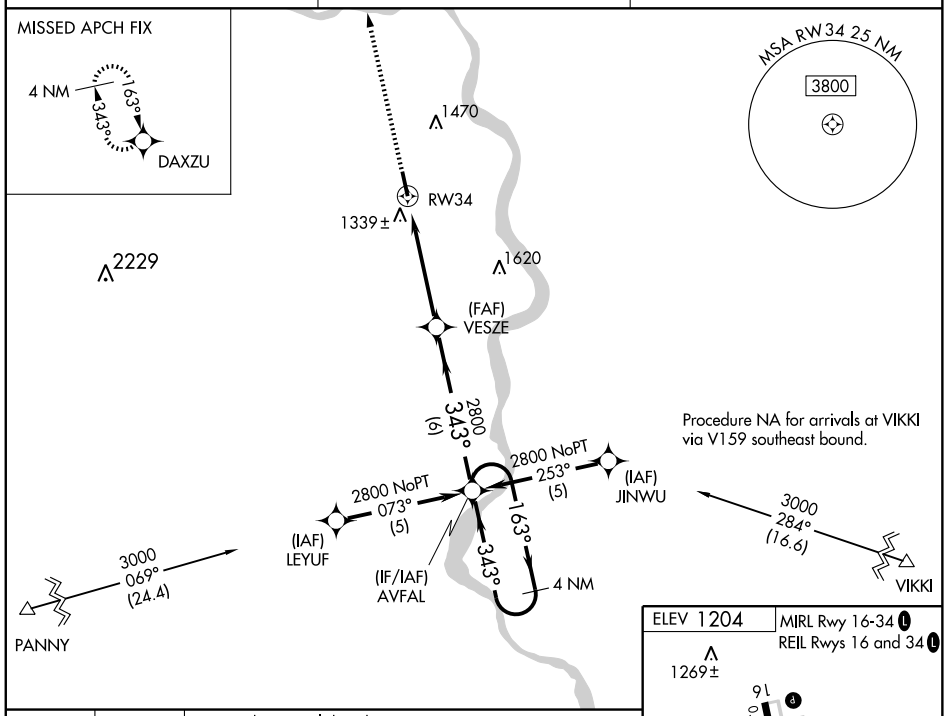
RNAV (GPS) RWY 34

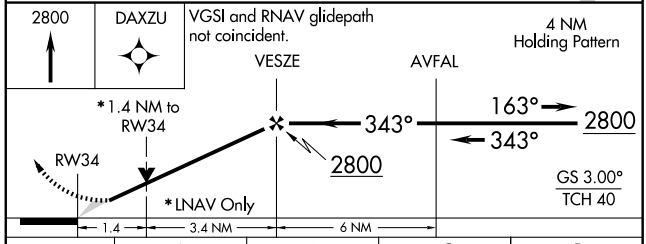
PLATTSMOUTH MUNI (PMV)

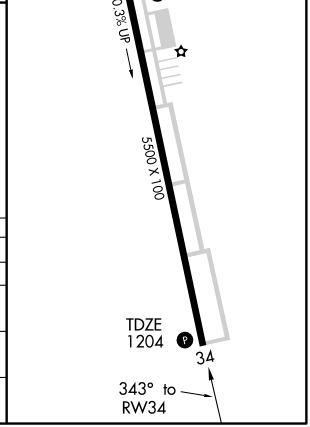
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DAXZU and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	
LNAV MDA	1680-1	476 (500-1)	NA	
CIRCLING	1680-1	476 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3909
CH 72814	142°	TDZE	3751
W14A		Apt Elev	3751

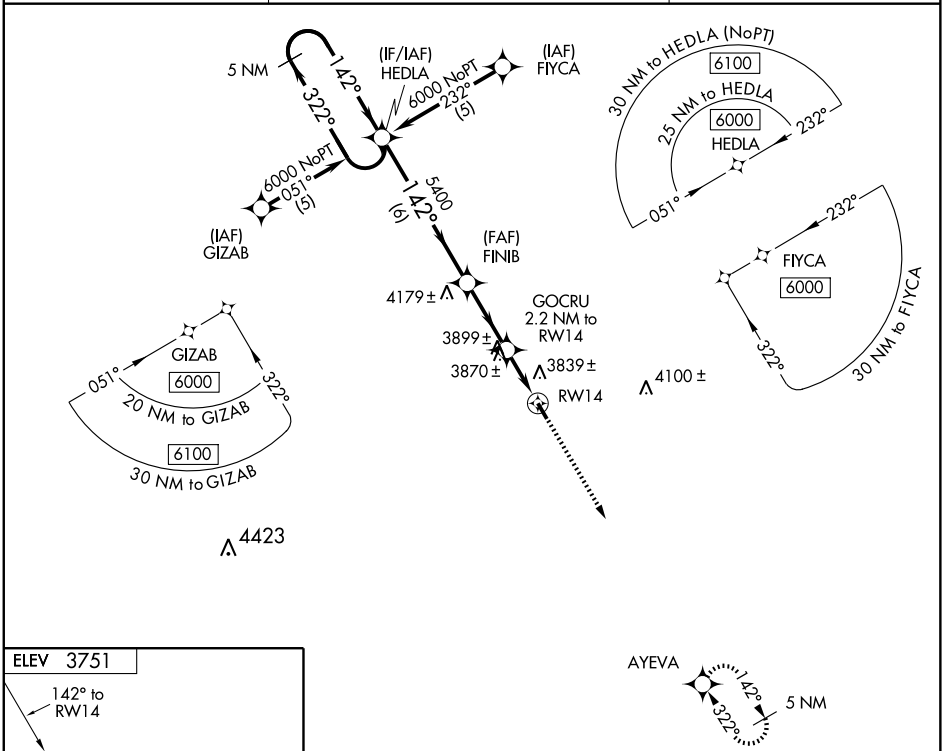
RNAV (GPS) RWY 14

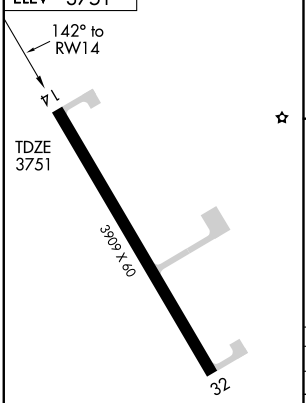
RUSHVILLE/MODISETT (9V5)

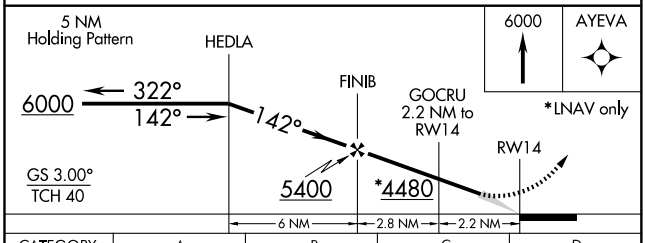
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	4117-1¼	366 (400-1¼)	NA	
LNAV/VNAV DA	4279-2	528 (600-2)	NA	
LNAV MDA	4300-1	549 (600-1)	NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

MIRL Rwy 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3909
CH 78214	322°	TDZE	3751
W32A		Apt Elev	3751

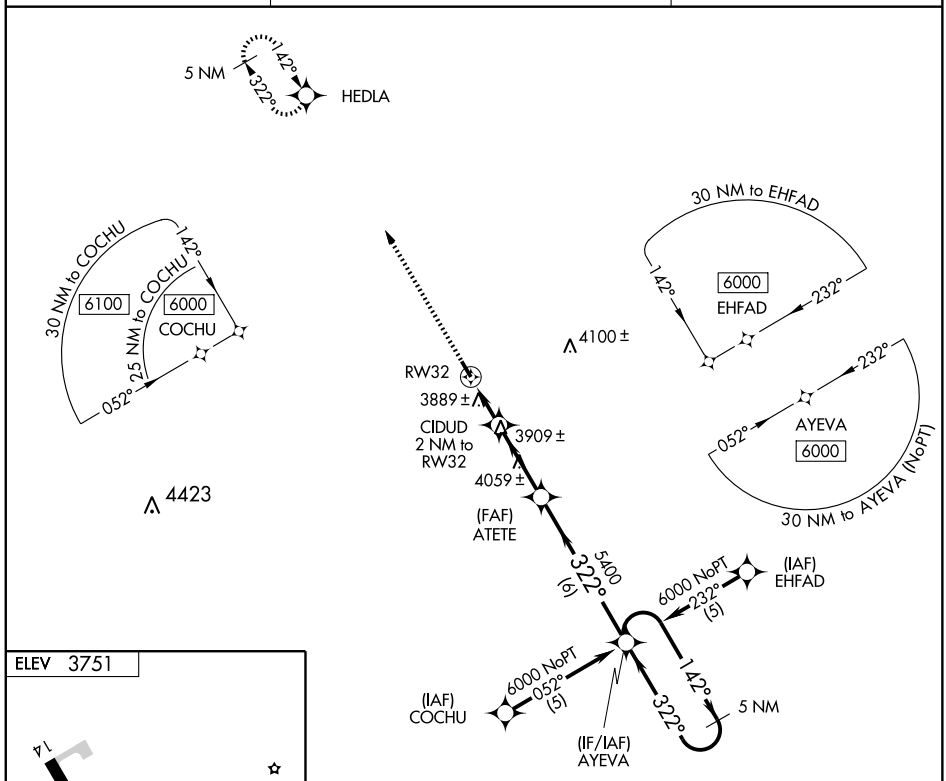
RNAV (GPS) RWY 32

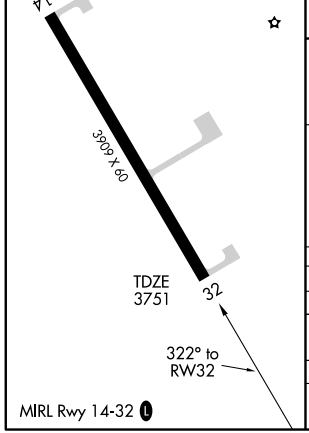
RUSHVILLE/ MODISETT (9V5)

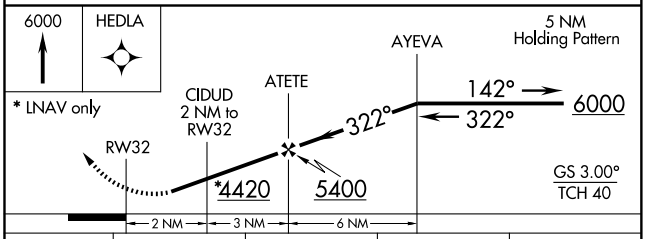
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct HEDLA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 (L)







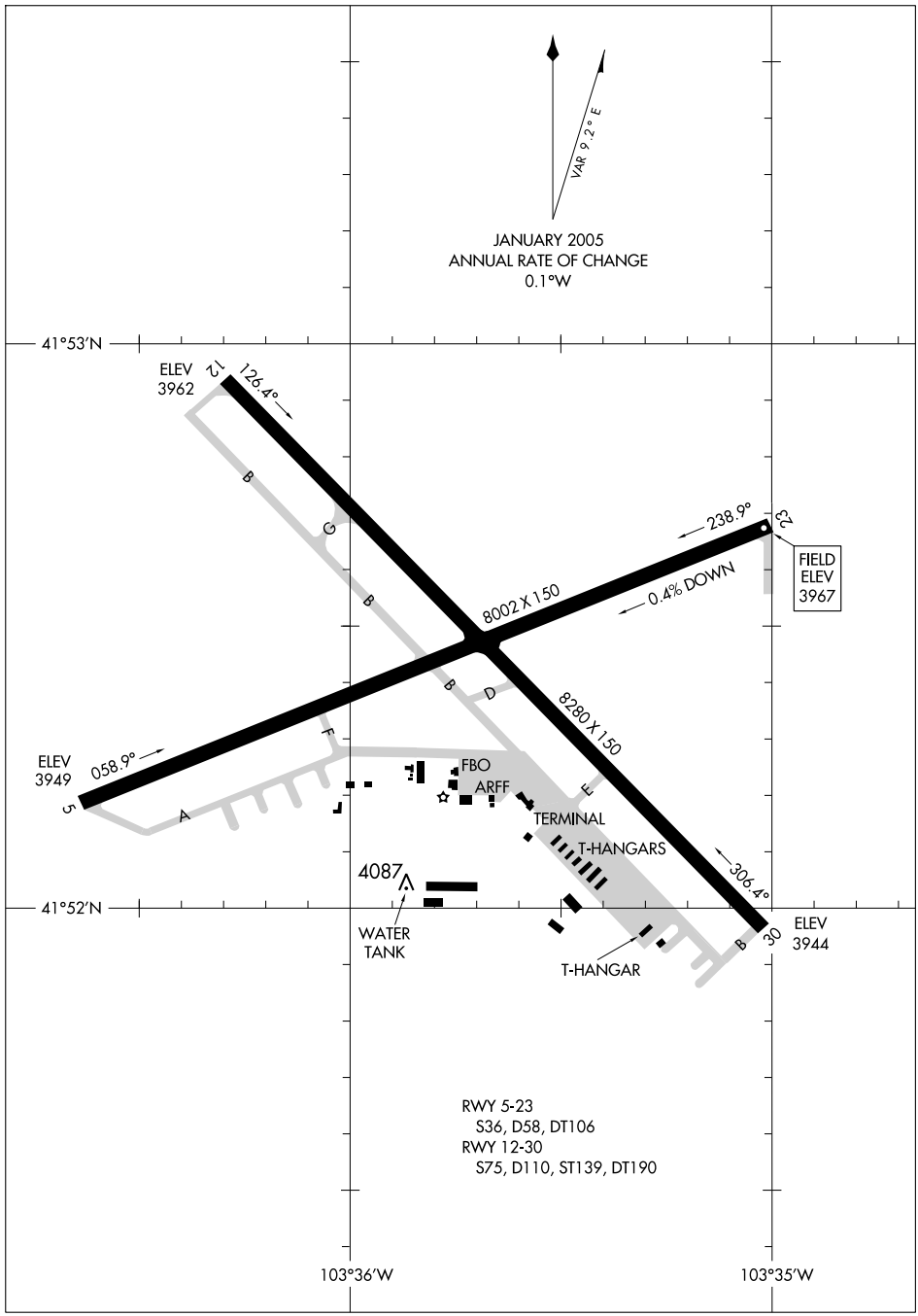
CATEGORY	A	B	C	D
LPV DA	4181-1½ 430 (500-1½)		NA	
LNAV/ VNAV DA	4294-2 543 (600-2)		NA	
LNAV MDA	4320-1 569 (600-1)		NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

07298

AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
SCOTTSBLUFF/ AL-383 (FAA) SCOTTSBLUFF, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RMT	APP CRS	Rwy Idg	8280
110.35	126°	TDZE	3963
Chan 40 (Y)		Apt Elev	3967

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

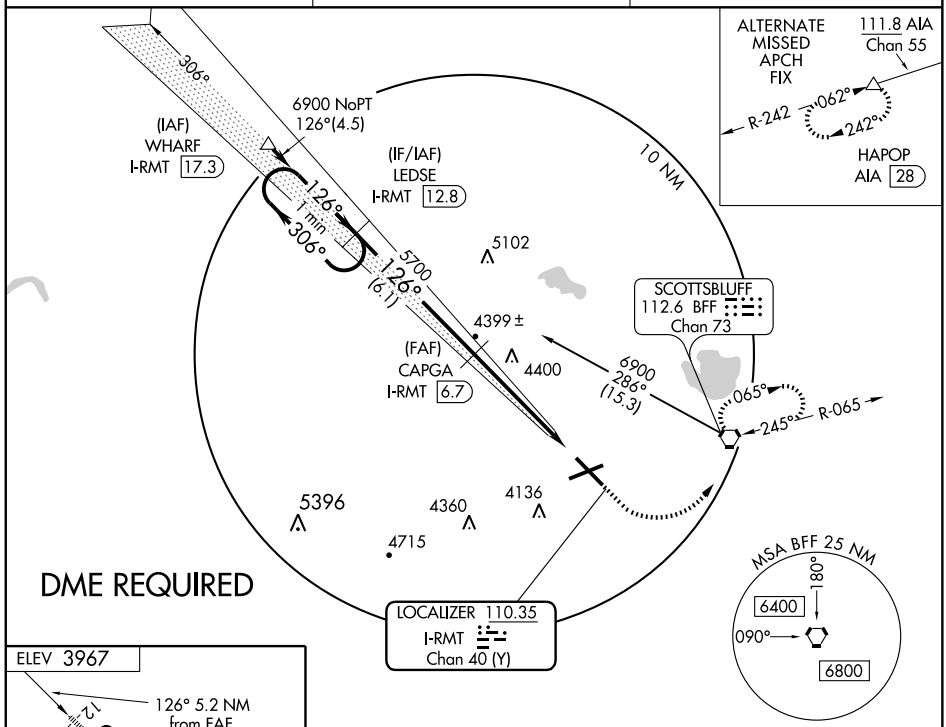
ILS or LOC/DME RWY 12

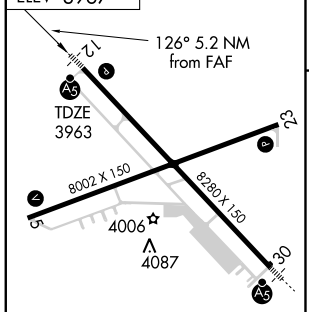
When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D visibilities ¼ mile. For inoperative MALSR, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

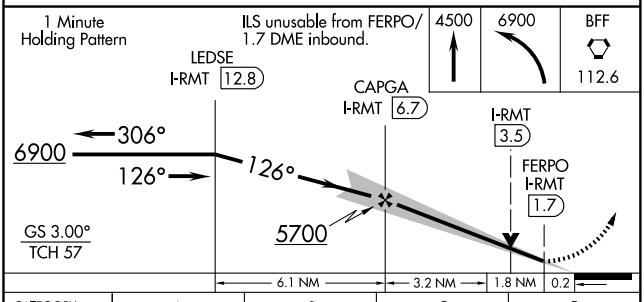
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 12	4163-½ 200 (200-½)			
S-LOC 12	4640-½ 677 (700-½)		4640-1½ 677 (700-1½)	4640-1¾ 677 (700-1¾)
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2¼ 673 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BFF	APP CRS	Rwy Idg	8280
109.3	306°	TDZE	3950
Chan 30		Apt Elev	3965

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

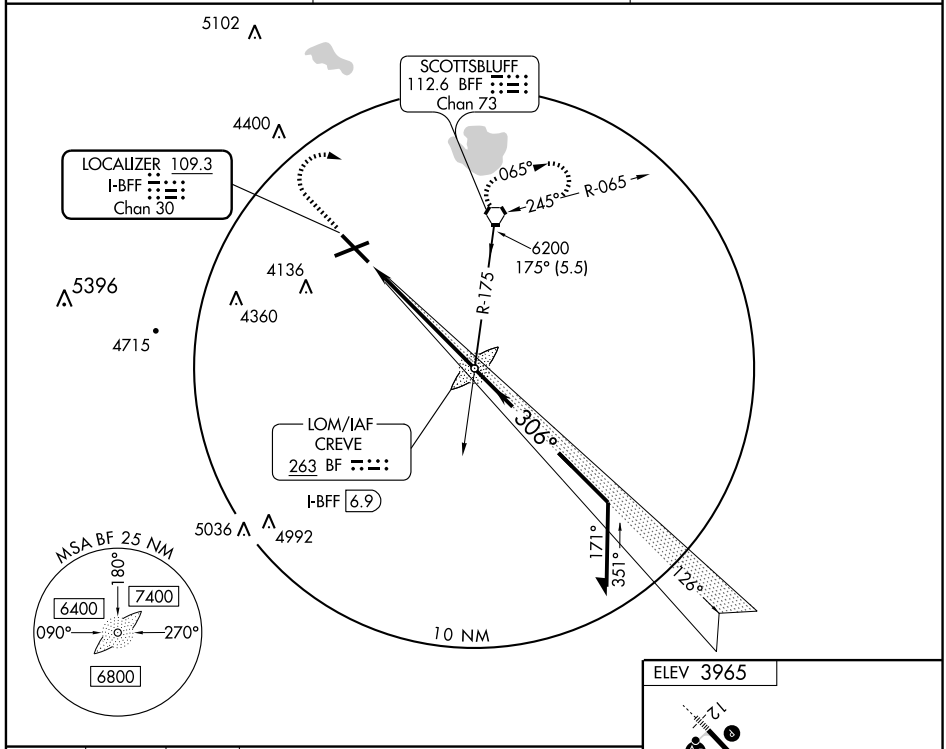
ILS RWY 30

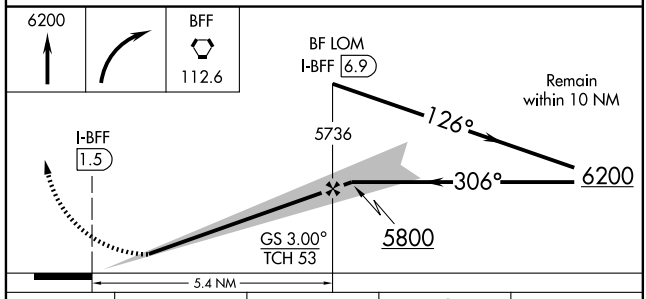
Cat D S-LOC visibility increase ¼ mile for inoperative MALSR.

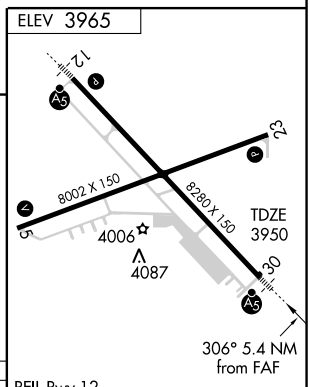
MALSR

MISSED APPROACH: Climb to 6200 then right turn direct BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 30	4150-½ 200 (200-½)			
S-LOC 30	4240-½ 290 (300-½)			4240-¾ 290 (300-¾)
CIRCLING	4500-1 535 (600-1)		4500-1½ 535 (600-1½)	4600-2 635 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8002
CH 93506	061°	TDZE	3952
W05A		Apt Elev	3967

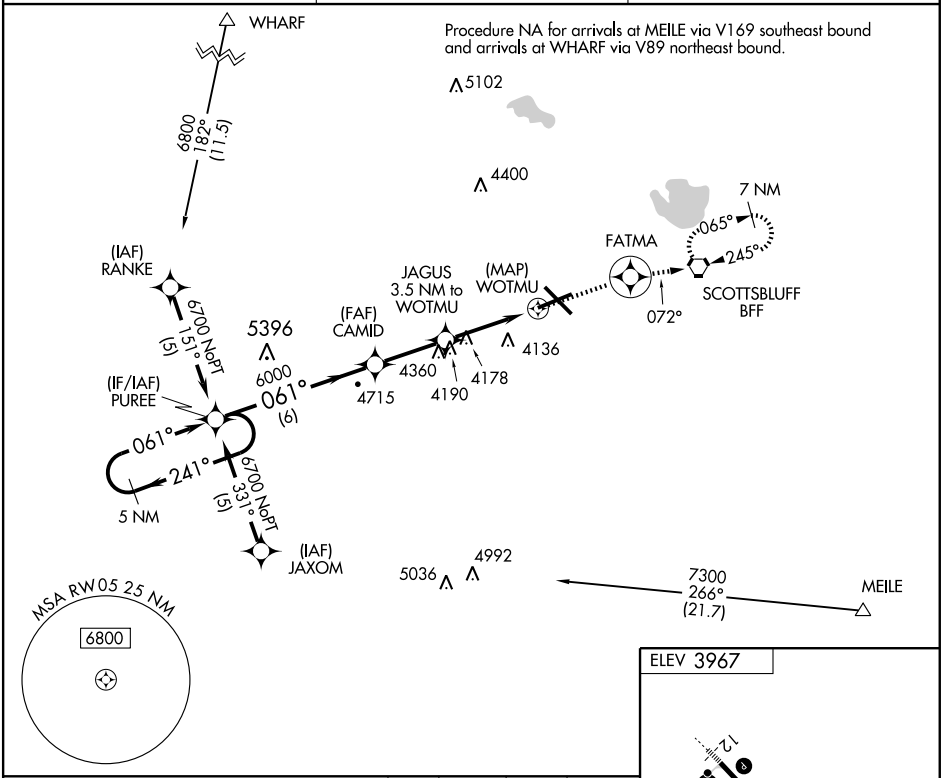
SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

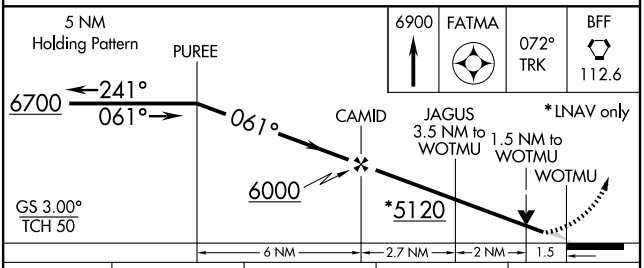
RNAV (GPS) RWY 5

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

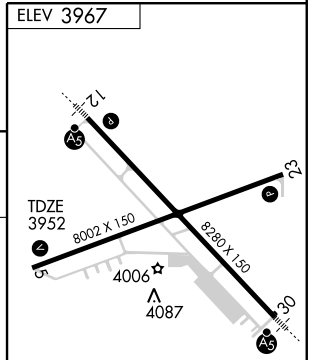
MISSED APPROACH: Climb to 6900 direct FATMA and via 072° track to BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4252-1		300 (300-1)	
LNAV MDA	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)



REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 73005 W12A	APP CRS 126°	Rwy Idg 8280 TDZE 3963 Apt Elev 3967

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 12

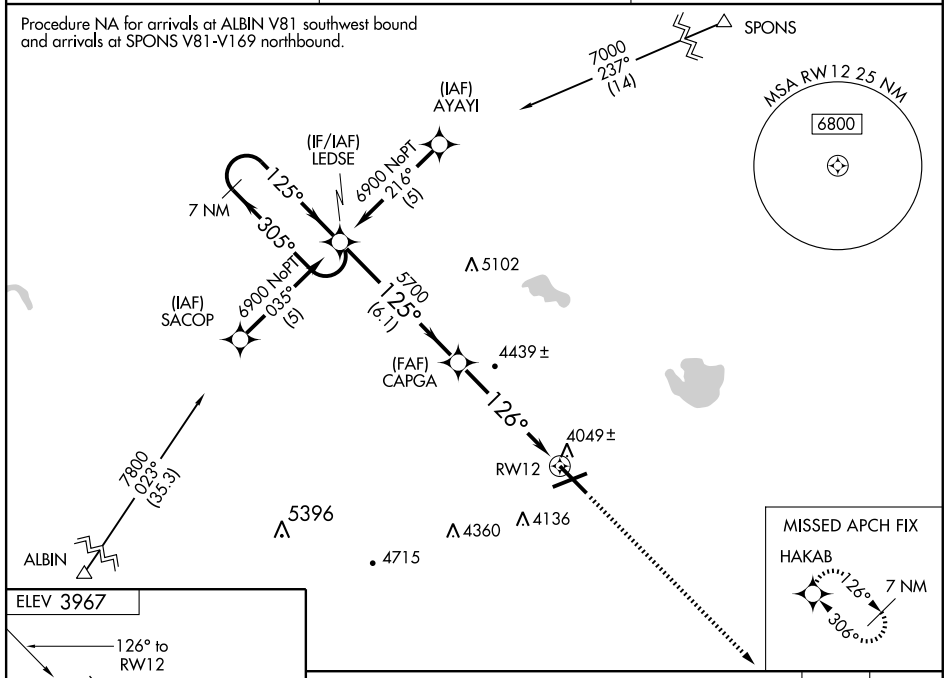
When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities ¼ mile; increase LNAV and circling Cat C/D visibilities ½ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1¼ , and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

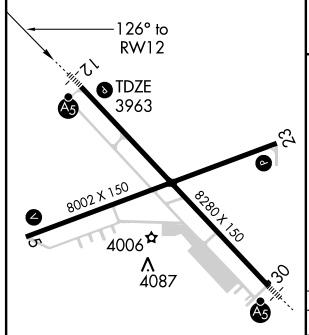
MALSR

MISSED APPROACH: Climb to 6700 direct HAKAB and hold.

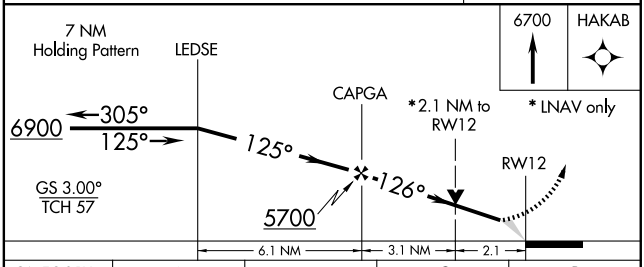
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L

Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	4213-½ 250 (300-½)			
LNAV/VNAV DA	4340-¾ 377 (400-¾)			
LNAV MDA	4700-½ 737 (800-½)		4700-1½ 737 (800-1½)	4700-1¾ 737 (800-1¾)
CIRCLING	4700-1 733 (800-1)		4700-2 733 (800-2)	4700-2¼ 733 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45606 W23A	APP CRS 238°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967

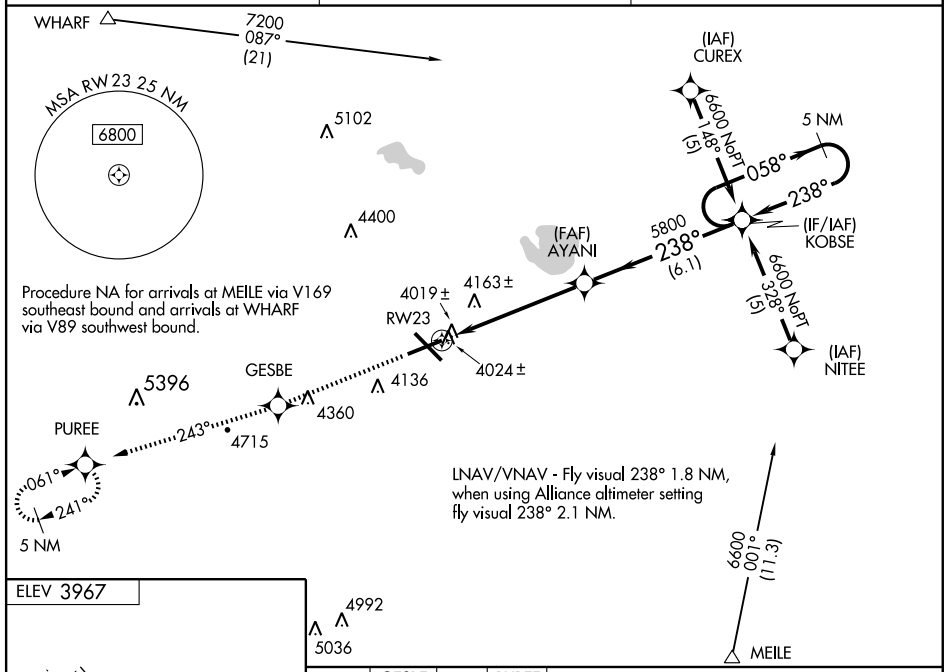
RNAV (GPS) RWY 23

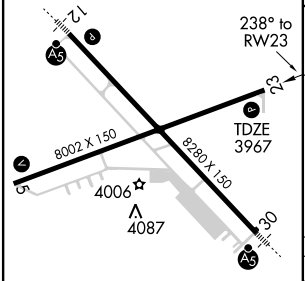
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

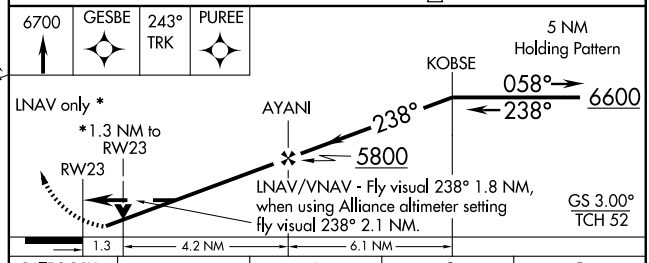
When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼. BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4256-1 289 (300-1)			
LNAV/VNAV DA	4588-2 621 (700-2)			
LNAV MDA	4420-1 453 (500-1)		4420-1¼ 453 (500-1¼)	4420-1½ 453 (500-1½)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 53306 W30A	APP CRS 306°	Rwy Idg 8280 TDZE 3951 Apt Elev 3967

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

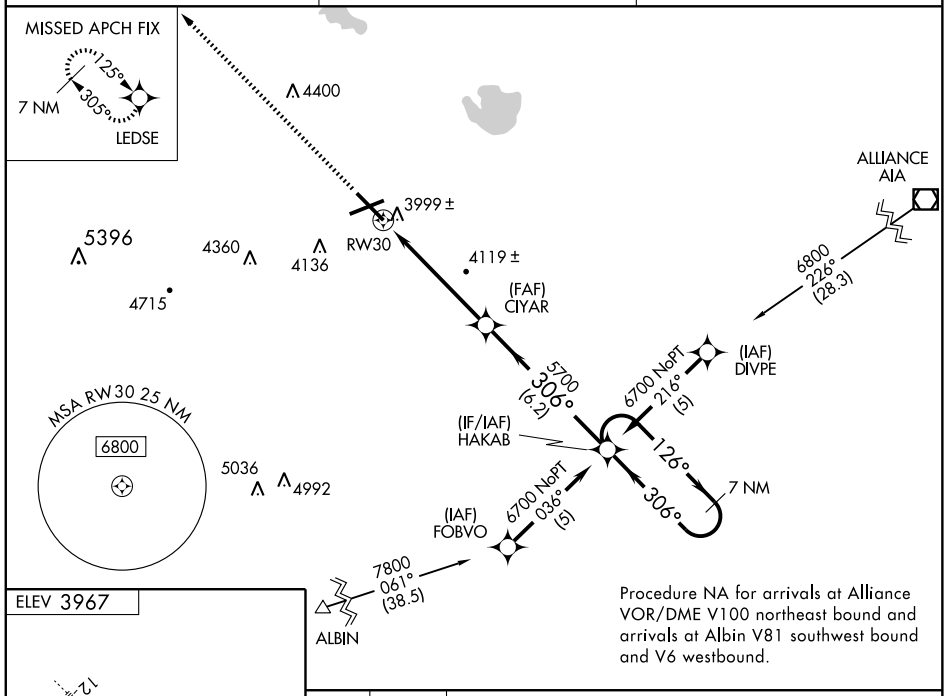
RNAV (GPS) RWY 30

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibilty to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

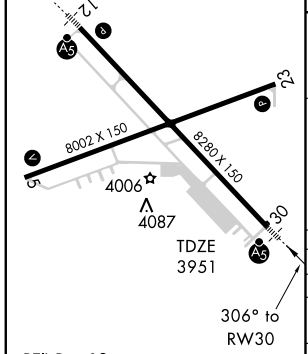
MALSR

MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

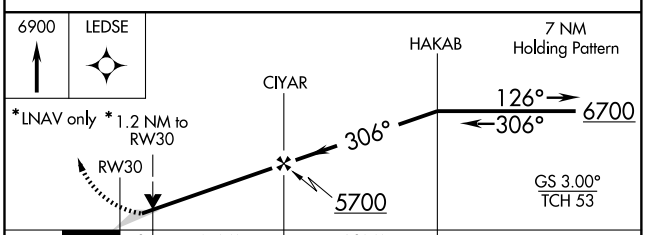
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L



Procedure NA for arrivals at Alliance VOR/DME V100 northeast bound and arrivals at Albin V81 southwest bound and V6 westbound.



REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	4201-½ 250 (300-½)			
LNAV/VNAV DA	4300-¾ 349 (400-¾)			
LNAV MDA	4380-½ 429 (500-½)		4380-¾ 429 (500-¾)	4380-1 429 (500-1)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BFF	APP CRS	Rwy Idg	8002
112.6	063°	TDZE	3952
Chan 73		Apt Elev	3967

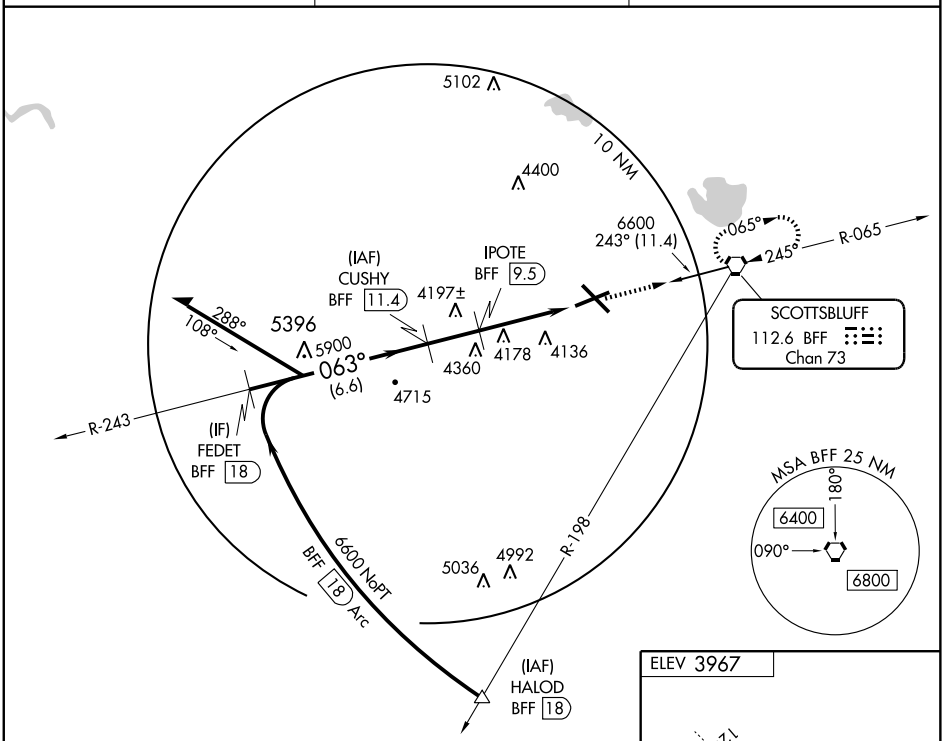
SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

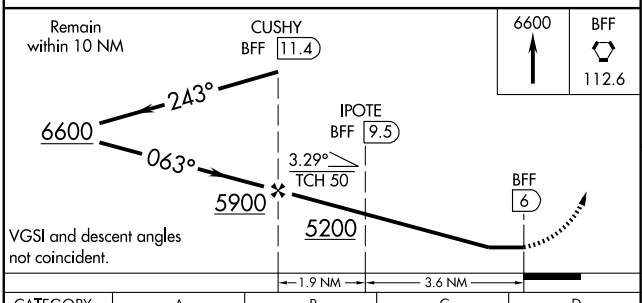
VOR/DME RWY 5

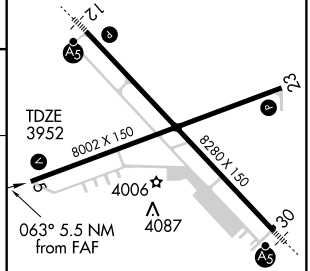
When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BFF 112.6 Chan 73	APP CRS 245°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967

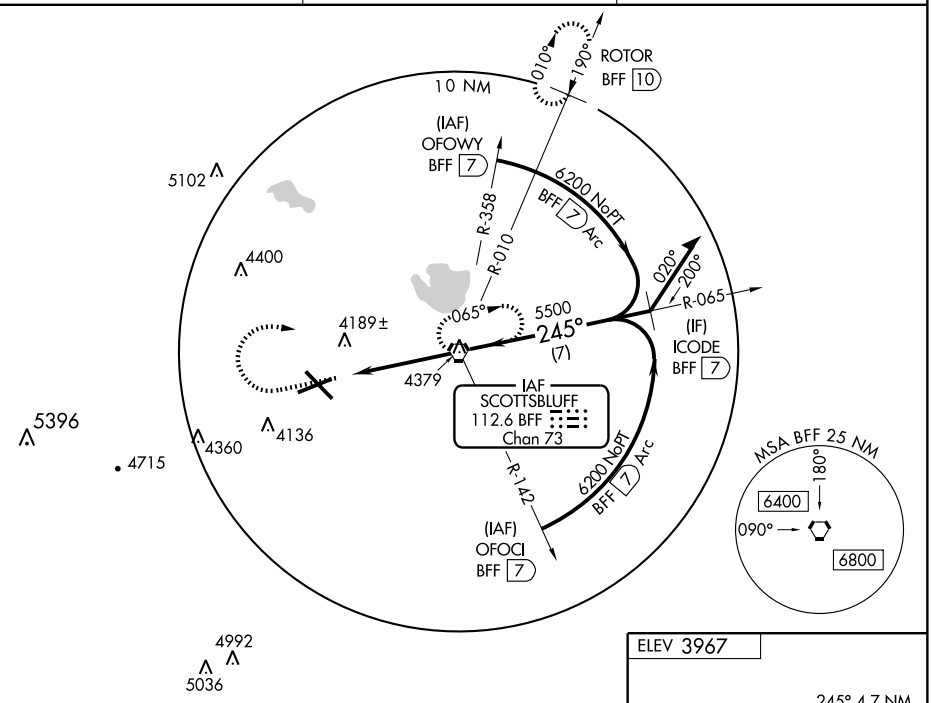
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

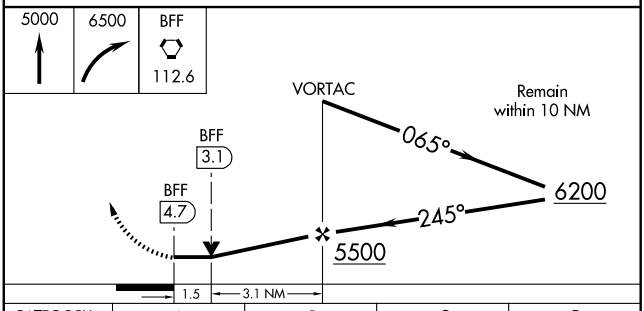
VOR or TACAN RWY 23

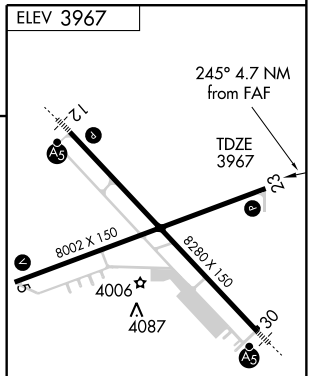
If local altimeter setting not received, use Alliance altimeter setting and increase al MDAs 100 feet, increase S-23 CAT C/D visibilities ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-23	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4500-1¾ 533 (600-1¾)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

FAF to MAP 4.7 NM

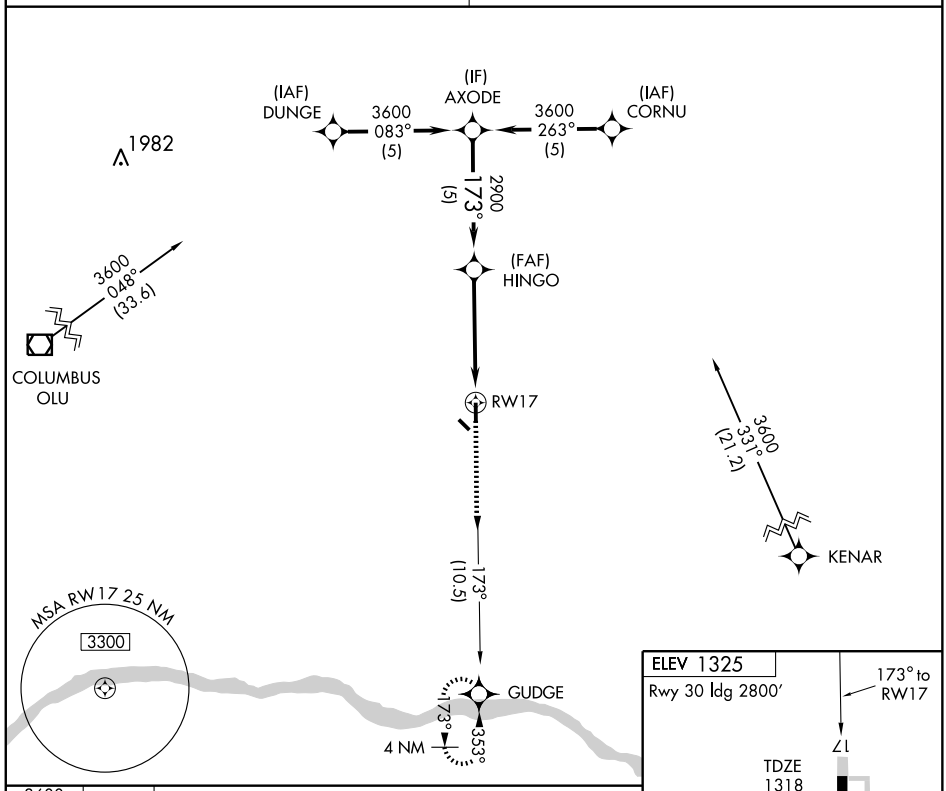
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

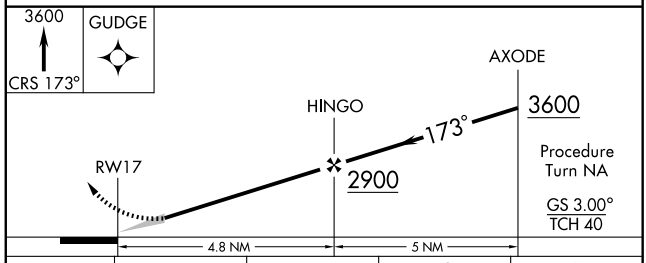
NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
173°	TDZE	1318
	Apt Elev	1325

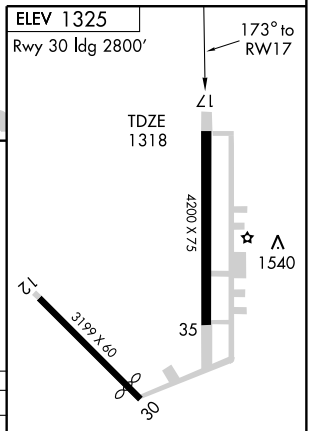
RNAV (GPS) RWY 17
SCRIBNER STATE (SCB)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.
	OMAHA APP CON 120.1 354.05	CTAF 122.9





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1¼ 382 (400-1¼)		NA	
LNAV MDA	1820-1 502 (600-1)		NA	
CIRCLING	1900-1¼ 575 (600-1¼)		NA	

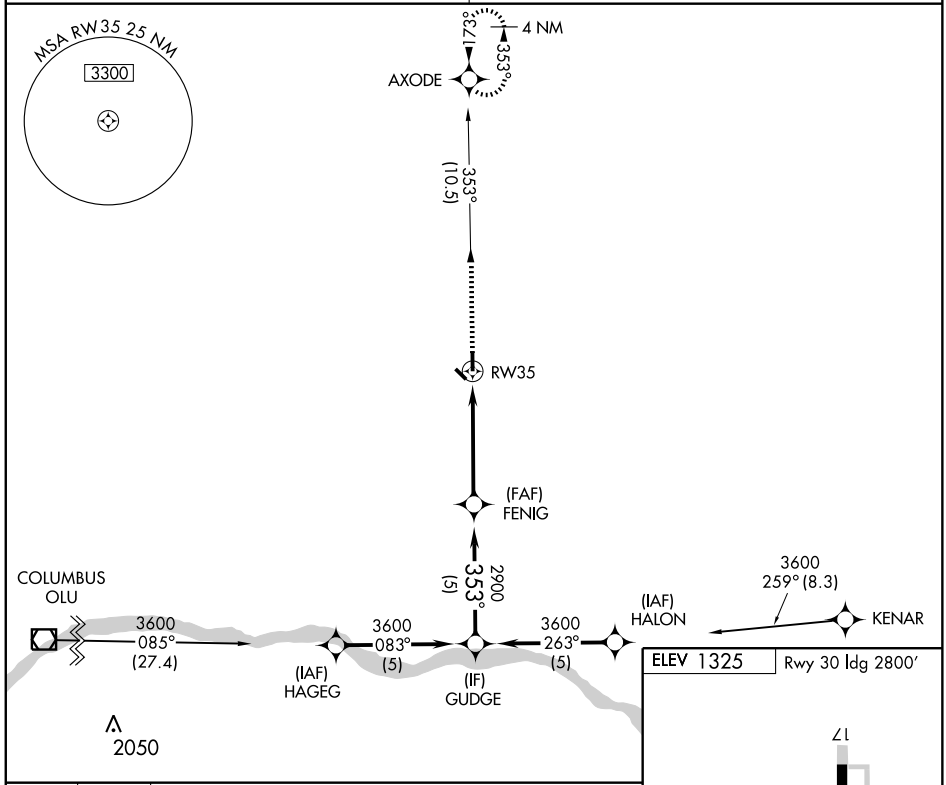


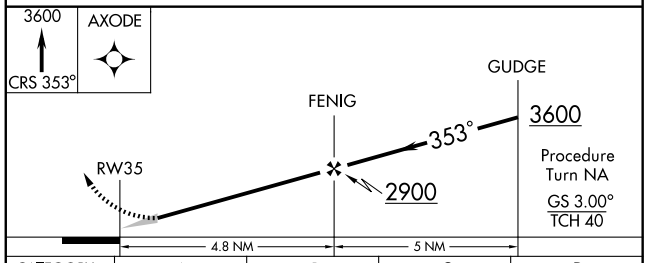
NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
353°	TDZE	1319
	Apt Elev	1325

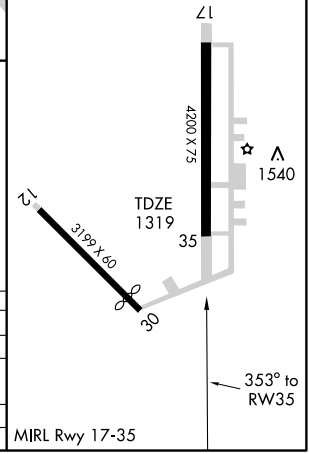
RNAV (GPS) RWY 35
SCRIBNER STATE (SCB)

⚠ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 353° course to AXODE WP and hold.
	OMAHA APP CON 120.1 354.05	CTAF 122.9





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1720-1½	401 (500-1½)	NA	
LNAV MDA	1840-1	521 (600-1)	NA	
CIRCLING	1900-1½	575 (600-1½)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SCB	APP CRS	Rwy Idg	4200
111.0	341°	TDZE	1319
Chan 47		Apt Elev	1325

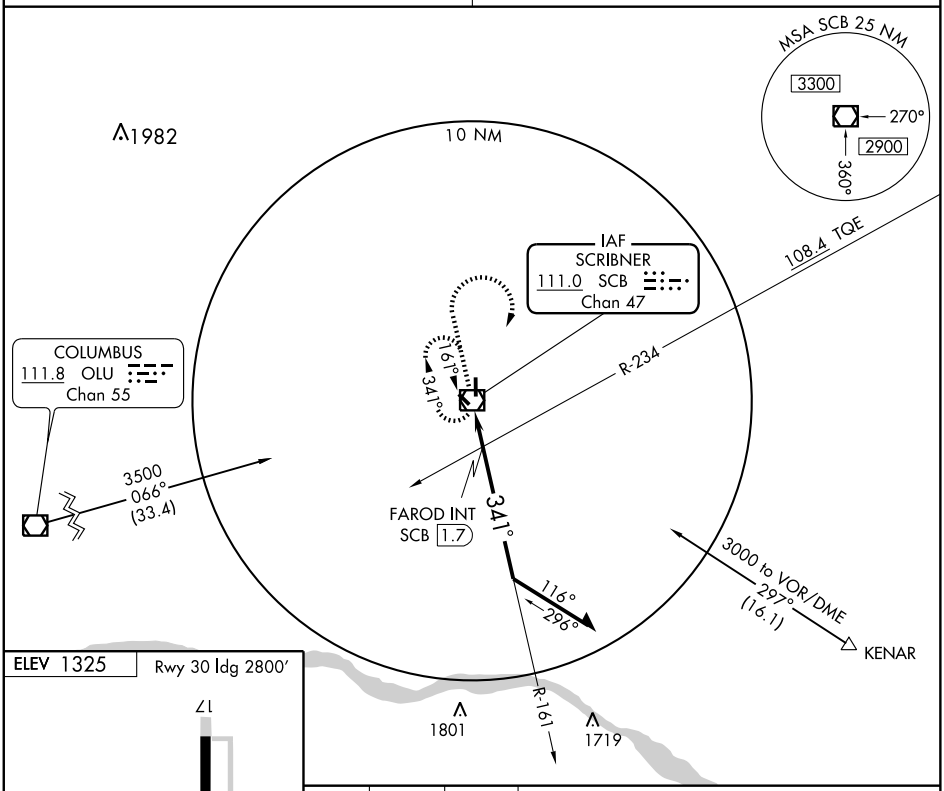
VOR RWY 35
SCRIBNER STATE (SCB)

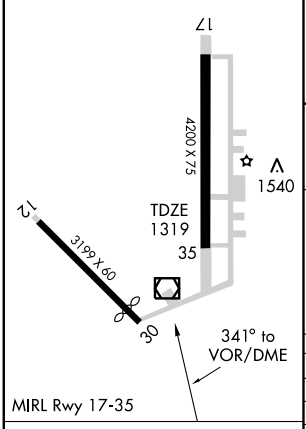
NA — Use Fremont altimeter setting.

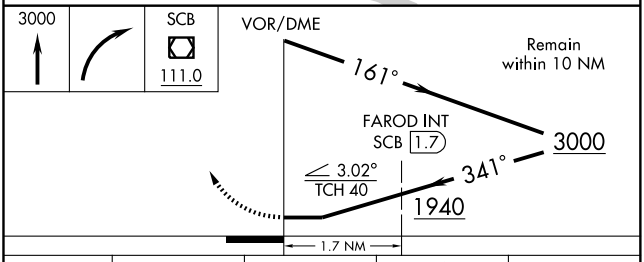
MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.

OMAHA APP CON **120.1 354.05**

CTAF **122.9**







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	1940-1	621 (700-1)	NA	
CIRCLING	1940-1	615 (700-1)	NA	
FAROD FIX MINIMUMS				
S-35	1800-1	481 (500-1)	NA	
CIRCLING	1900-1	575 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB SWT	APP CRS	Rwy Idg	4200
269	173°	TDZE	1504
		Apt Elev	1505

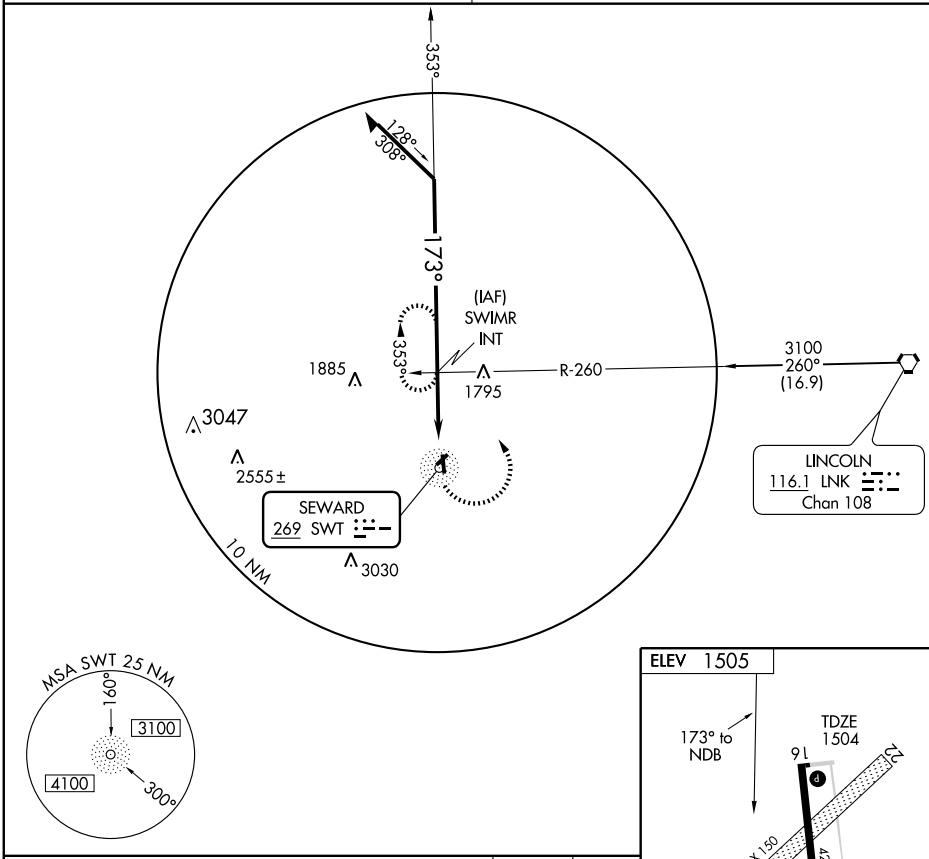
NDB RWY 16
SEWARD MUNI (SWT)

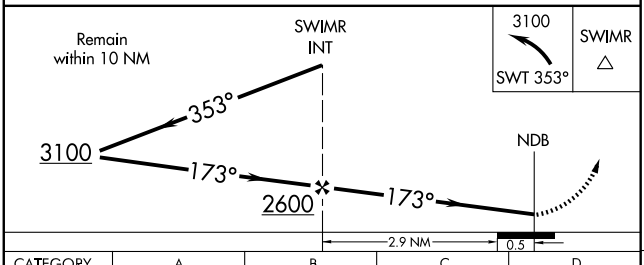
T
A NA Use Lincoln altimeter setting.

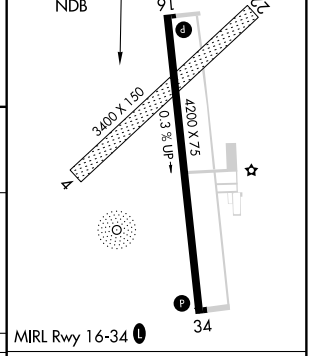
MISSED APPROACH: Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

LINCOLN APP CON *
124.0 270.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	2040-1	536 (600-1)	NA	
CIRCLING	2040-1	535 (600-1)	NA	

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-2, 08 APR 2010 to 06 MAY 2010

NDB SWT	APP CRS	Rwy Idg	4200
269	340°	TDZE	1505
		Apt Elev	1505

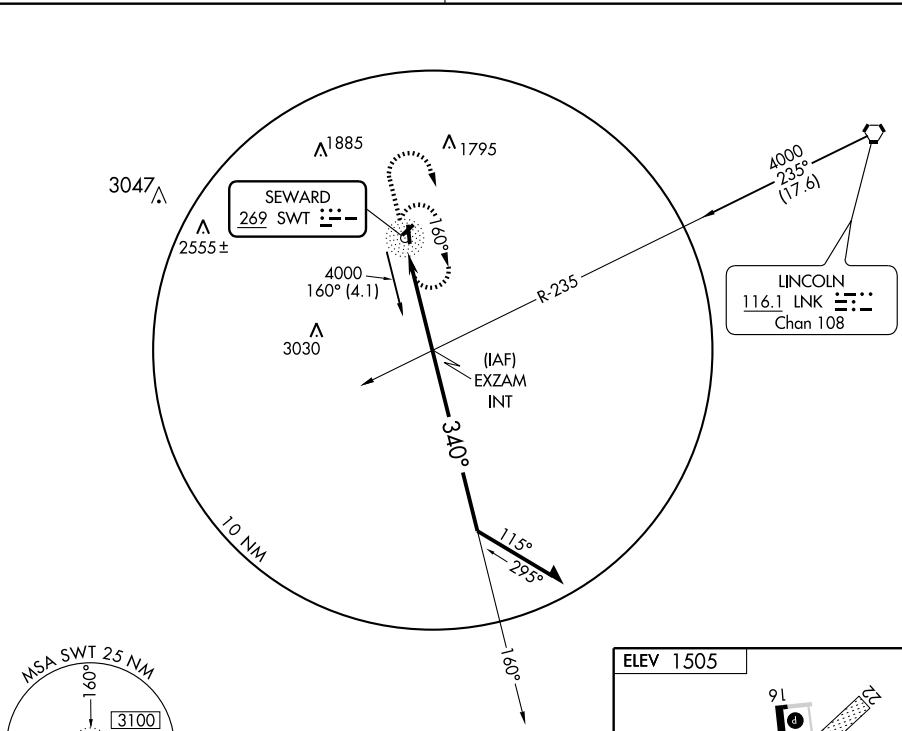
NDB RWY 34
SEWARD MUNI (SWT)

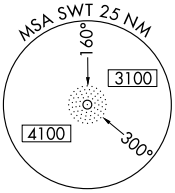
NA Use Lincoln altimeter setting.

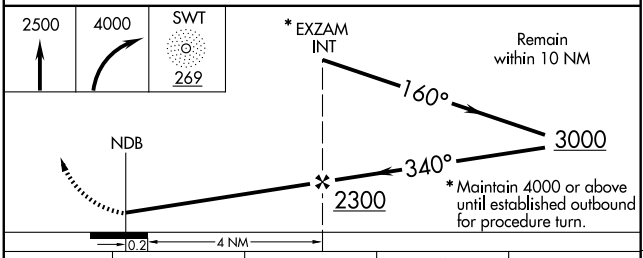
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.

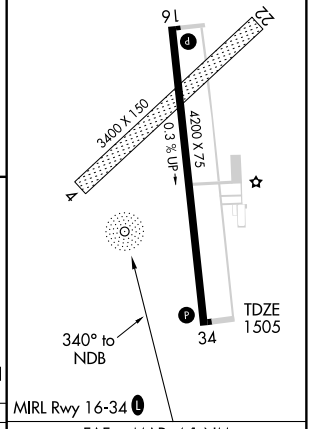
LINCOLN APP CON * 124.0 270.3

UNICOM 122.8 (CTAF) L









CATEGORY	A	B	C	D
S-34	2000-1	495 (500-1)	NA	
CIRCLING	2020-1	515 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56507	168°	TDZE	1505
W16A		Apt Elev	1506

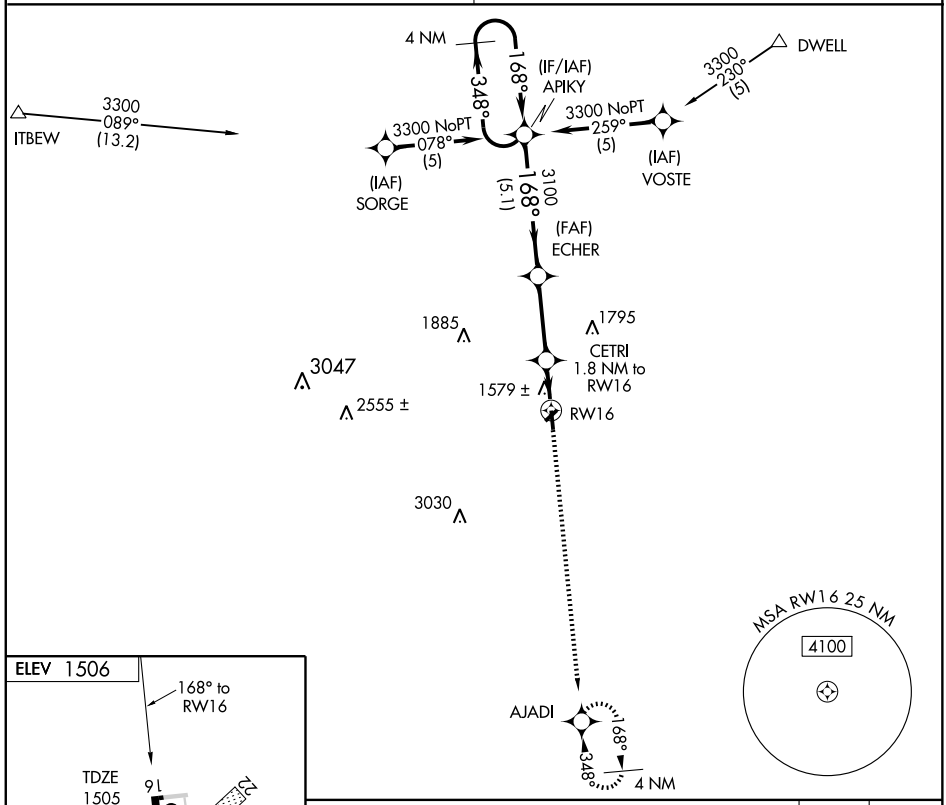
RNAV (GPS) RWY 16
SEWARD MUNI (SWT)

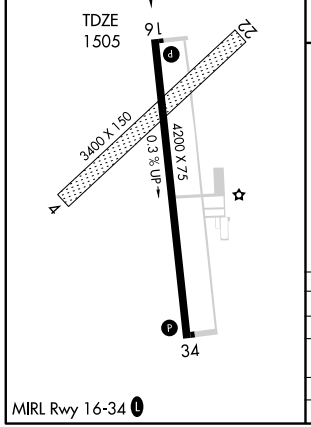
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 3300 direct AJADI and hold.

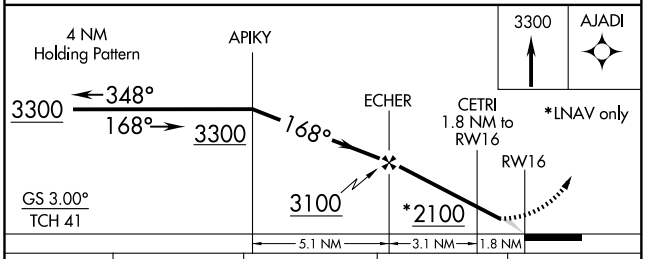
LINCOLN APP CON* 124.0 270.3

UNICOM 122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1832-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	421 (500-1½)	NA	
LNAV MDA	1960-1	455 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4200
CH 82407	348°	TDZE	1506
W34A		Apt Elev	1506

RNAV (GPS) RWY 34
SEWARD MUNI (SWT)

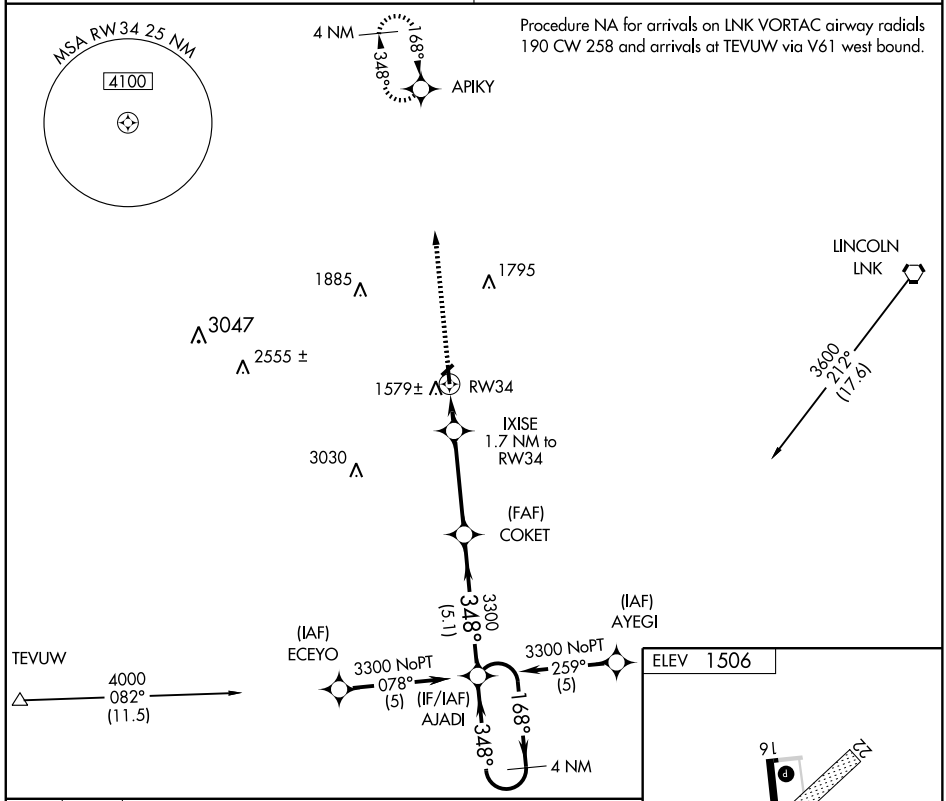
Baro-VNAV NA. DME/DME RNP-0.3NA.
Visibility reduction by helicopters NA
Use Lincoln altimeter setting.

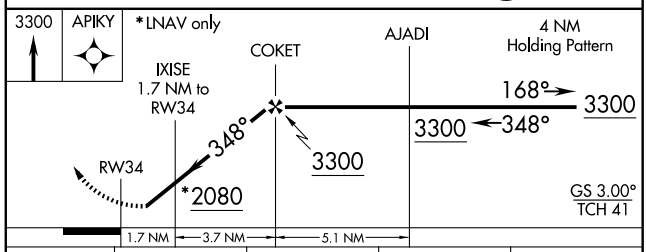
MISSED APPROACH: Climb to 3300 direct APIKY and hold.

LINCOLN APP CON *
124.0 270.3

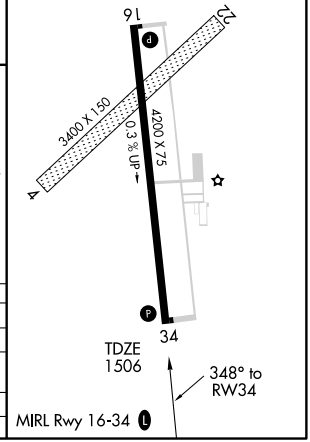
UNICOM
122.8 (CTAF) L

Procedure NA for arrivals on LNK VORTAC airway radials 190 CW 258 and arrivals at TEVUW via V61 west bound.





CATEGORY	A	B	C	D
LPV DA	1833-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	420 (500-1½)	NA	
LNAV MDA	1960-1	454 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 82303	124°	TDZE	4313
W13A		Apt Elev	4313

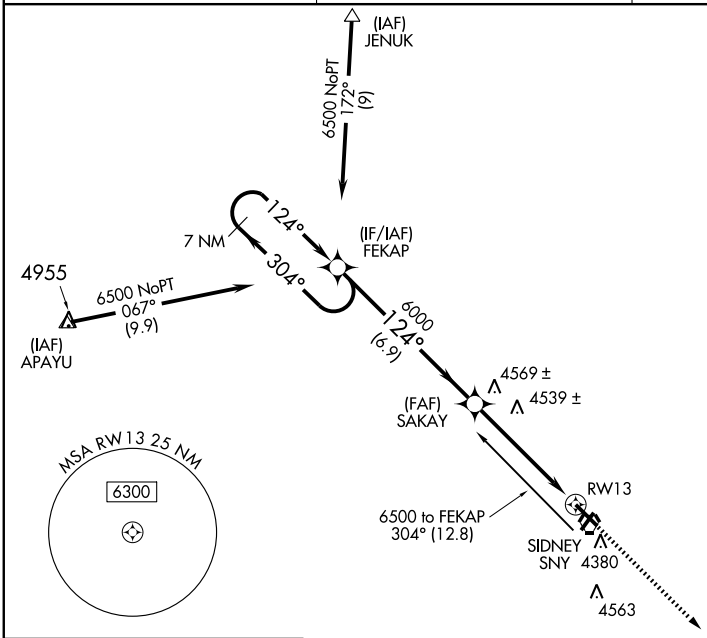
RNAV (GPS) RWY 13

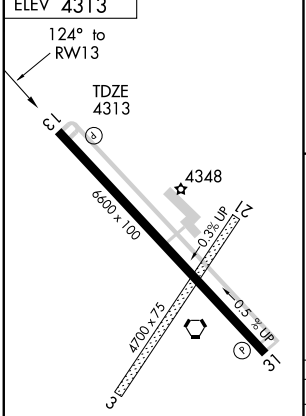
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L



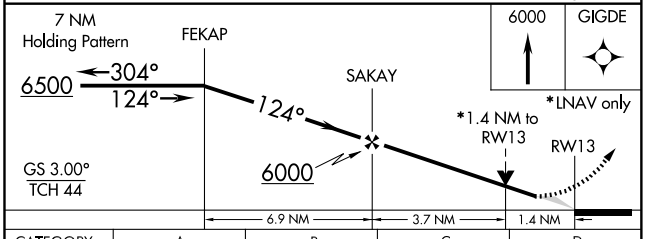


REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

Procedure NA for arrivals at SNY VORTAC via V138 eastbound.





CATEGORY	A	B	C	D
LPV DA	4563-¾ 250 (300-¾)			
LNAV MDA	4800-1 487 (500-1)		4800-1¼ 487 (500-1¼)	4800-1½ 487 (500-1½)
CIRCLING	4800-1 487 (500-1)		4800-1½ 487 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 86303	304°	TDZE	4290
W31A		Apt Elev	4313

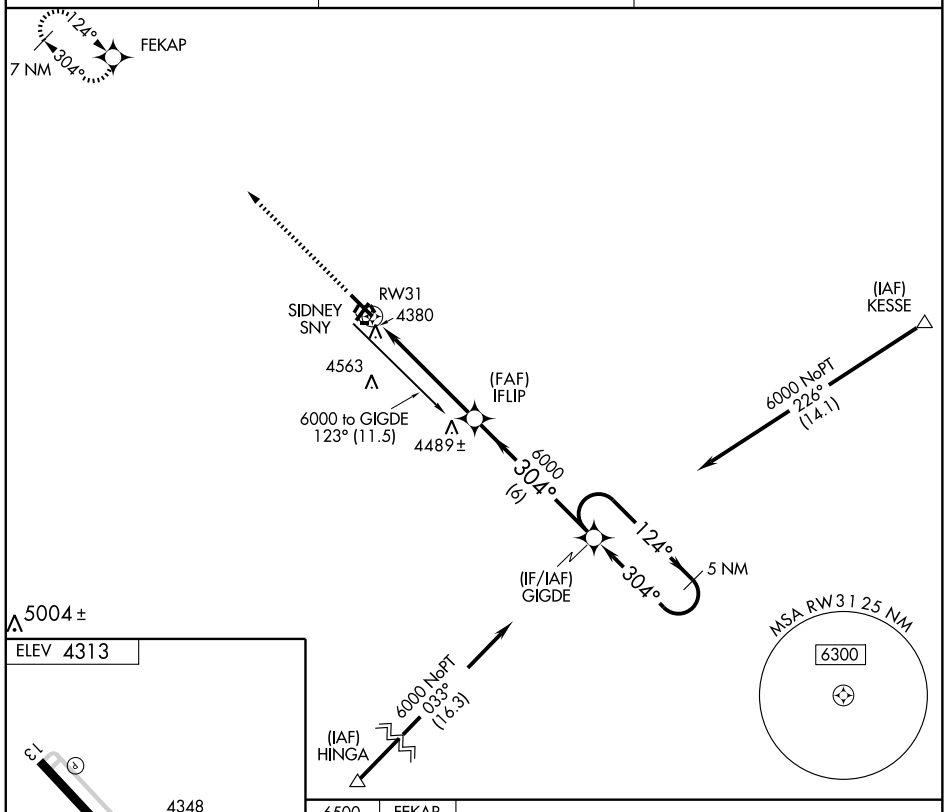
RNAV (GPS) RWY 31

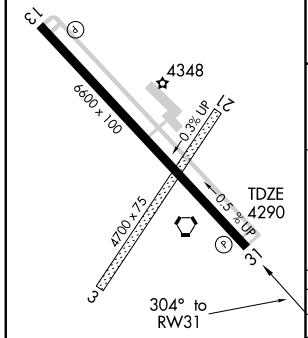
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

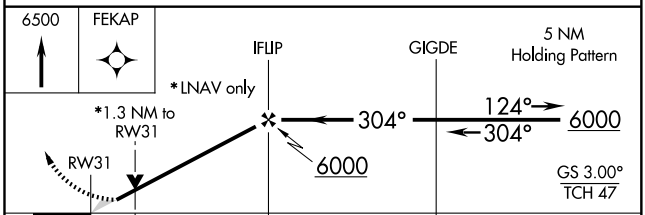
When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 direct FEKAP and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4540-1 250 (300-1)			
LNAV MDA	4740-1 450 (500-1)		4740-1¼ 450 (500-1¼)	4740-1½ 450 (500-1½)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313

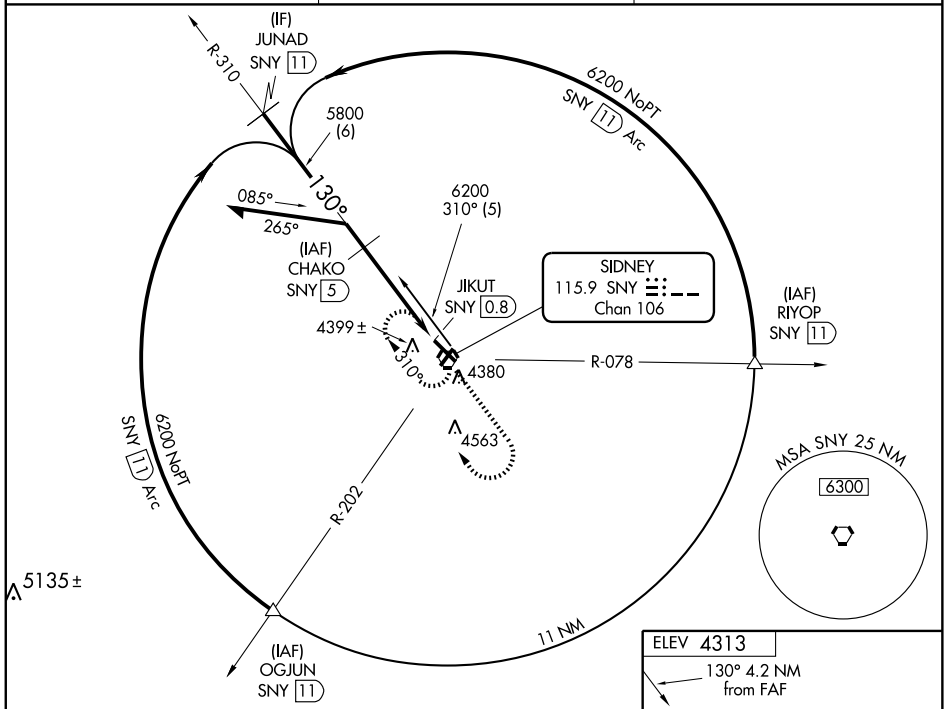
VOR/DME or TACAN RWY 13

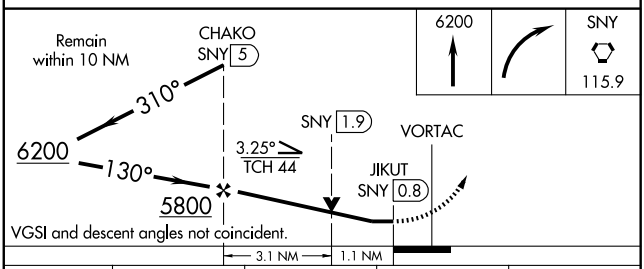
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

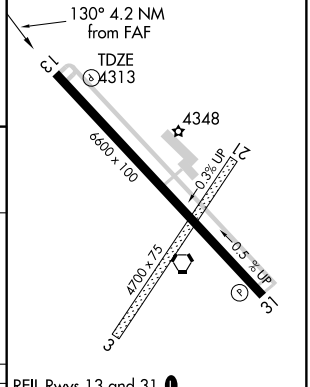
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)			4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

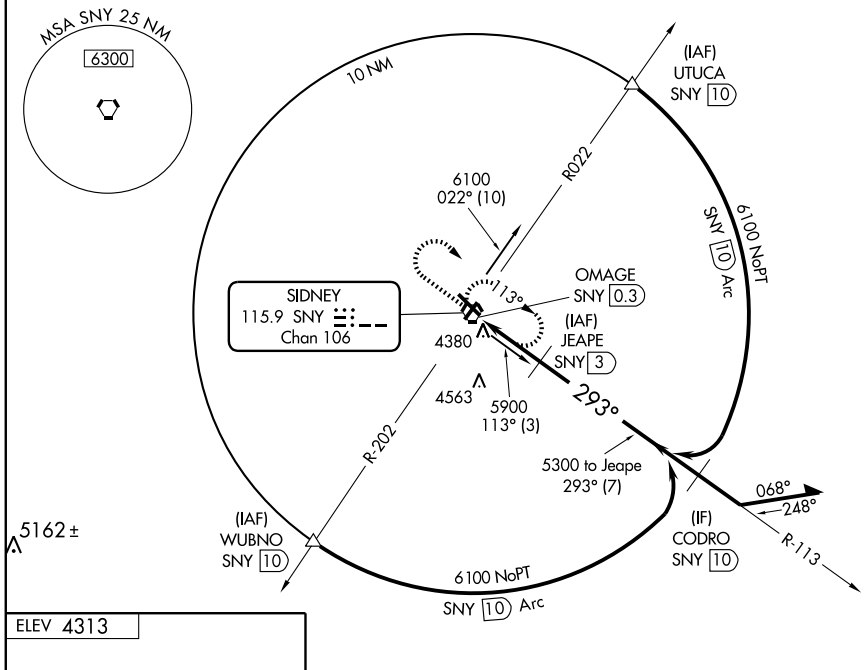
VOR/DME or TACAN RWY 31

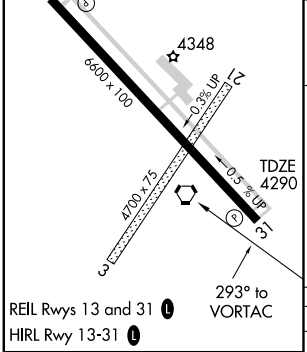
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

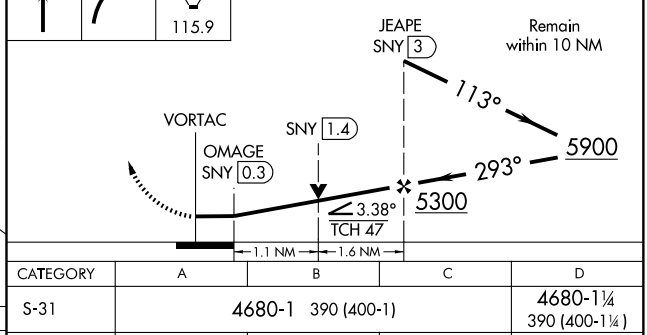
MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313

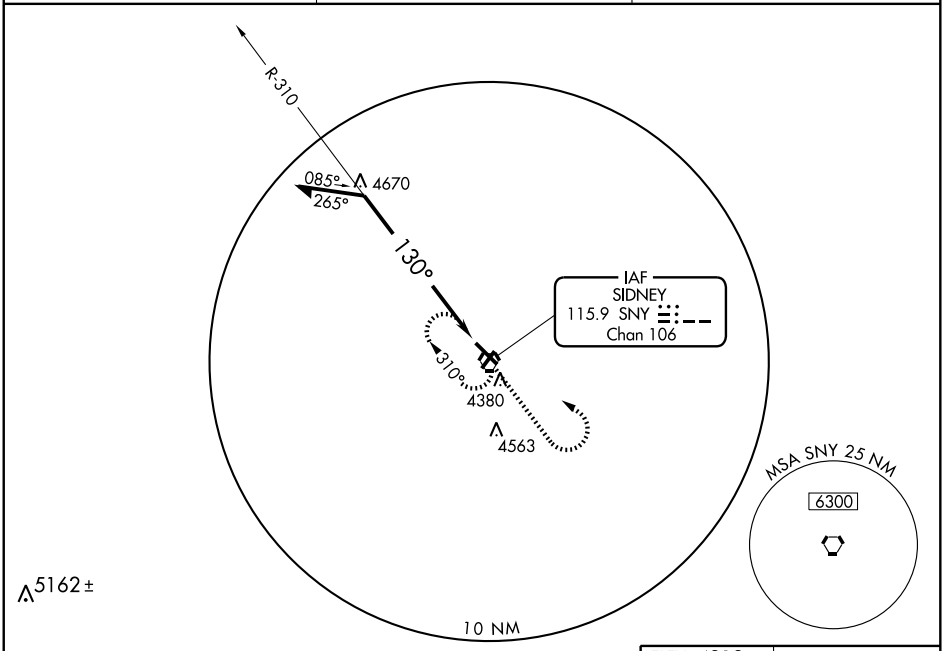
VOR RWY 13

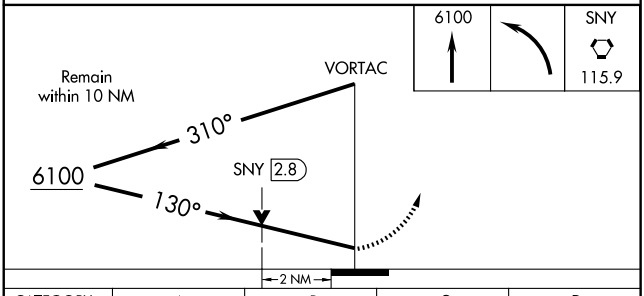
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

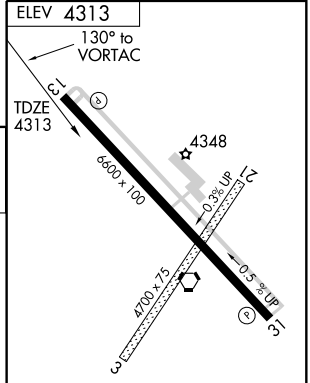
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility ¼ mile, Cats C and D visibility ¾ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)
CIRCLING	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

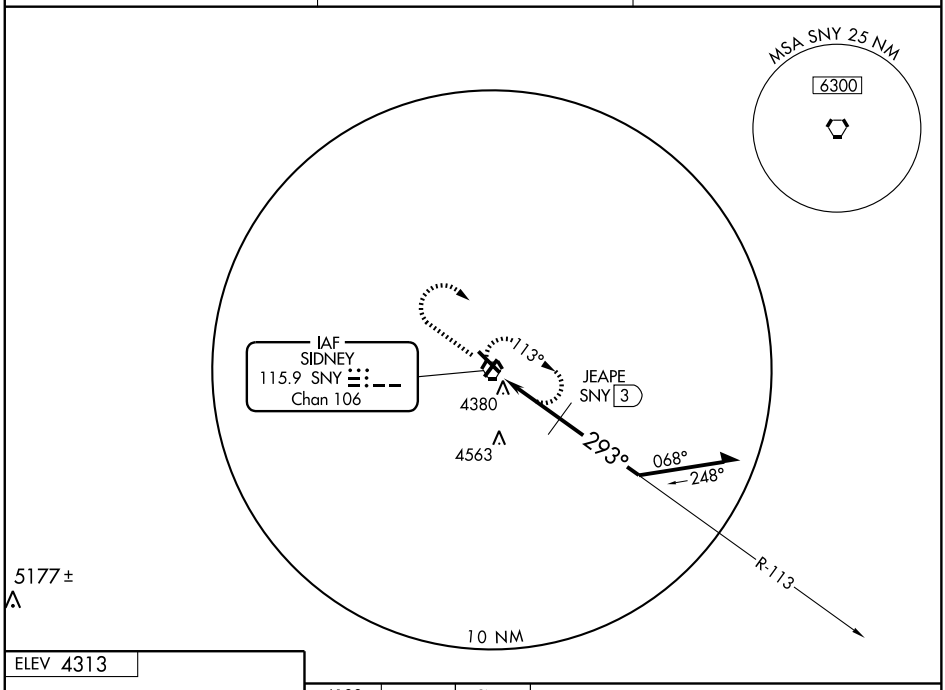
VOR RWY 31

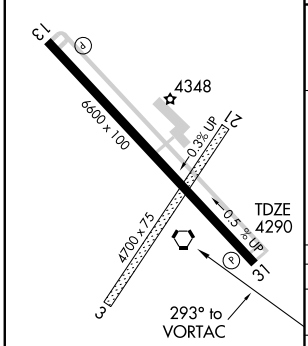
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase all Cat B visibility ¼ mile and all Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

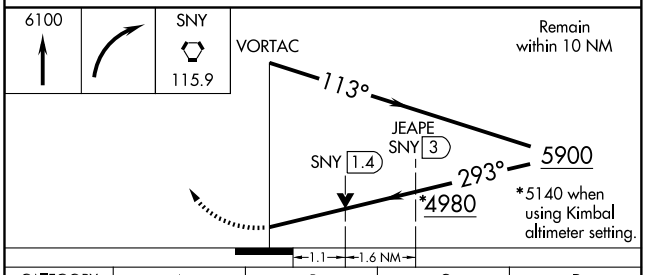
MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF)





REIL Rwys 13 and 31 (L)
HIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
S-31	4980-1 690 (700-1)		4980-2 690 (700-2)	4980-2¼ 690 (700-2¼)
CIRCLING	4980-1 667 (700-1)		4980-2 667 (700-2)	4980-2¼ 667 (700-2¼)
JEAPE FIX MINIMUMS				
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4700-1 387 (400-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC TKO 109.8 Chan 35	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1691

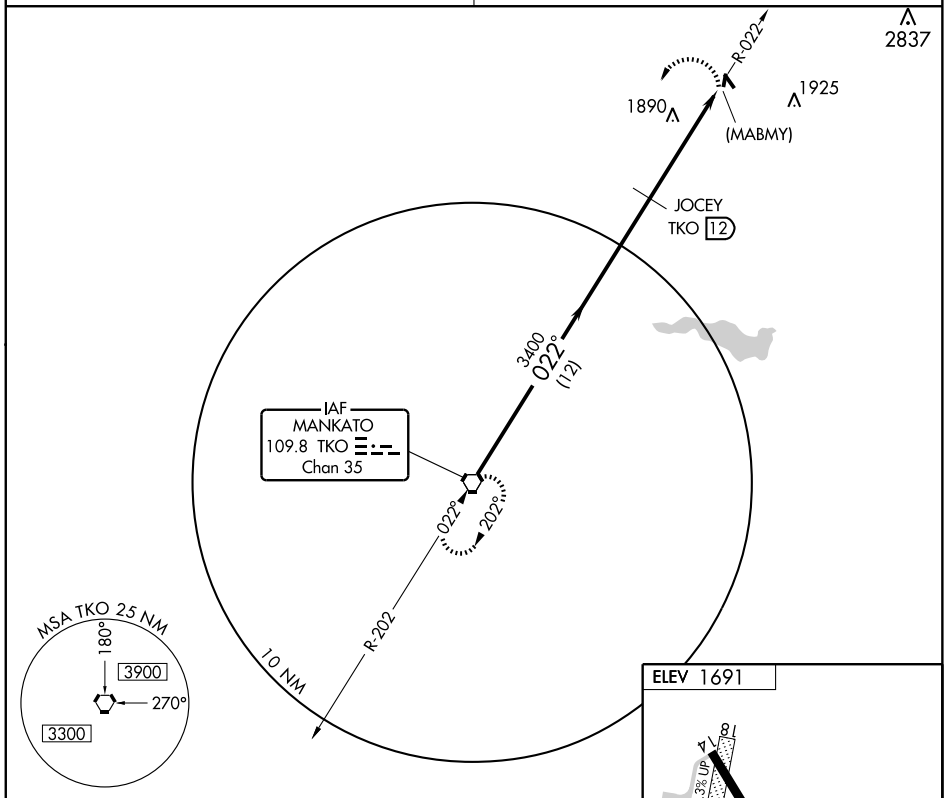
VOR/DME or GPS-A

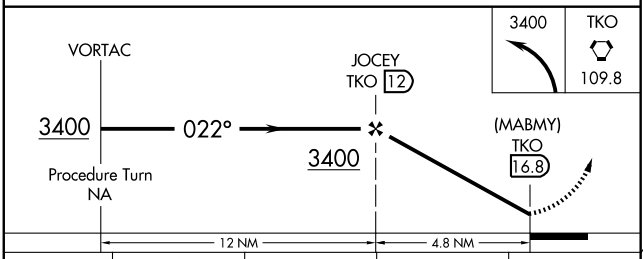
SUPERIOR MUNI (12K)

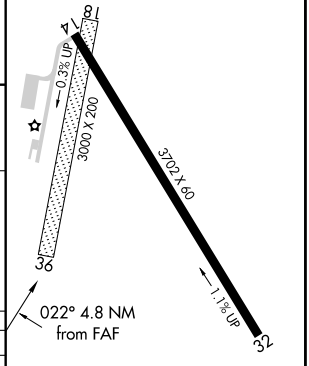
Use Hastings altimeter setting; if not received, use Grand Island altimeter setting.

MISSED APPROACH: Climbing left turn to 3400 direct TKO VORTAC and hold.

MINNEAPOLIS CENTER	UNICOM
119.4 278.8	123.0 (CTAF) L







LIRL Rwy 14-32 L

CATEGORY	A	B	C	D
CIRCLING	2360-1 669 (700-1)		2360-1¾ 669 (700-1¾)	NA
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
CIRCLING	2400-1 709 (800-1)		2400-2 709 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
146°	TDZE	1027
	Apt Elev	1027

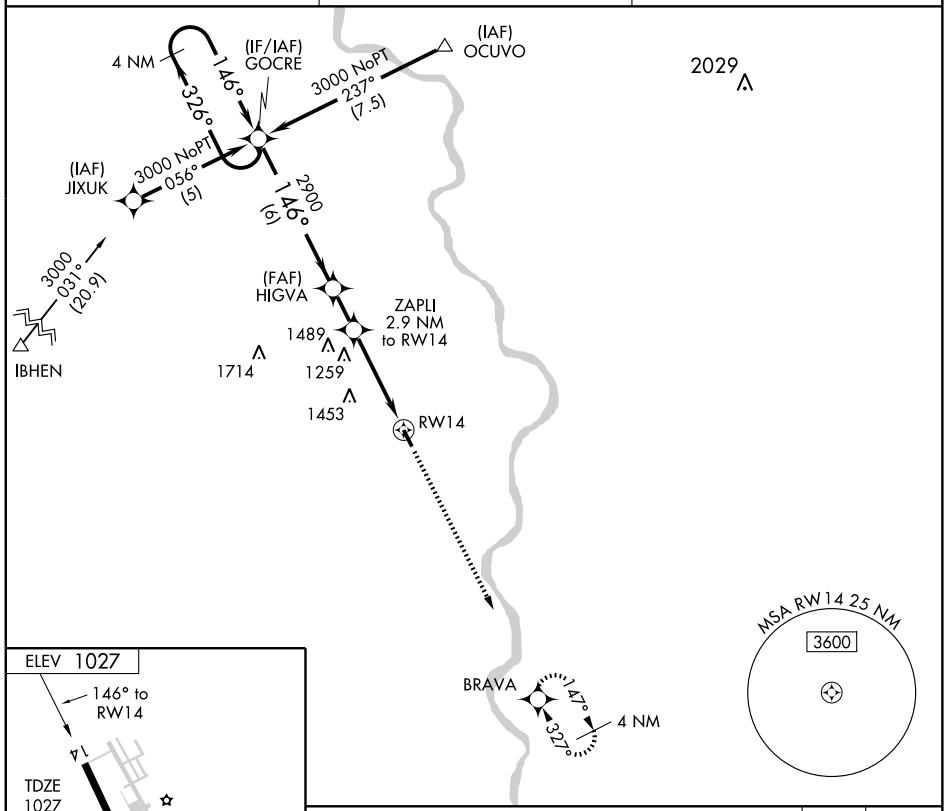
RNAV (GPS) RWY 14

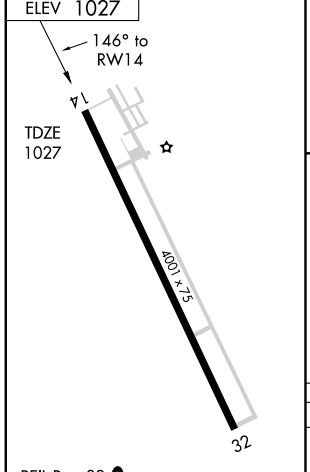
TEKAMAH MUNI (TQE)

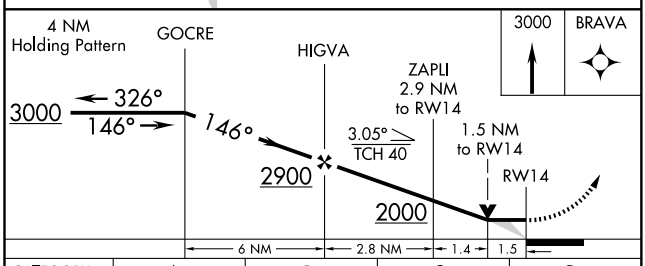
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA
CIRCLING	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
327°	TDZE	1026
	Apt Elev	1027

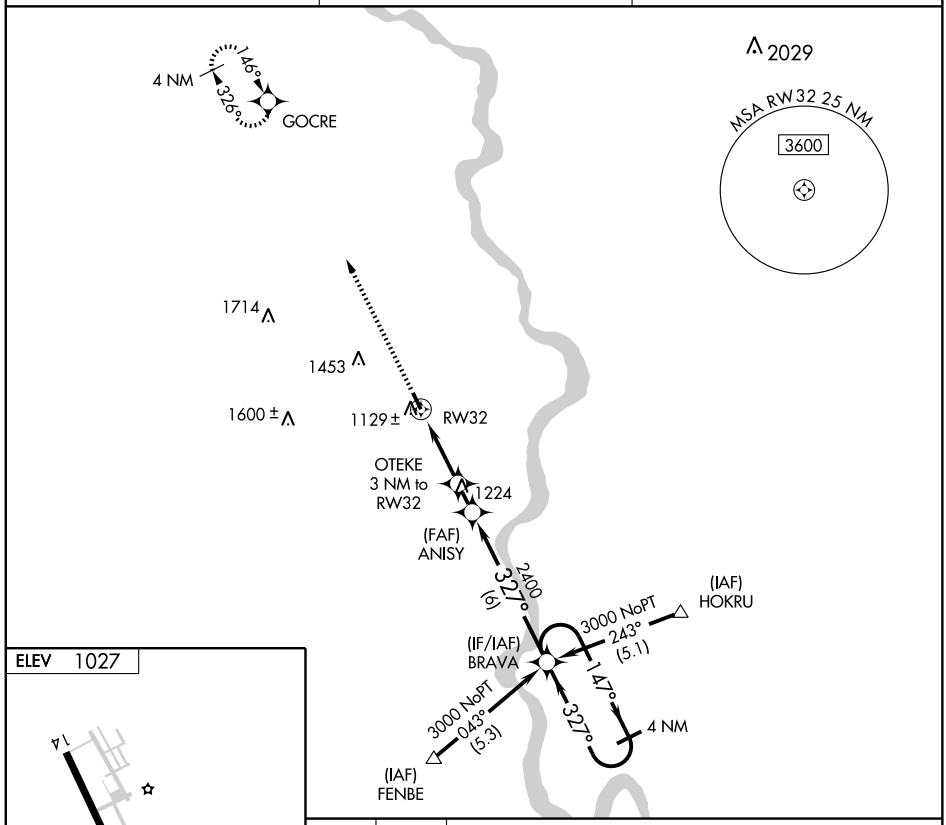
RNAV (GPS) RWY 32

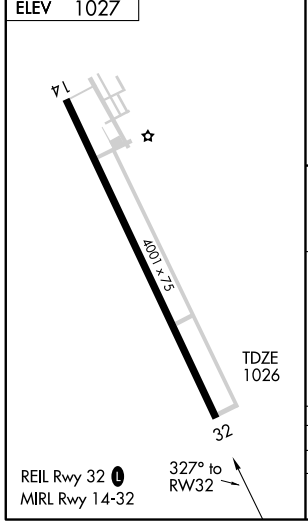
TEKAMAH MUNI (TQE)

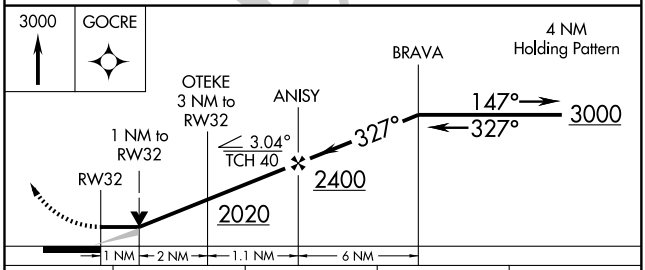
DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOCRE and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 354 (400-1)			NA
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

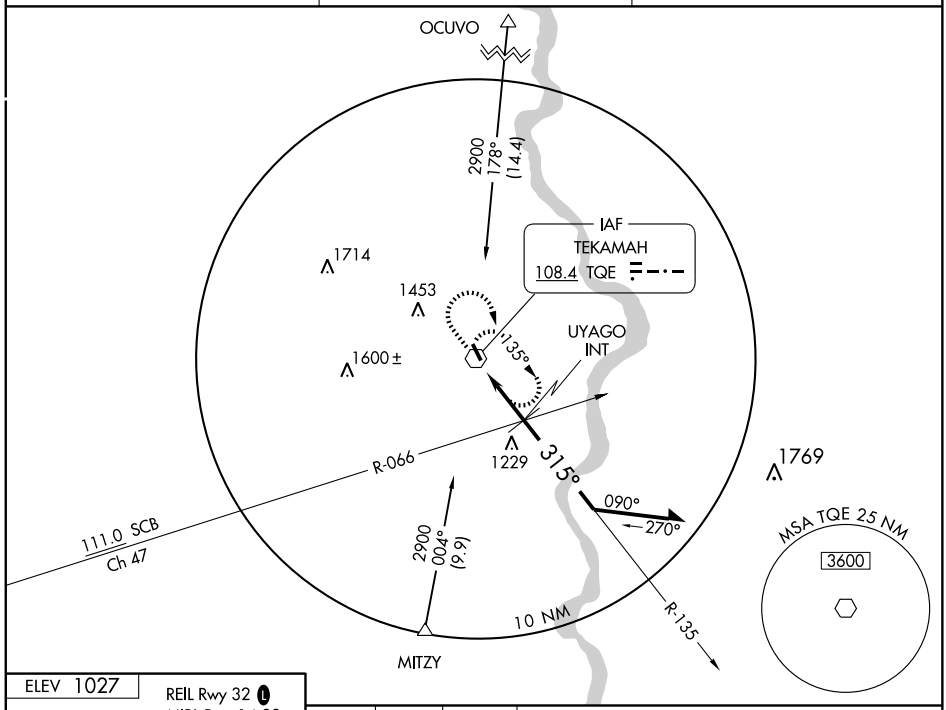
VOR TQE 108.4	APP CRS 315°	Rwy Idg 4001 TDZE 1026 Apt Elev 1027

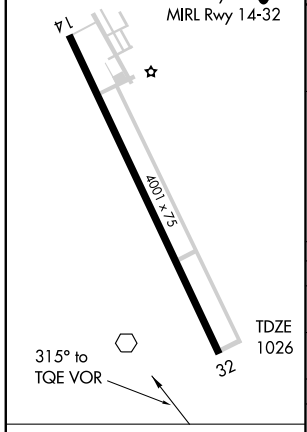
VOR RWY 32
TEKAMAH MUNI (TQE)

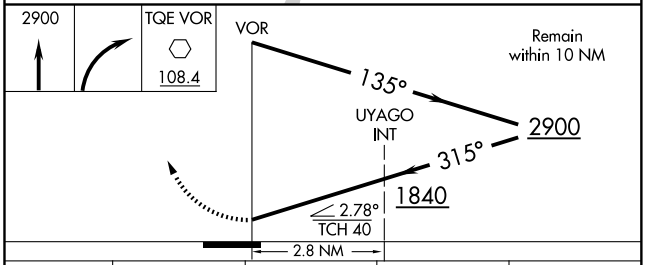
When local altimeter setting not received, use Fremont altimeter setting and increase UYAGO fix minimums MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct TQE VOR and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-32	1840-1 814 (900-1)	1840-1¼ 814 (900-1¼)	1840-2½ 814 (900-1½)	NA
CIRCLING	1840-1 813 (900-1)	1840-1¼ 813 (900-1¼)	1840-2½ 813 (900-1½)	NA
UYAGO FIX MINIMUMS				
S-32	1480-1 454 (500-1)		1480-1¼ 454 (500-1¼)	NA
CIRCLING	1480-1 453 (500-1)		1480-1½ 453 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
110°	TDZE	2925
	Apt Elev	2925

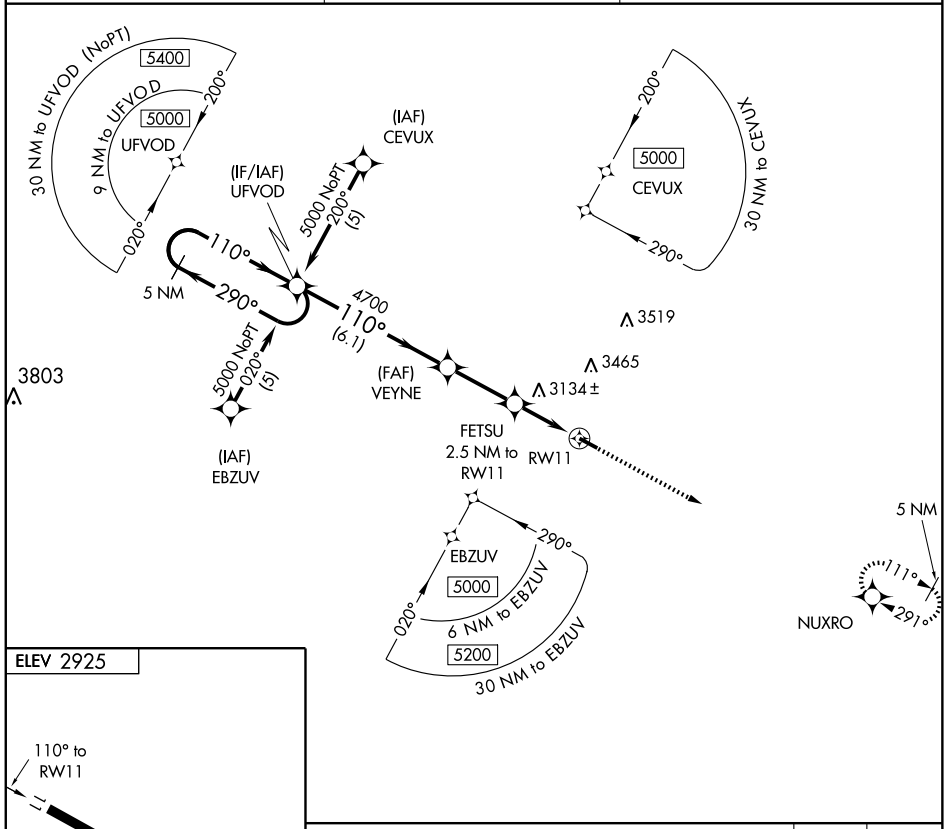
RNAV (GPS) RWY 11

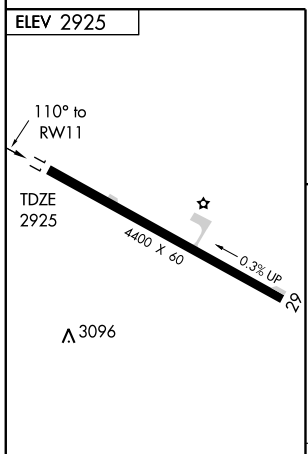
THEDFORD/ THOMAS COUNTY (TIF)

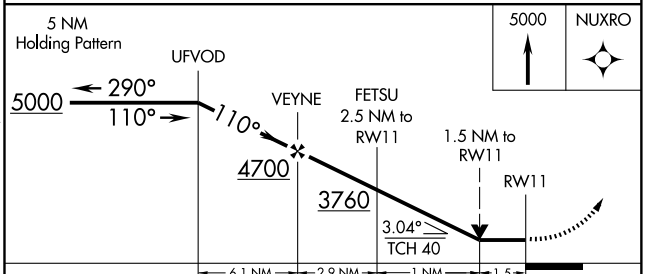
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct NUXRO and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
291°	TDZE	2921
	Apt Elev	2925

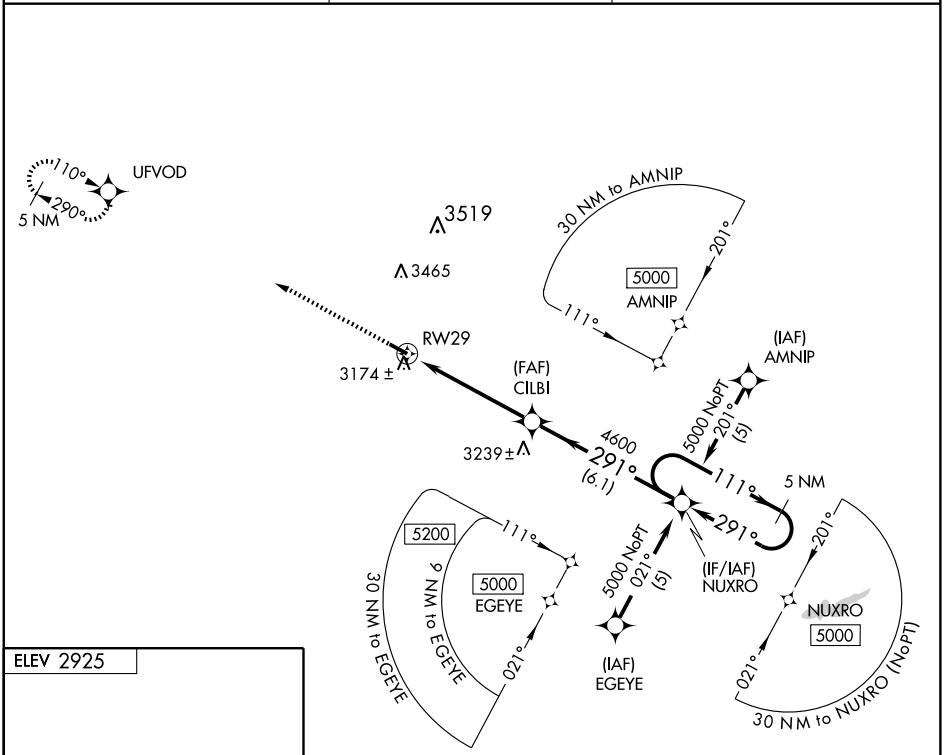
RNAV (GPS) RWY 29

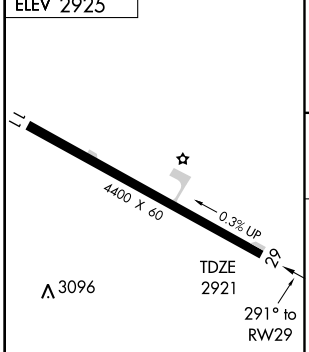
THEDFORD/ THOMAS COUNTY (TIF)

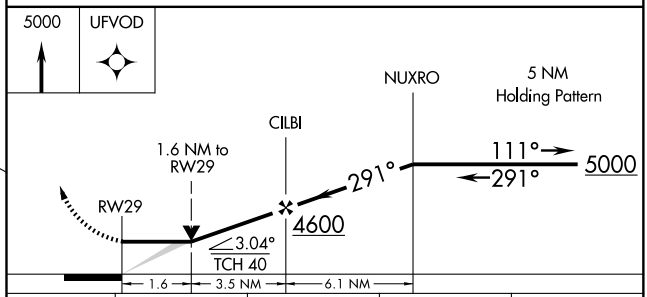
DME/DME RNP-0.3 NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct UFVOD and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LNAV MDA	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	272°	TDZE	2921
Chan 23		Apt Elev	2925

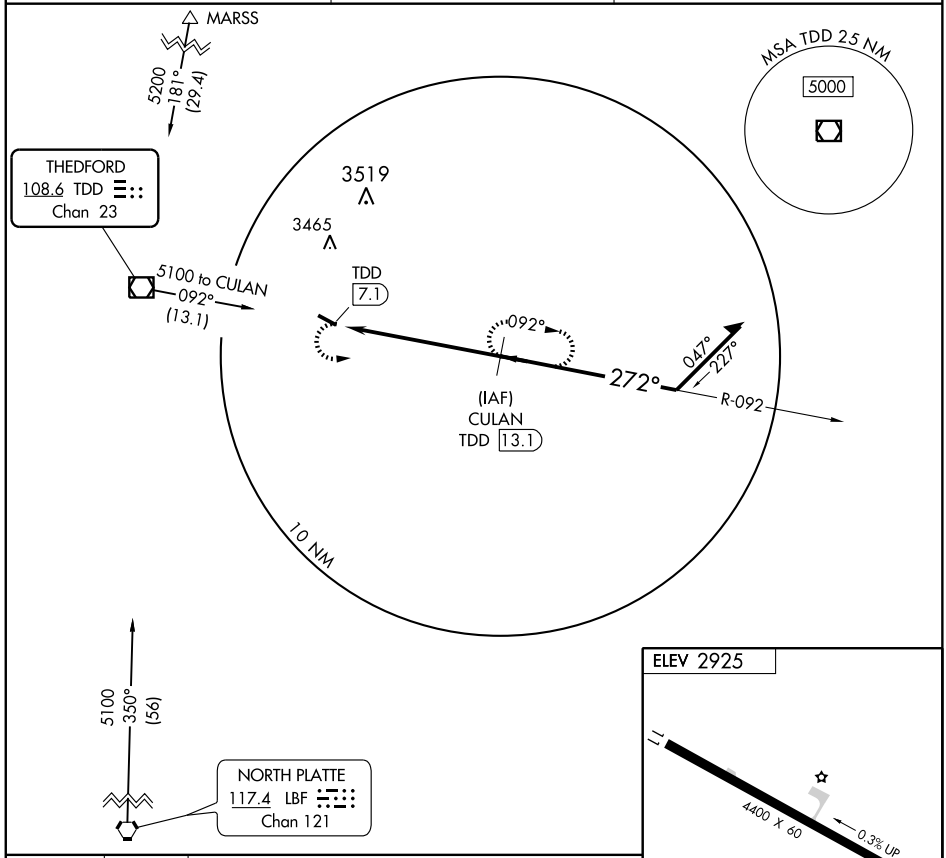
VOR/DME RWY 29

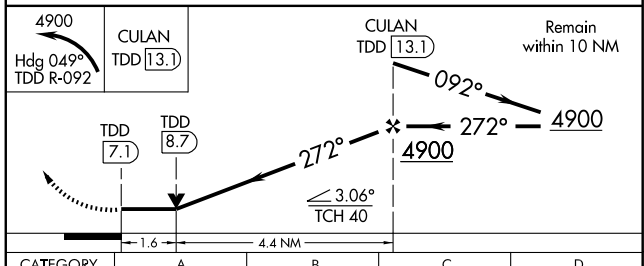
THEDFORD/ THOMAS COUNTY (TIF)

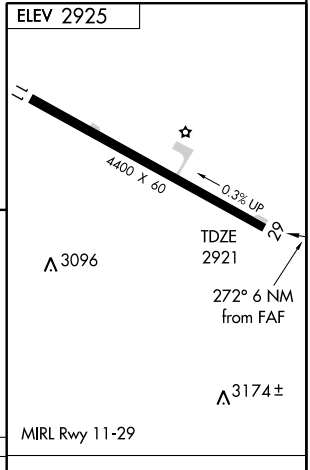
When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-29	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	090°	TDZE	2925
Chan 23		Apt Elev	2925

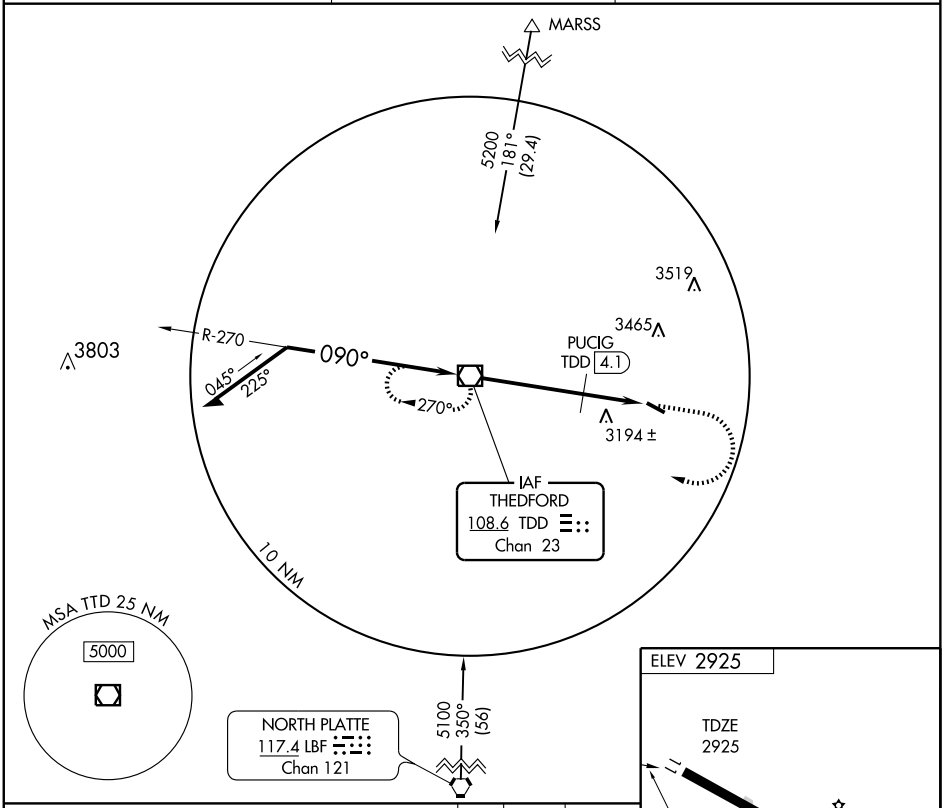
VOR RWY 11

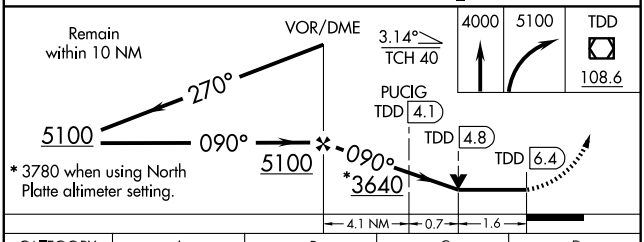
THEDFORD/ THOMAS COUNTY (TIF)

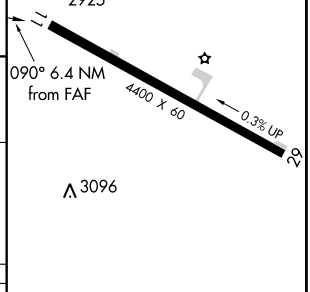
Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)	NA	
CIRCLING	3640-1	715 (800-1)	NA	
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)	NA	
CIRCLING	3500-1	575 (600-1)	NA	

MIRL Rwy 11-29

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-2. 08 APR 2010 to 06 MAY 2010

VALENTINE, NEBRASKA

AL-5809 (FAA)

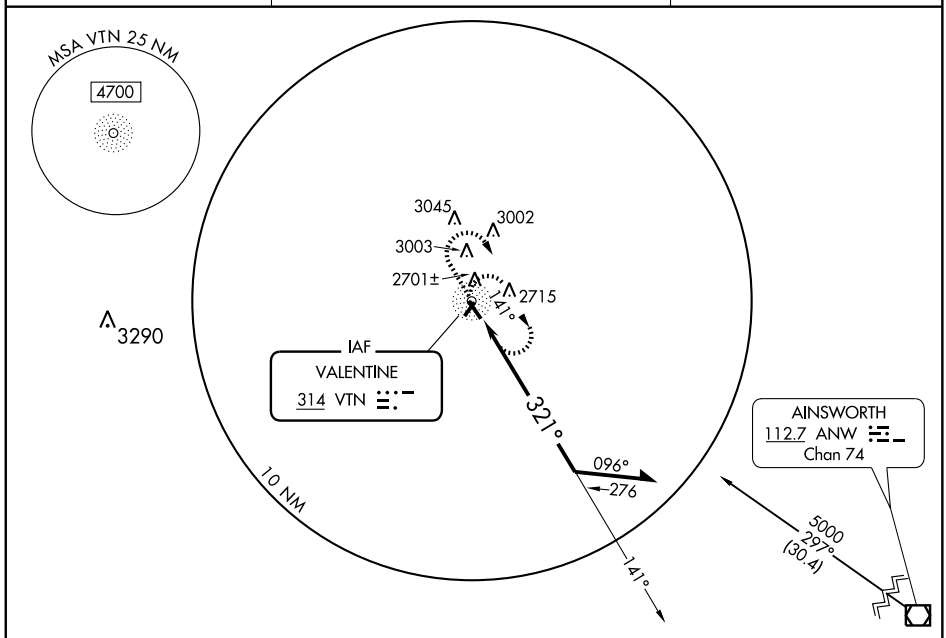
NDB VTN	APP CRS	Rwy Idg	4703
314	321°	TDZE	2588
		Apt Elev	2591

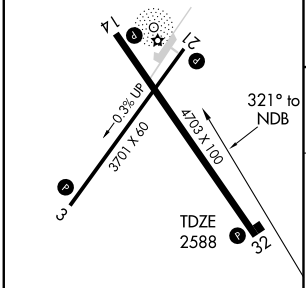
NDB RWY 32

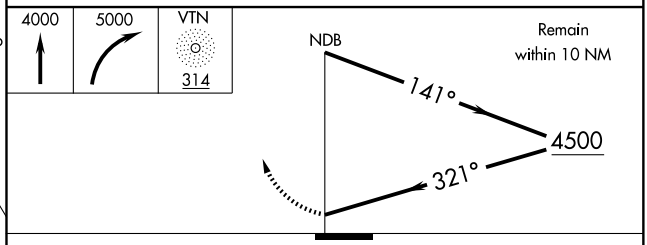
VALENTINE/MILLER FIELD (VTN)

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwys 3-21 and 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4703
137°	TDZE	2588
	Apt Elev	2591

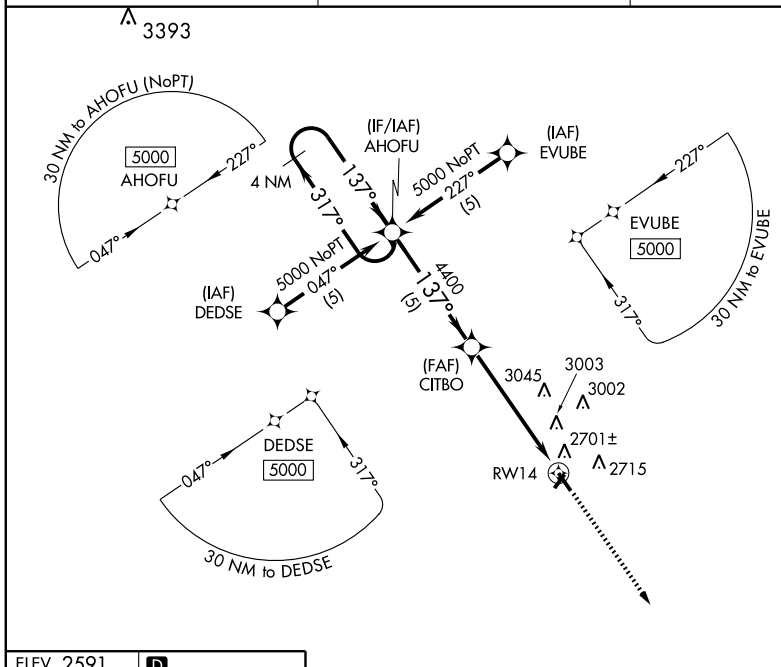
RNAV (GPS) RWY 14

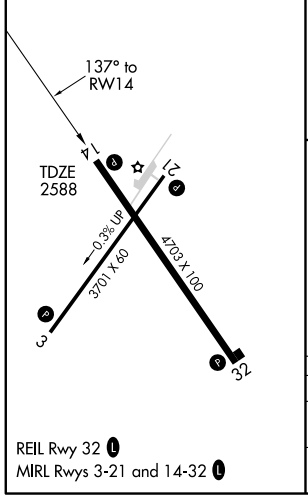
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.

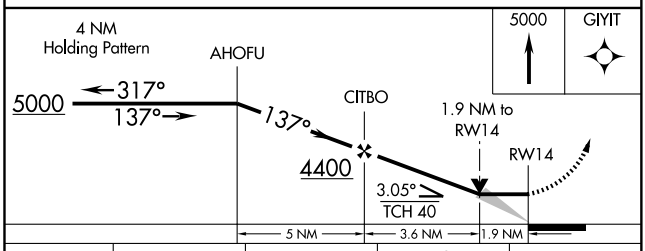
MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	3240-1 652 (700-1)		NA	
CIRCLING	3240-1 649 (700-1)		NA	

REIL Rwy 32 L

MIRL Rwys 3-21 and 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

VALENTINE, NEBRASKA

AL-5809 (FAA)

RNAV (GPS) RWY 32

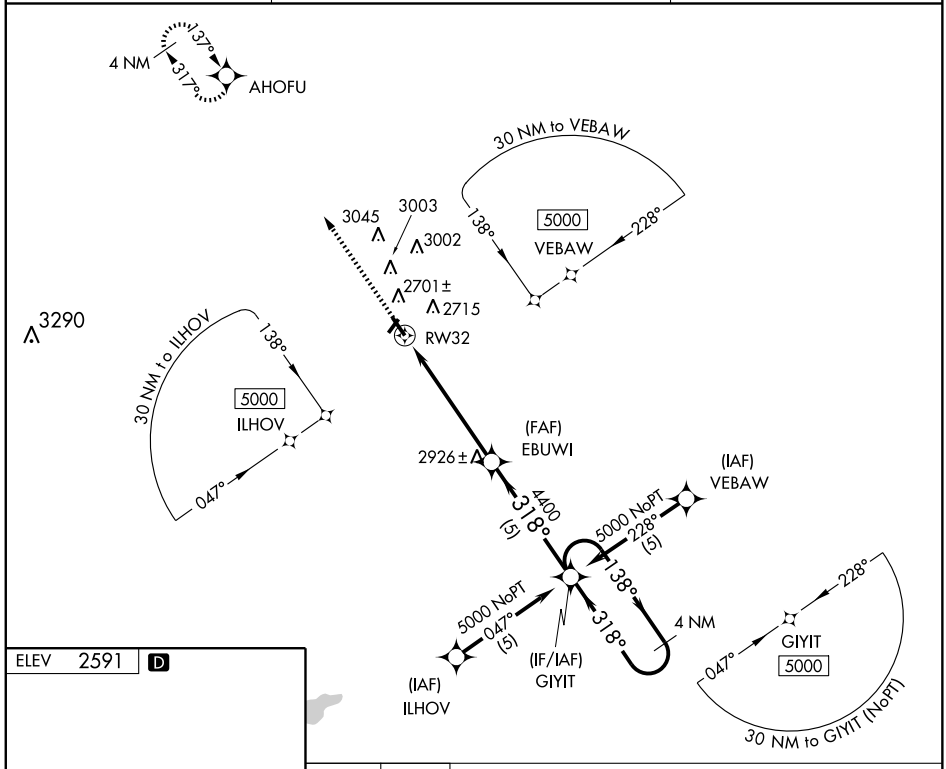
VALENTINE/ MILLER FIELD (VTN)

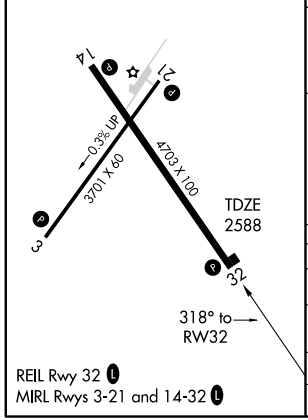
WAAS CH 40010 W32A	APP CRS 318°	Rwy Idg 4703 TDZE 2588 Apt Elev 2591

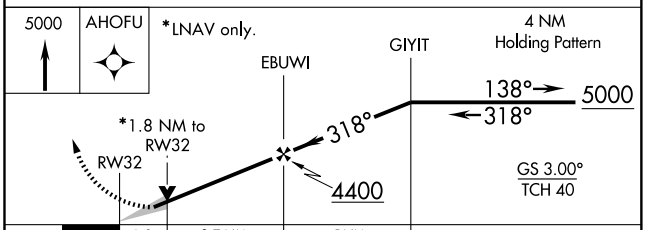
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct AHOFU and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	2840-1 252 (300-1)		NA	
LNAV/ VNAV	DA	2960-1¼ 372 (400-1¼)		NA	
LNAV MDA		3180-1 592 (600-1)		NA	
CIRCLING		3180-1¼ 589 (600-1¼)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

NDB AHQ 400	APP CRS 205°	Rwy Idg 4100 TDZE 1224 Apt Elev 1224

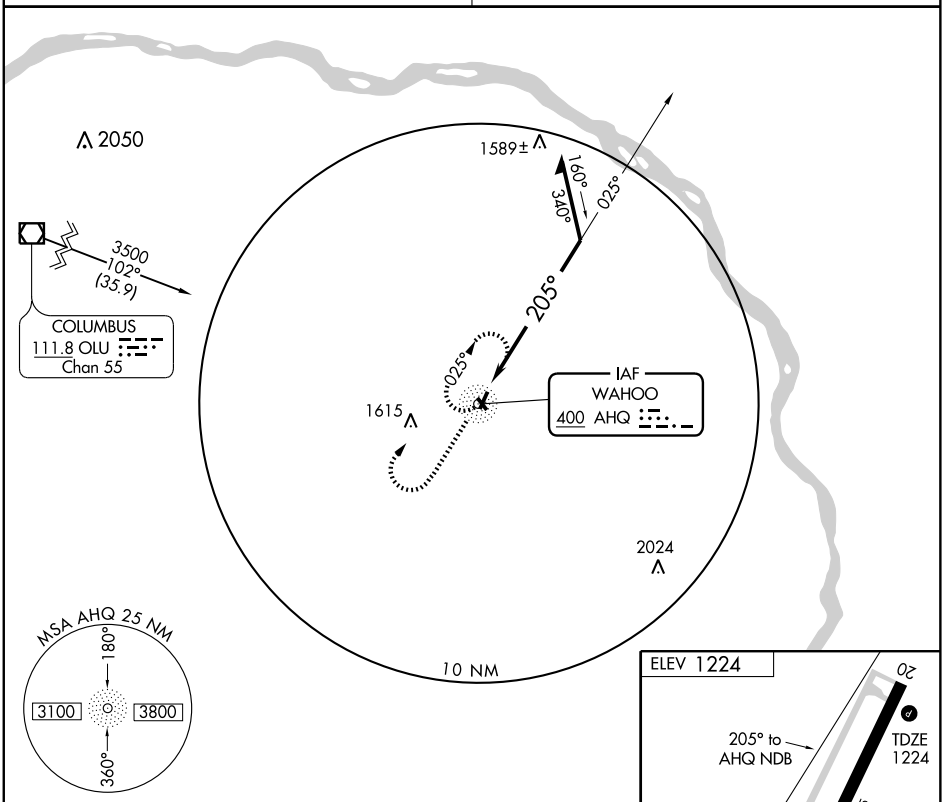
NDB RWY 20
WAHOO MUNI (AHQ)

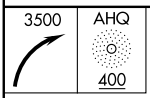
Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

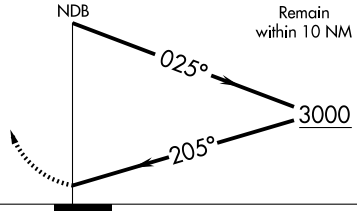
NA

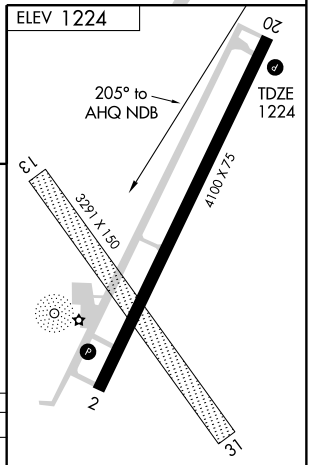
MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON	UNICOM
120.1 354.05	**122.7** (CTAF) L









CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

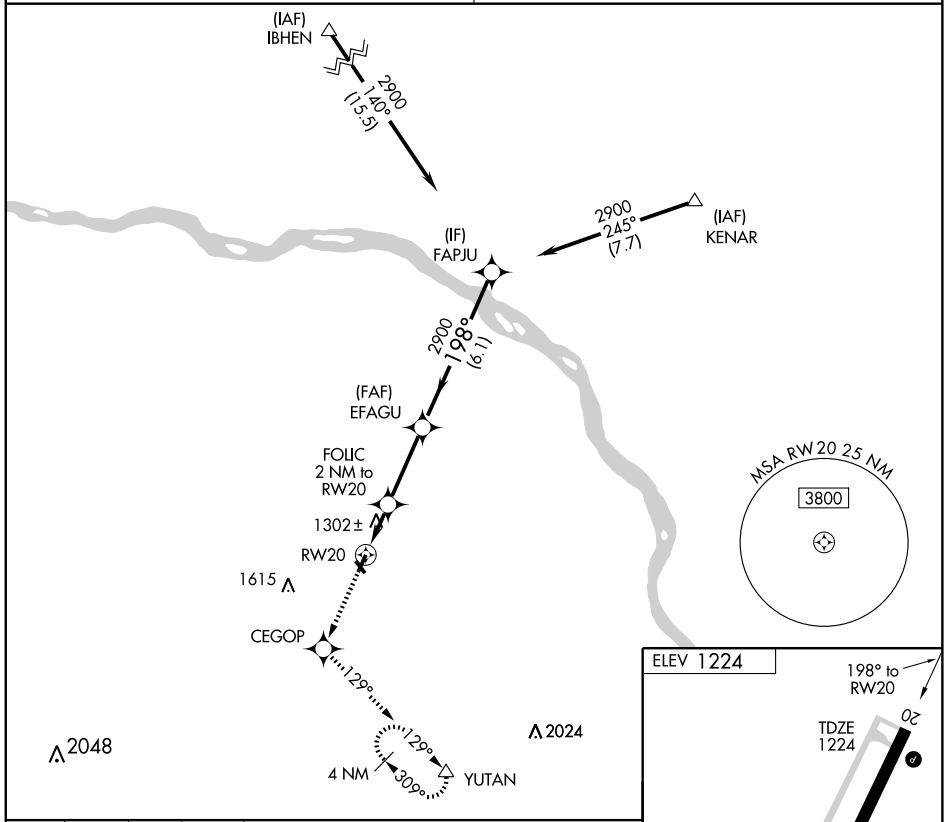
WAAS	APP CRS	Rwy Idg	4100
CH 48907	198°	TDZE	1224
W20A		Apt Elev	1224

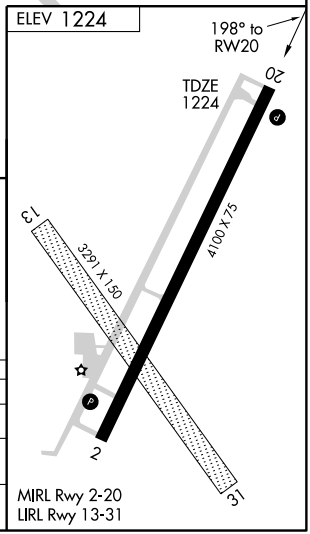
RNAV (GPS) RWY 20
WAHOO MUNI (AHQ)

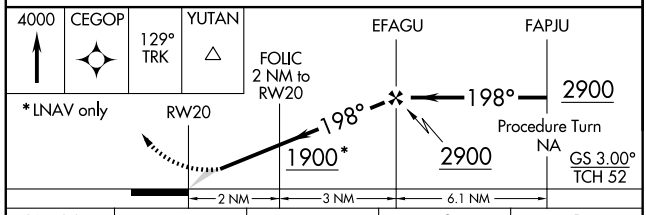
NA — DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.

OMAHA APP CON	UNICOM
120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1507-1	283 (300-1)	NA	
LNAV MDA	1600-1	376 (400-1)	NA	
CIRCLING	1760-1	536 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	4201
389	185°	TDZE	1427
		Apt Elev	1431

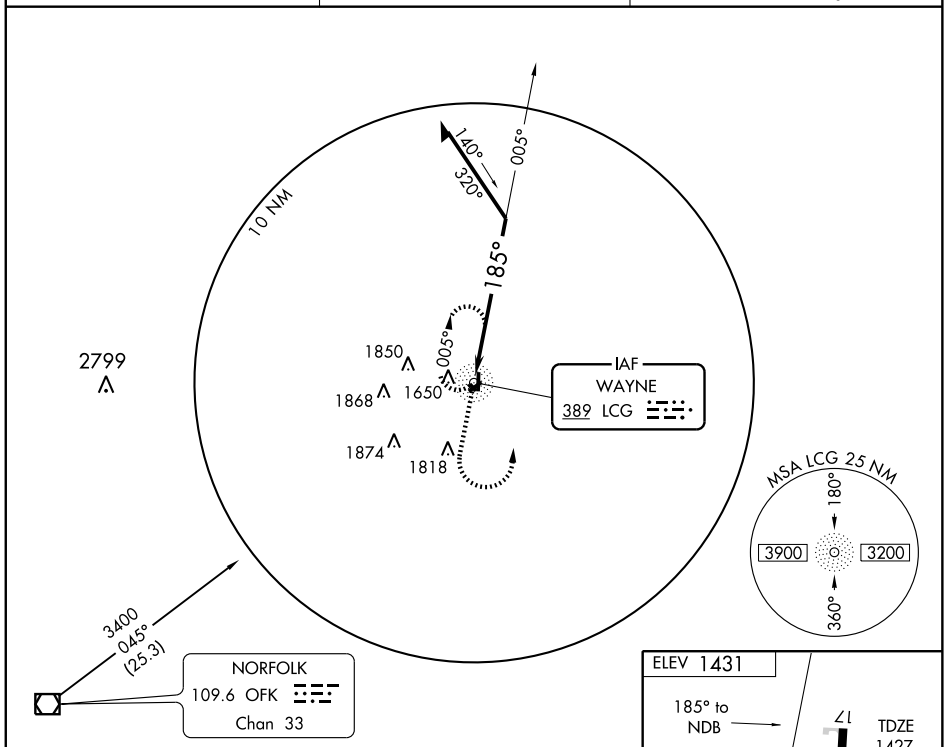
NDB RWY 17
WAYNE MUNI (LCG)

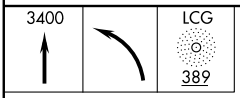
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

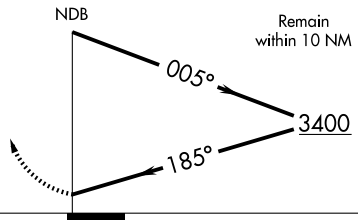
NA

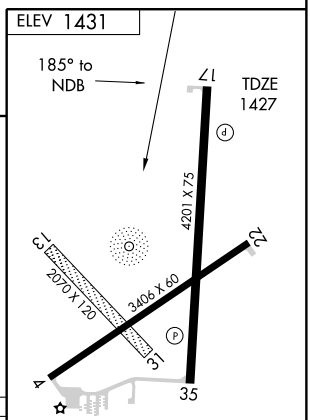
MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	3406
389	239°	TDZE	1430
		Apt Elev	1431

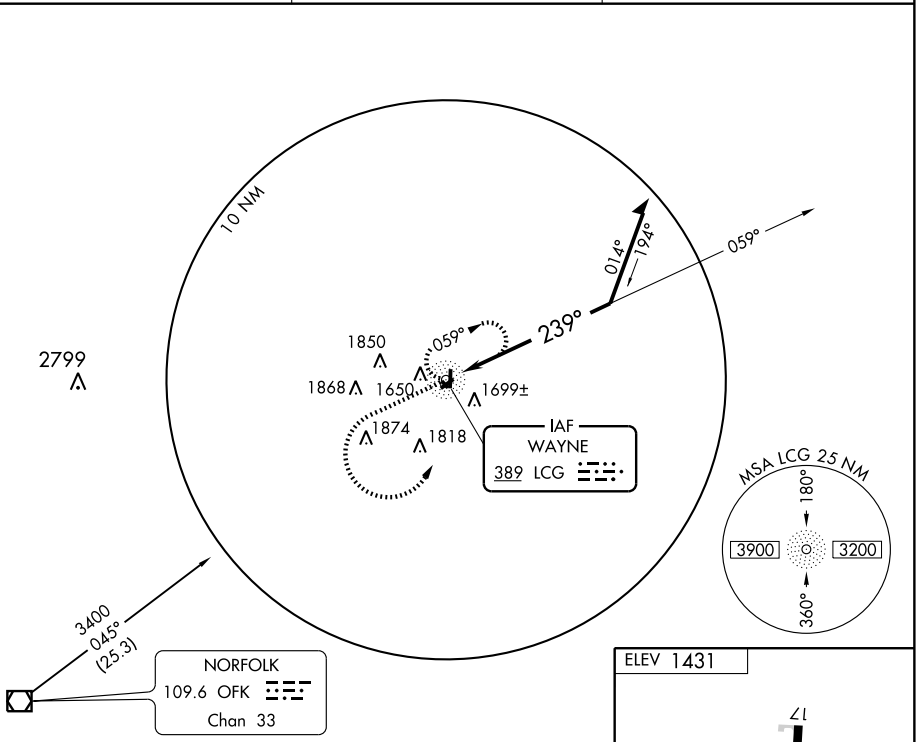
NDB RWY 22
WAYNE MUNI (LCG)

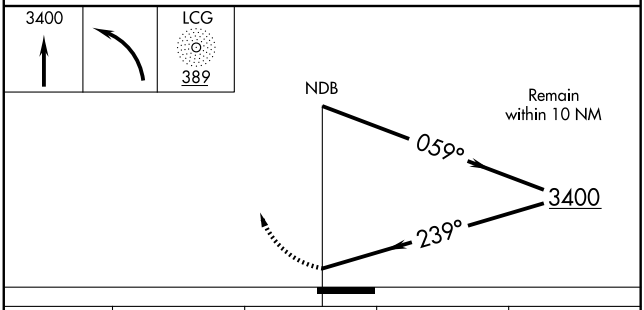
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

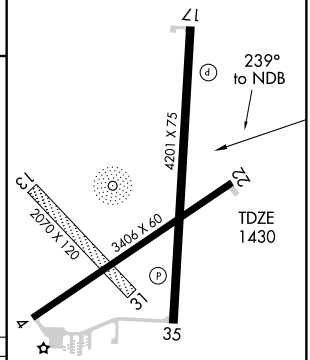
NA

MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	4201
389	345°	TDZE	1431
		Apt Elev	1431

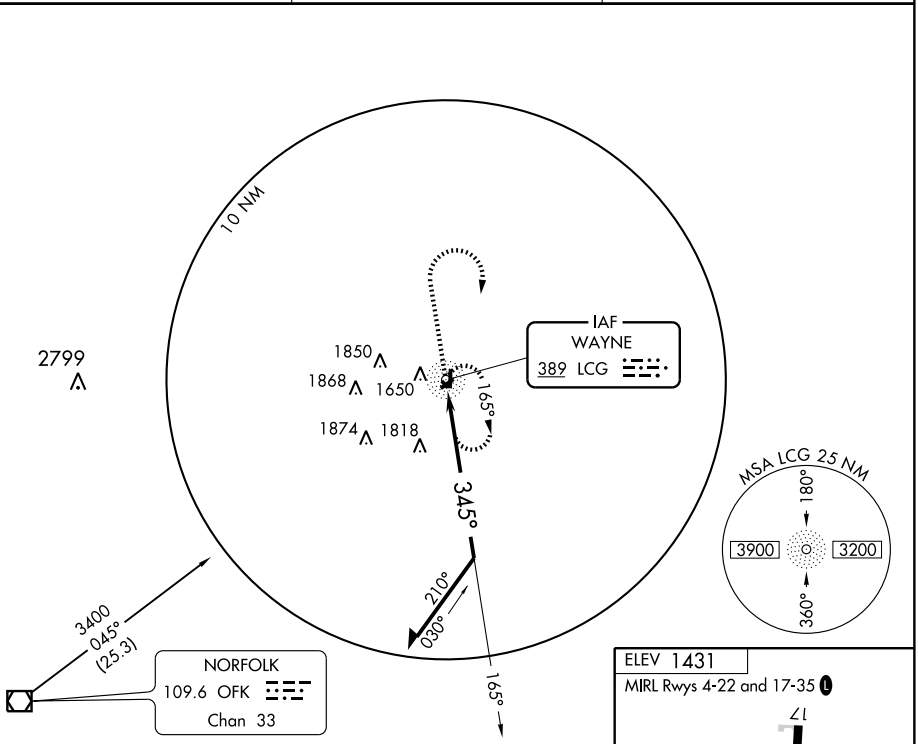
NDB RWY 35
WAYNE MUNI (LCG)

When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

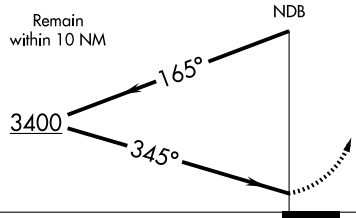
NA

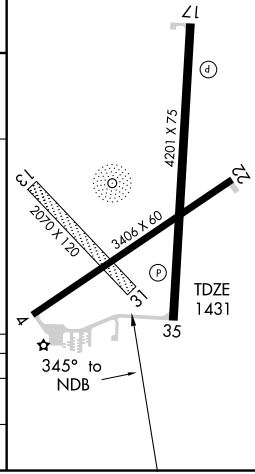
MISSED APPROACH: Climb to 3400 then right turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4201
CH 77513	175°	TDZE	1427
W17A		Apt Elev	1431

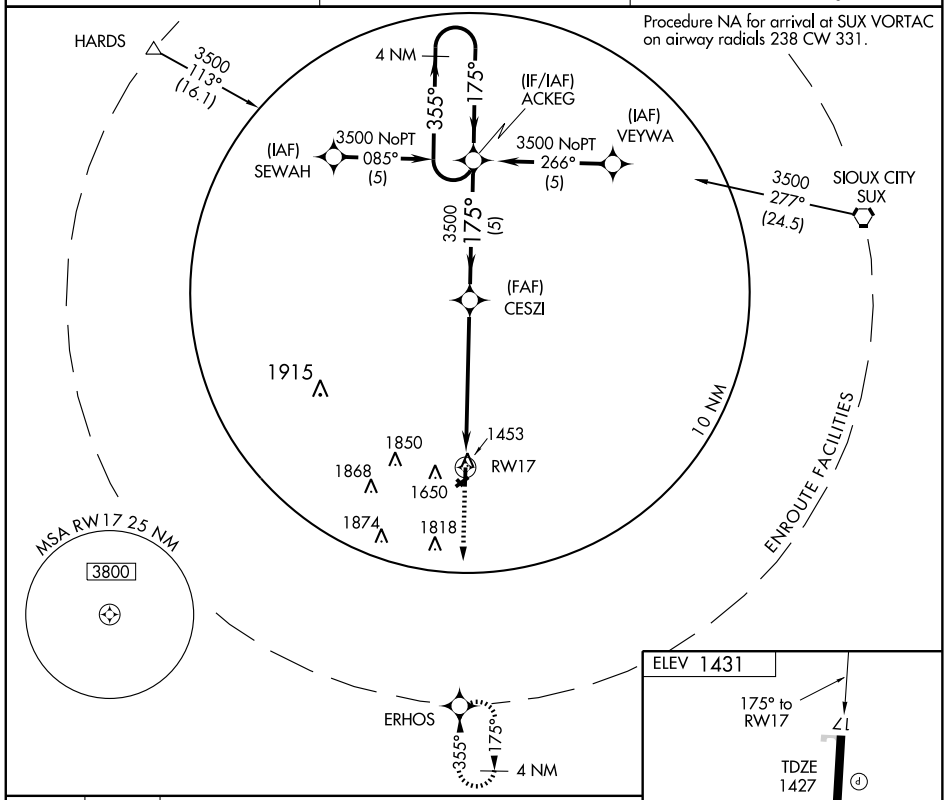
RNAV (GPS) RWY 17
WAYNE MUNI (LCG)

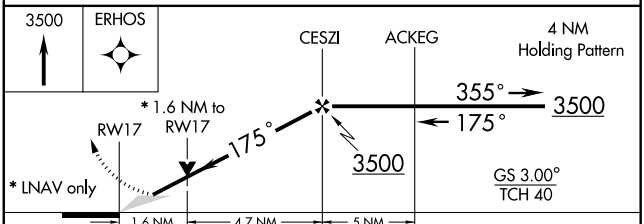
T BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

NA

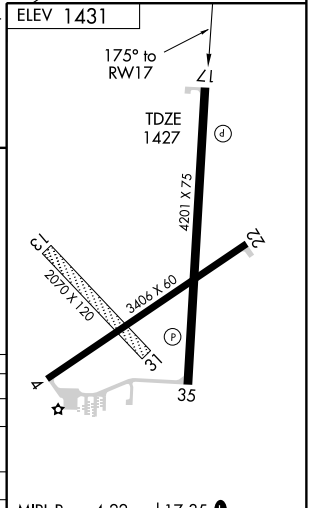
MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)	NA	
LNAV/VNAV DA	1840-1½	413 (500-1½)	NA	
LNAV MDA	1980-1	553 (600-1)	NA	
CIRCLING	2000-1½	569 (600-1½)	NA	



MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

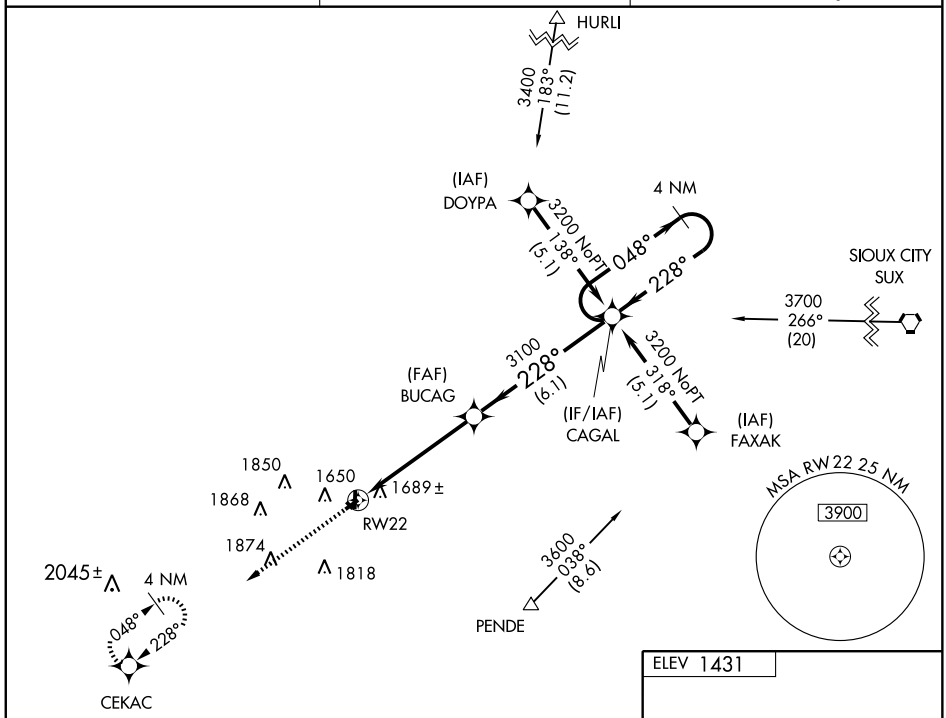
RNAV (GPS) RWY 22
WAYNE MUNI (LCG)

APP CRS	Rwy Idg	3406
228°	TDZE	1430
	Apt Elev	1431

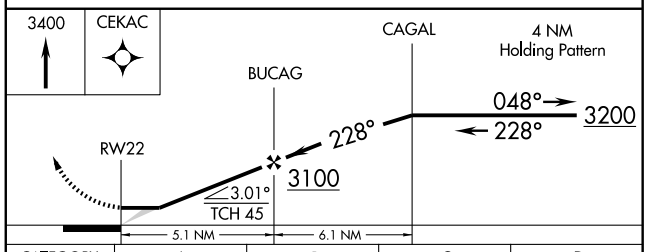
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct CEKAC WP and hold.

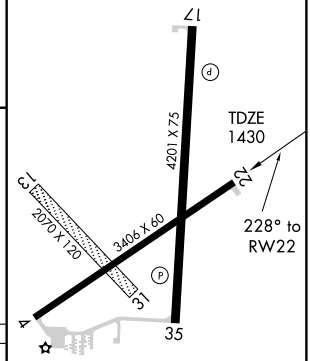
AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L



Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	2020-1	590 (600-1)	NA	
CIRCLING	2080-1	649 (700-1)	NA	



MIRL Rwys 4-22 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4201
355°	TDZE	1431
	Apt Elev	1431

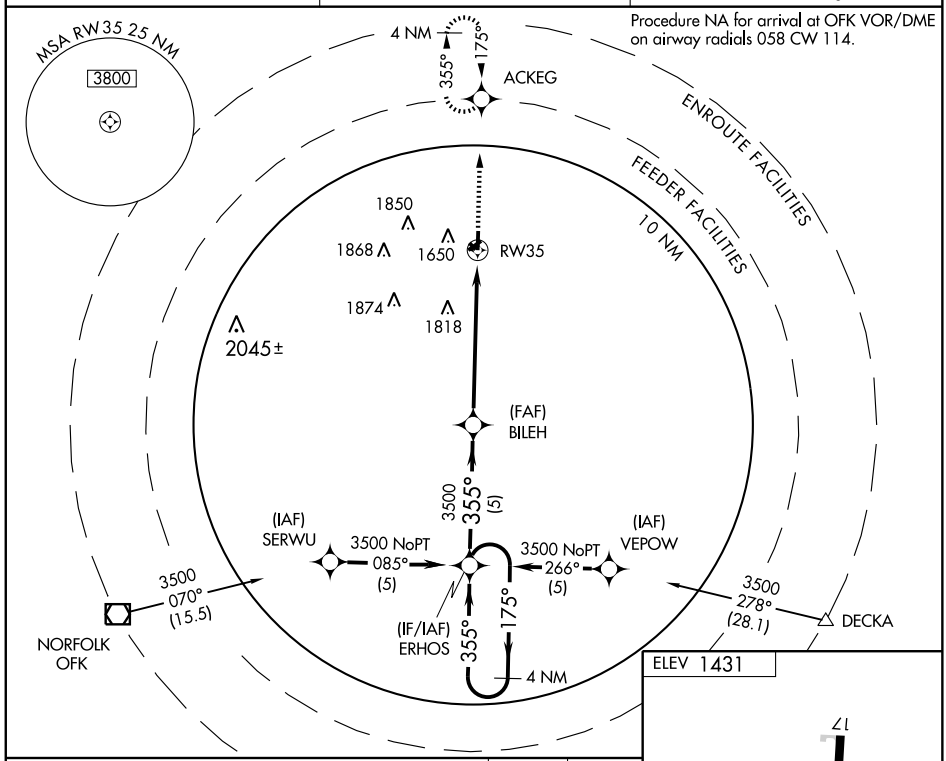
RNAV (GPS) RWY 35
WAYNE MUNI (LCG)

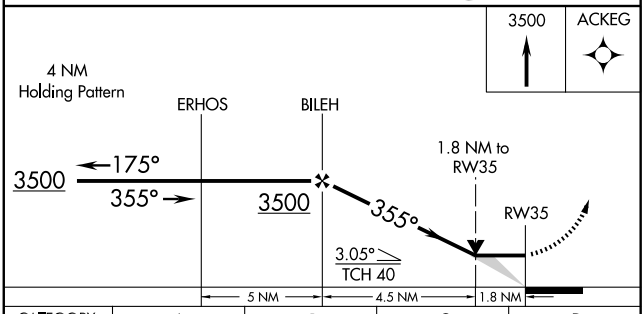
If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ACKEG and hold.

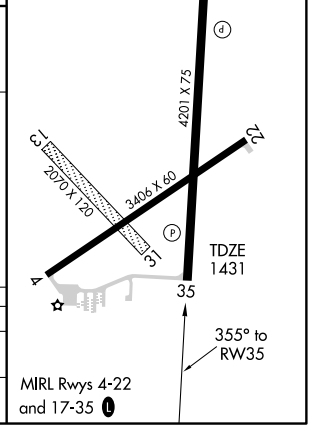
AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L

Procedure NA for arrival at OFK VOR/DME on airway radials 058 CW 114.





CATEGORY	A	B	C	D
LNAV MDA	2040-1	609 (700-1)	NA	
CIRCLING	2040-1	609 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

NDB JYR 257	APP CRS 153°	Rwy Idg 5900 TDZE 1665 Apt Elev 1670

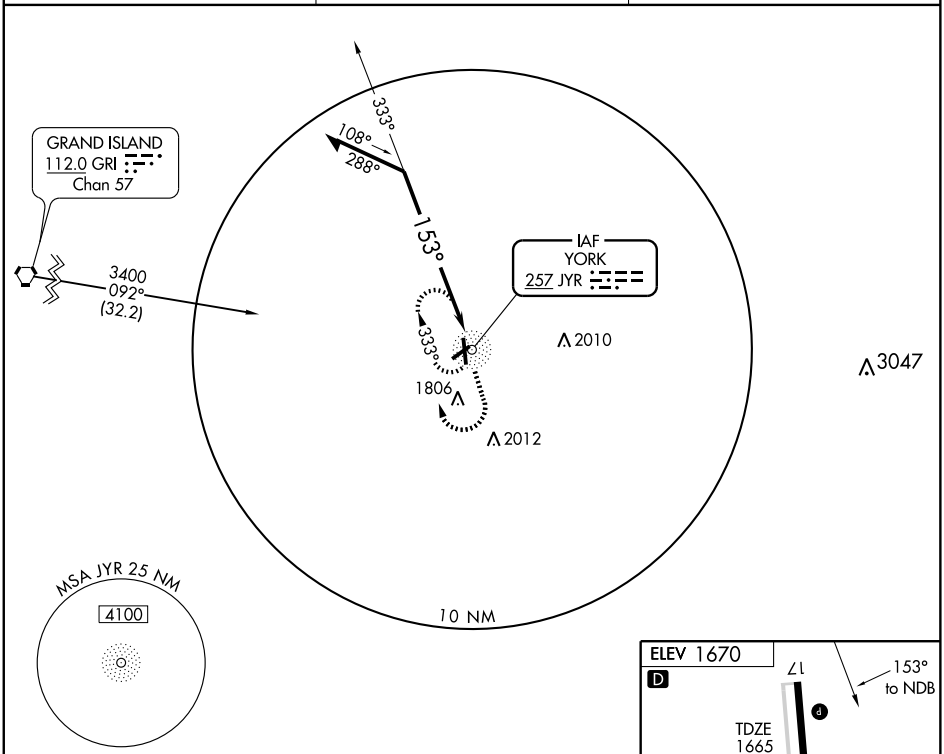
NDB RWY 17

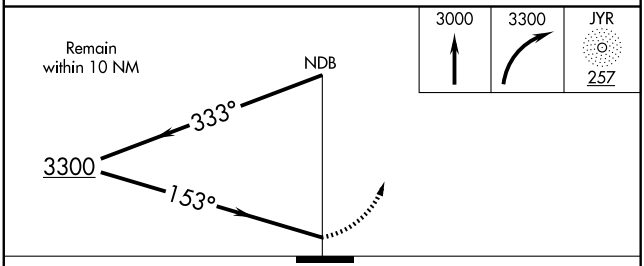
YORK MUNI (JYR)

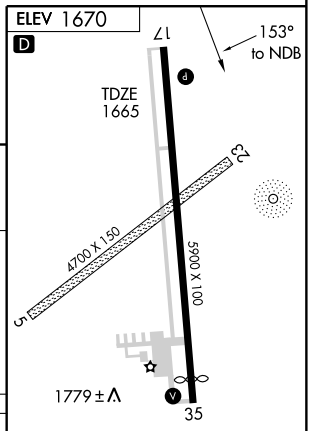
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase straight-in and circling visibilities Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2300-1	635 (700-1)	2300-1¾ 635 (700-1¾)	NA
CIRCLING	2300-1	630 (700-1)	2300-1¾ 630 (700-1¾)	NA

REIL Rwys 17-35 L
MIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

NDB JYR 257	APP CRS 002°	Rwy Idg 5500 TDZE 1670 Apt Elev 1670

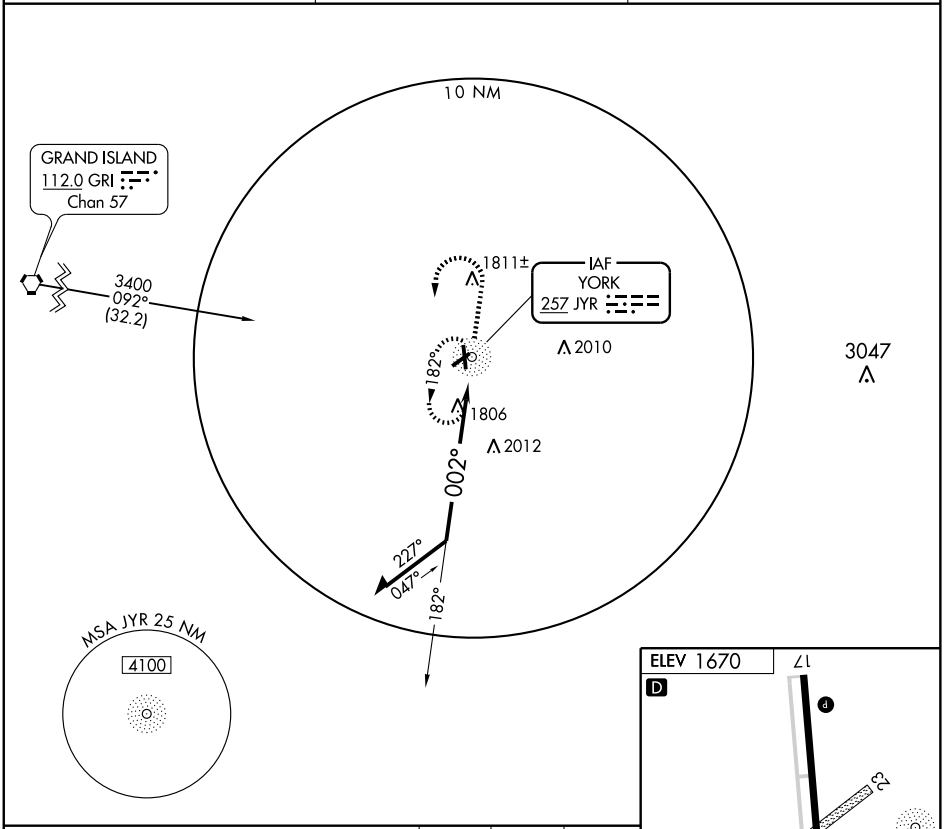
NDB RWY 35
YORK MUNI (JYR)

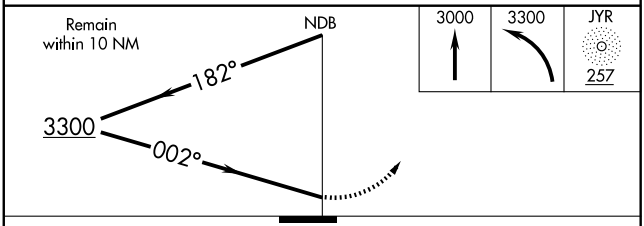
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

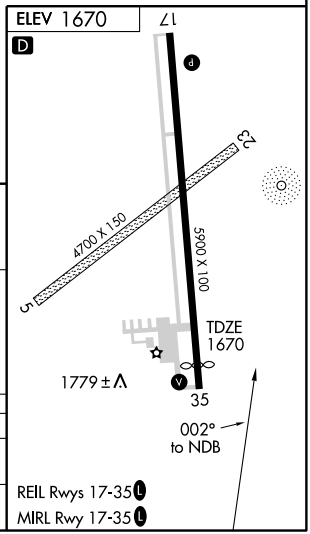
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1 ¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

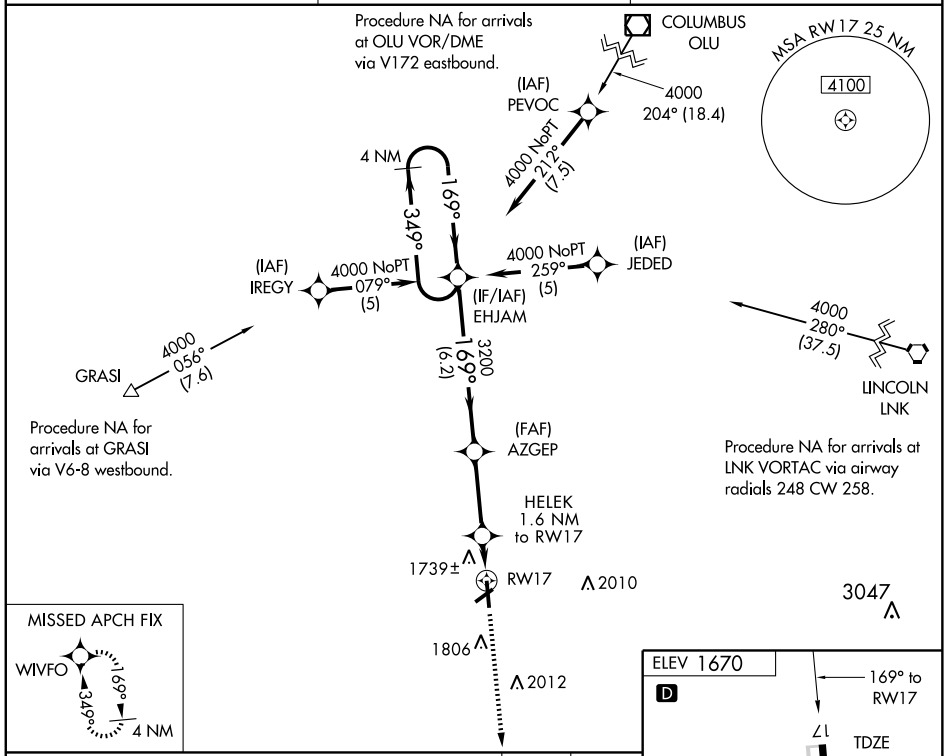
WAAS	APP CRS	Rwy Idg	5900
CH 86301	169°	TDZE	1665
W17A		Apt Elev	1670

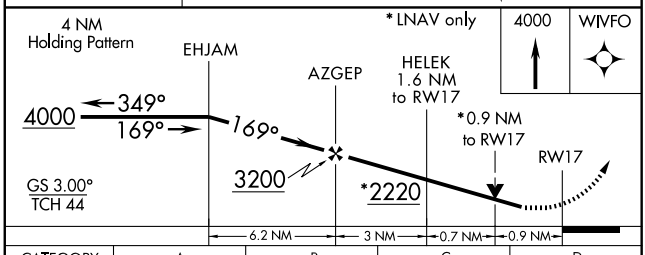
RNAV (GPS) RWY 17
YORK MUNI (JYR)

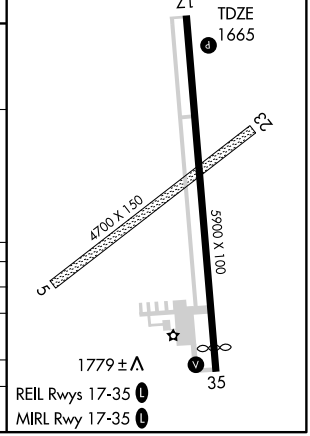
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct WIVFO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1915-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2031-1¼ 366 (400-1¼)			NA
LNAV MDA	2000-1 335 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 49113 W35A	APP CRS 349°	Rwy Idg 5500 TDZE 1670 Apt Elev 1670

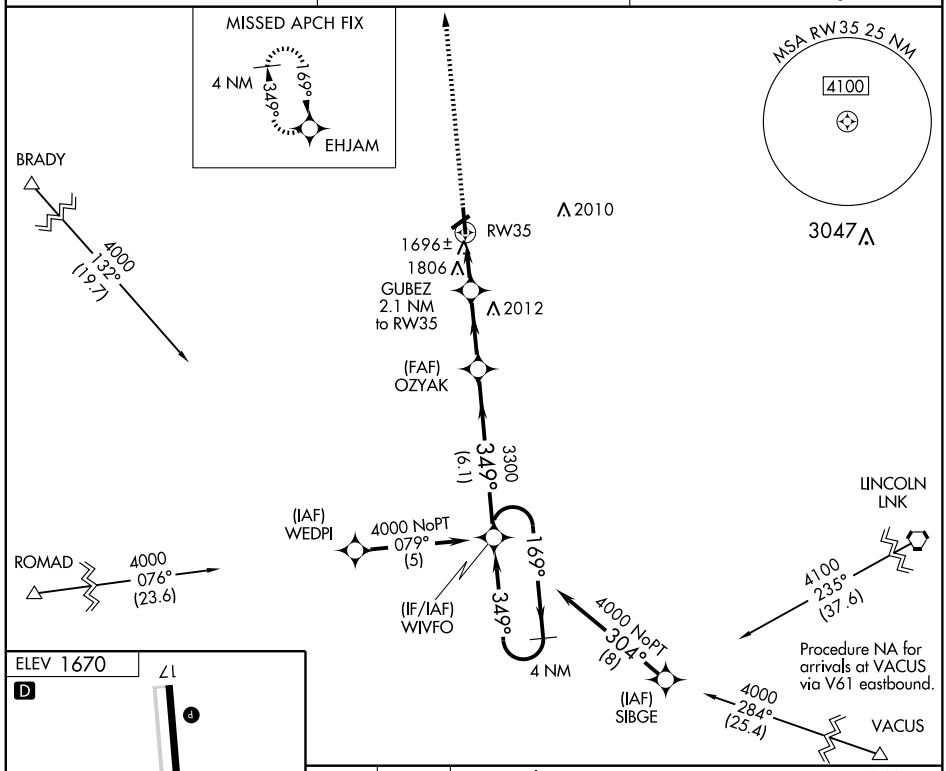
RNAV (GPS) RWY 35

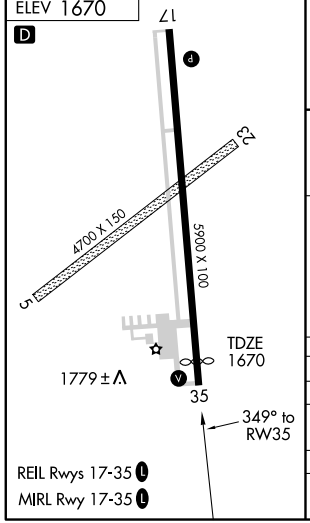
YORK MUNI (JYR)

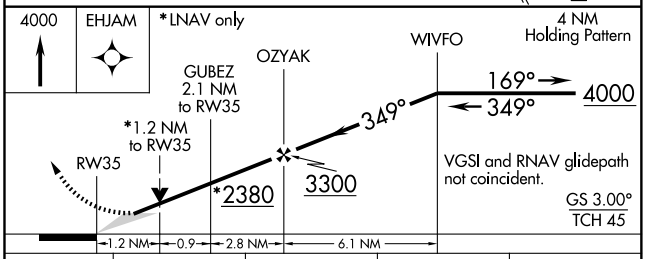
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct EHJAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1920-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2004-1¼ 334 (400-1¼)			NA
LNAV MDA	2060-1 390 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABERDEEN, SD
ABERDEEN RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35
VOR Rwy 31
VOR/DME Rwy 13
NA when local weather not available.

ALBERT LEA, MN
ALBERT LEA MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

ALEXANDRIA, MN
CHANDLER FIELD ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

AUSTIN, MN
AUSTIN MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

BAUDETTE, MN
BAUDETTE INTL ..... **RNAV (GPS) Rwy 30**[1]
VOR/DME Rwy 12[2]
VOR Rwy 30[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

BEMIDJI, MN
BEMIDJI RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

BENSON, MN
BENSON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BISMARCK, ND
BISMARCK MUNI ..... **ILS Rwy 13**[12]
ILS Rwy 31[12]
RADAR-1[3]
[1]ILS, Category D, 800-2½; Category E, 900-3. LOC, NA.
[2]NA when control tower not in operation.
[3]NA when control tower closed.

BRAINERD, MN
BRAINERD LAKES RGNL ... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 34
NA when local weather not available.

BROOKINGS, SD
BROOKINGS RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CANBY, MN
MYERS FIELD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

CLOQUET, MN
CLOQUET CARLTON COUNTY ..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

COOK, MN
COOK MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category A,B, 900-2; Category C, 900-2¼.

NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9**
COPTER ILS Rwy 27
ILS Rwy 9
LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[1]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-GORDON NEWSTROM .... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]

[1]ILS,Categories A,B,C,D, 800-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]

[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13

NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31

NA when local weather not available.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33

NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FLD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12

NA when local weather not available.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE ARPT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27

NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**

NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36

NA when local weather not available.
[1]NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN ..... **ILS Rwy 4[1]**
ILS or LOC Rwy 12L[2]
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A,B, 900-2; Category C,900-2½; Category D,900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A,B, 1000-2; Categories C,D, 1000-3.

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE
SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A,B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

REDWOOD FALLS, MN

REDWOOD FALLS
MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

ROSEAU, MN

ROSEAU MUNI/
RUDY BILLBERG FIELD ... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

ST. CLOUD, MN

ST. CLOUD RGNL .. **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS,Categories, A, B, C, D, 700-2.

NAME ALTERNATE MINIMUMS

ST. PAUL, MN

ST. PAUL DOWNTOWN HOLMAN FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]

[1]NA when local weather not available.
[2]ILS,LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B,C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD

JOE FOSS FIELD ..... **ILS Rwy 3[12]**
ILS Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]

[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN

SOUTH ST. PAUL MUNI-RICHARD E FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD

HAROLD DAVIDSON FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN

WARROAD INTL MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WASECA, MN

WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD

WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND

SLOULIN FIELD INTL..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

WILLMAR, MN

WILLMAR MUNI-JOHN L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13[1]**
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

BISMARCK, ND

Amdt. 3A, DEC 13, 2002 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2240**-2	579	(600-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF) ELEV **3276**

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV **1942**

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME — TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG 94146 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2000 before turning right. **Rwy 31,** climb to 2000 before turning left. **Rwy 13,** climb to 2400 before turning right. **Rwy 22,** climb to 2400 before turning left.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN

BAUDETTE INTL (BDE)
ORIG 01193 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1700 before turning northbound.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 250' per NM to 1800.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 280' per NM to 2500. **Rwy 31,** 900-2 or std. with a min. climb of 360' per NM to 2900. **Rwys 3, 21,** NA.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5 07074 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from departure end of runway, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from departure end of runway, 131' left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

CASSELTON, ND

CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)
ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.

NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.

NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.

NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.

NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.

DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN
ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN
EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN
FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND
HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN
FOSSTON MUNI (FSE)
AMDT 1 87351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** IFR takeoff not authorized.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD
GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN
GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
ORIG 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 420' per NM to 1300.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRANT MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.

NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GREGORY, SD

GREGORY MUNI, FLYNN FIELD (9D1)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER, ND

GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)
ORIG 07074 (FAA)

NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

HETTINGER, ND

HETTINGER MUNI (HEI)
AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb rate of 220' per NM to 3000. **Rwys 17, 35** NA.

HIBBING, MN

RANGE RGNL (HIB)
AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.

NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND

HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)

DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN

FIELD OF DREAMS (04W)
ORIG 08045 (FAA)

NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD

HURON RGNL (HON)
AMDT 5 09239 (FAA)

NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN

FALLS INTL (INL)
AMDT 3 08101 (FAA)

NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN

JACKSON MUNI (MJQ)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA-TURF.

DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.

NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND

JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)

NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)
ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)
AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)
ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

MANKATO, MN

MANKATO RGNL (MKT)
ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

MILLER, SD

MILLER MUNI (MKA)
ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound. **Rwy 36,** climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. **Rwy 27,** multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

CRYSTAL (MIC)
AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

MINNEAPOLIS, MN (CON'T)

FLYING CLOUD (FCM)
AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right.

Rwy 35, climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure end of runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL.

Rwy 30R, building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7' AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.

Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.

NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC. **Rwy 29,** climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (6D8)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 400-1 or std. with a min. climb of 340' per NM to 2600. **Rwy 12,** 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON, MN
WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND
SLOULIN FIELD INTL (ISN)
AMDT 3 00251 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 300-1or std. with a min. climb of 270' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 20,** climb runway heading to 2300 before turning westbound.

WILLMAR, MN
WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)
NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD
WINNER RGNL (ICR)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN
WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

WORTHINGTON, MN
WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.
DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON, SD
CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

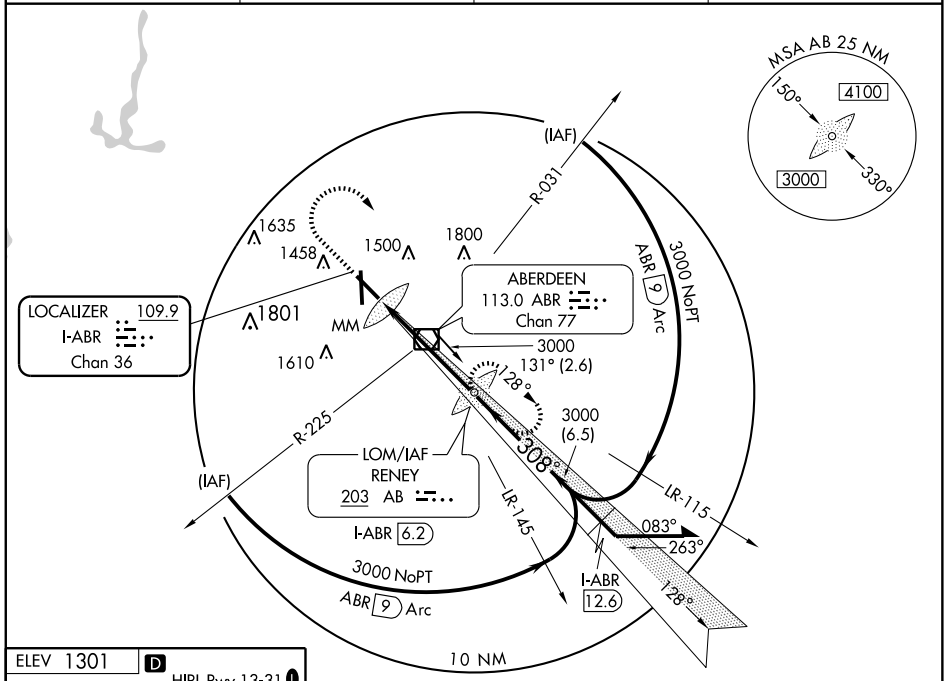
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109.9	308°	TDZE	1300
Chan 36		Apt Elev	1301

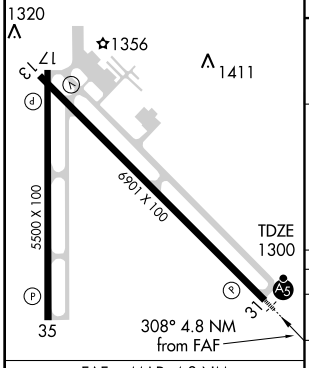
ILS RWY 31
ABERDEEN RGNL (ABR)

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct RENEY LOM and hold.

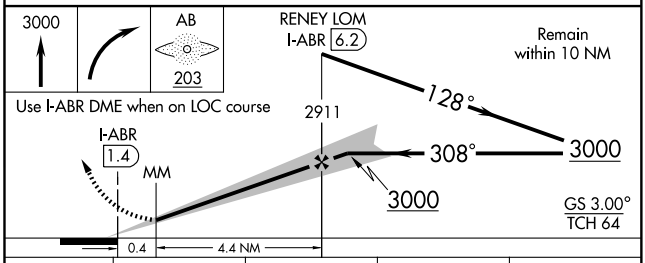
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1500-½ 200 (200-½)			
S-LOC 31	1660-½ 360 (400-½)			1660-¾ 360 (400-¾)
CIRCLING	1760-1 459 (500-1)		1760-1½ 459 (500-1½)	1860-2 559 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-ABR	APP CRS	Rwy Idg	6901
109.9	128°	TDZE	1301
Chan 36		Apt Elev	1301

LOC/DME BC RWY 13

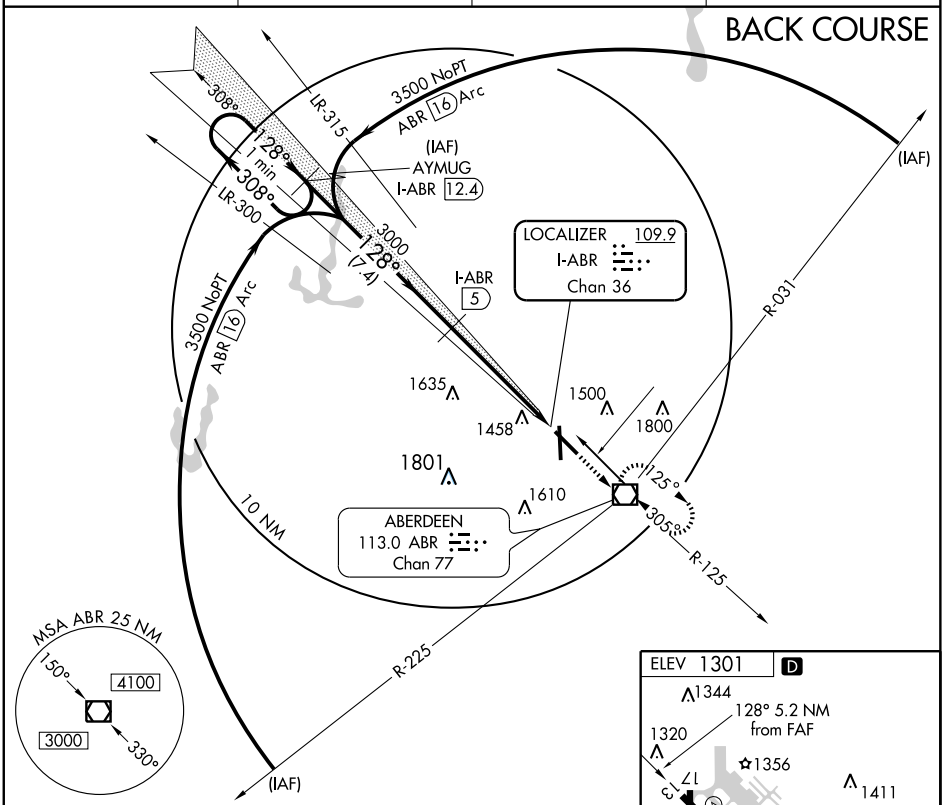
ABERDEEN RGNL (ABR)

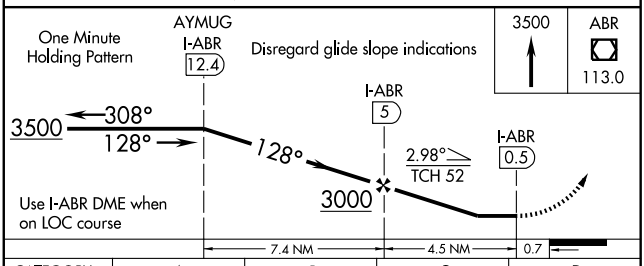
NA

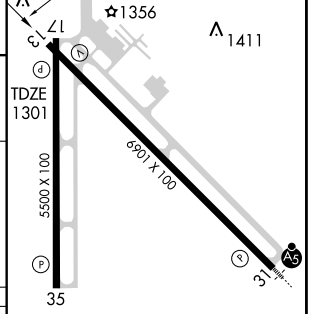
MISSED APPROACH: Climb to 3500 direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95

BACK COURSE







CATEGORY	A	B	C	D
S-13	1760-1	459 (500-1)	1760-1¼ 459 (500-1¼)	1760-1½ 459 (500-1½)
CIRCLING	1760-1	459 (500-1)	1760-1½ 459 (500-1½)	1860-2 559 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

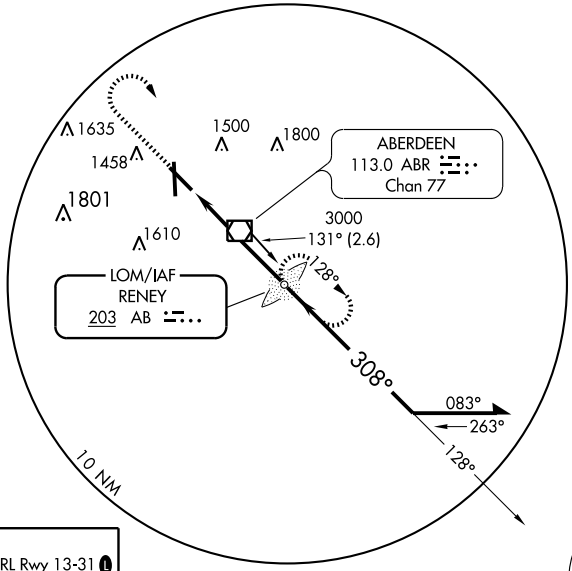
LOM AB	APP CRS	Rwy Idg	6901
203	308°	TDZE	1300
		Apt Elev	1301

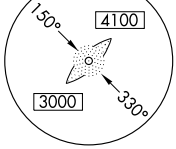
NDB RWY 31
ABERDEEN RGNL (ABR)

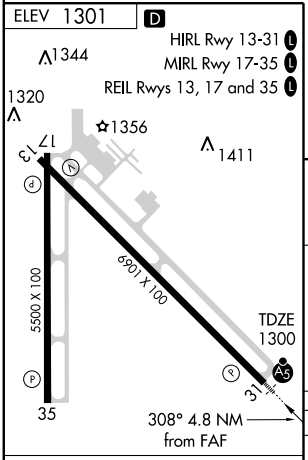
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AB LOM and hold.

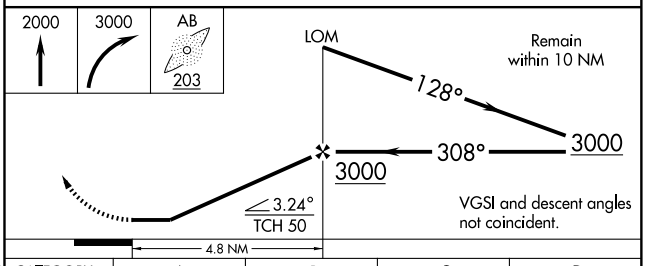
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1820-¾	520 (600-¾)	1820-1 520 (600-1)	1820-1½ 520 (600-1½)
CIRCLING	1820-1	519 (600-1)	1820-1½ 519 (600-1½)	1860-2 559 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS		
128°	Rwy Idg	6901
	TDZE	1302
	Apt Elev	1302

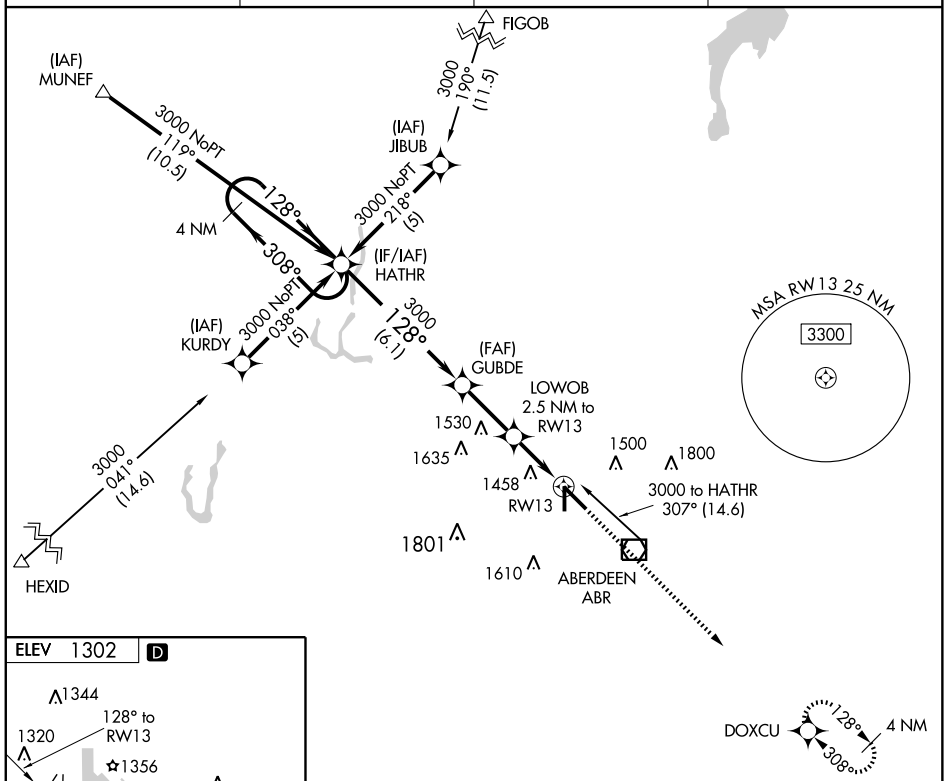
RNAV (GPS) RWY 13

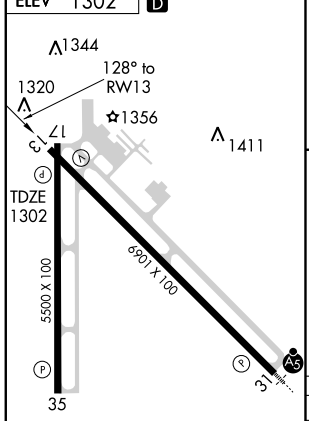
ABERDEEN RGNL (ABR)

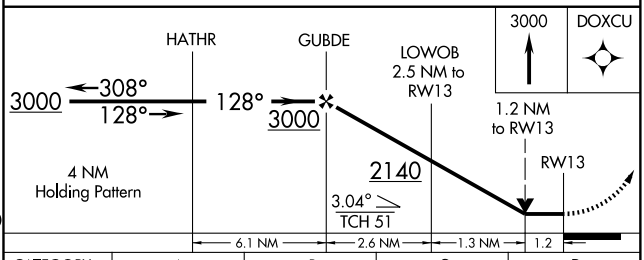
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Watertown altimeter setting. When local altimeter setting not received use Watertown altimeter setting and increase all MDA 220 feet, increase LNAV Cat C visibility ½ mile, Cat D visibility ¾ mile and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct DOXCU and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







CATEGORY	A	B	C	D
LNAV MDA	1720-1 418 (500-1)		1720-1¼ 418 (500-1¼)	
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6901
CH 42914	308°	TDZE	1301
W31A		Apt Elev	1302

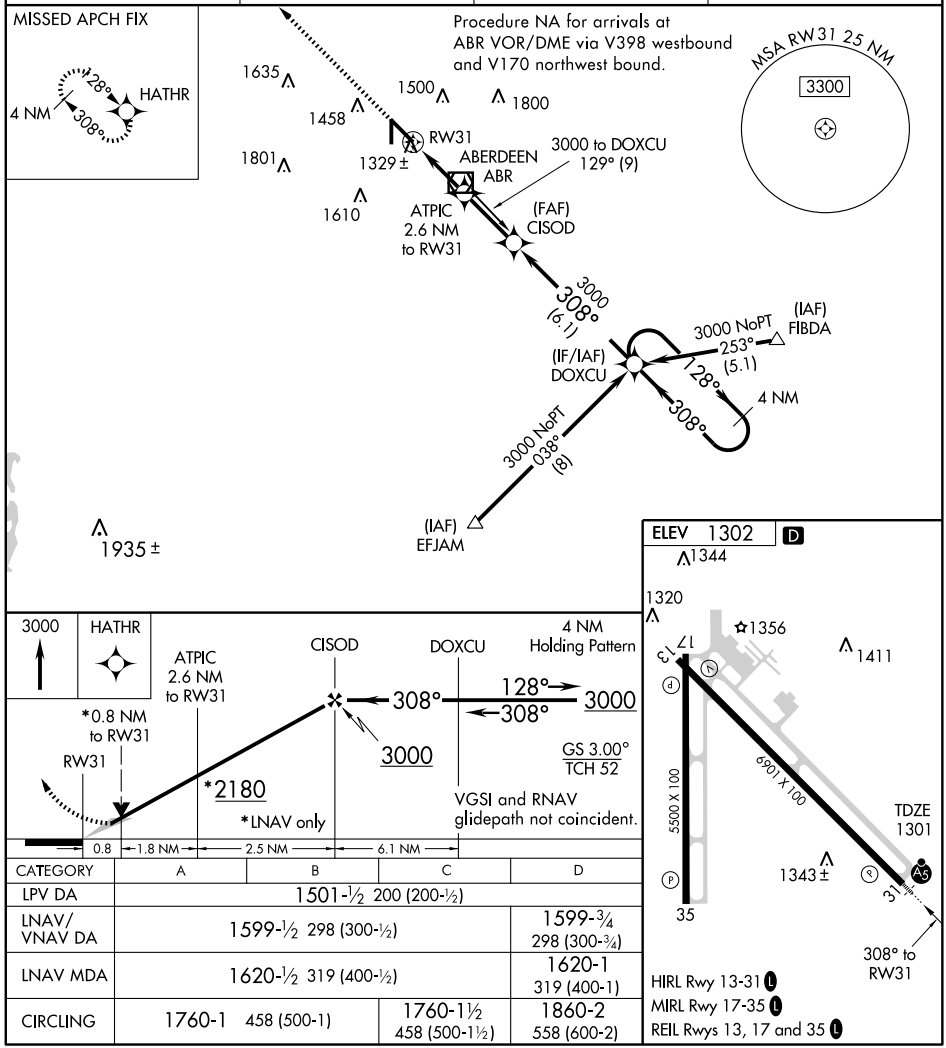
RNAV (GPS) RWY 31
ABERDEEN RGNL (ABR)

Inoperative table does not apply to LNAV Cat D visibility. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Watertown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Watertown altimeter setting. For inoperative MALSR when using Watertown altimeter setting increase LPV all Cats visibility to 1½ . When local altimeter setting not received, use Watertown altimeter setting and increase all DA 207 feet, all MDA 220 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV Cats A, B and C visibility ¾ mile, Cat D visibility ½ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile and Circling Cats C and D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HATHR and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95



CATEGORY	A	B	C	D
LPV DA	1501-½ 200 (200-½)			
LNAV/ VNAV DA	1599-½ 298 (300-½)			1599-¾ 298 (300-¾)
LNAV MDA	1620-½ 319 (400-½)			1620-1 319 (400-1)
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 65800	353°	TDZE	1301
W35A		Apt Elev	1302

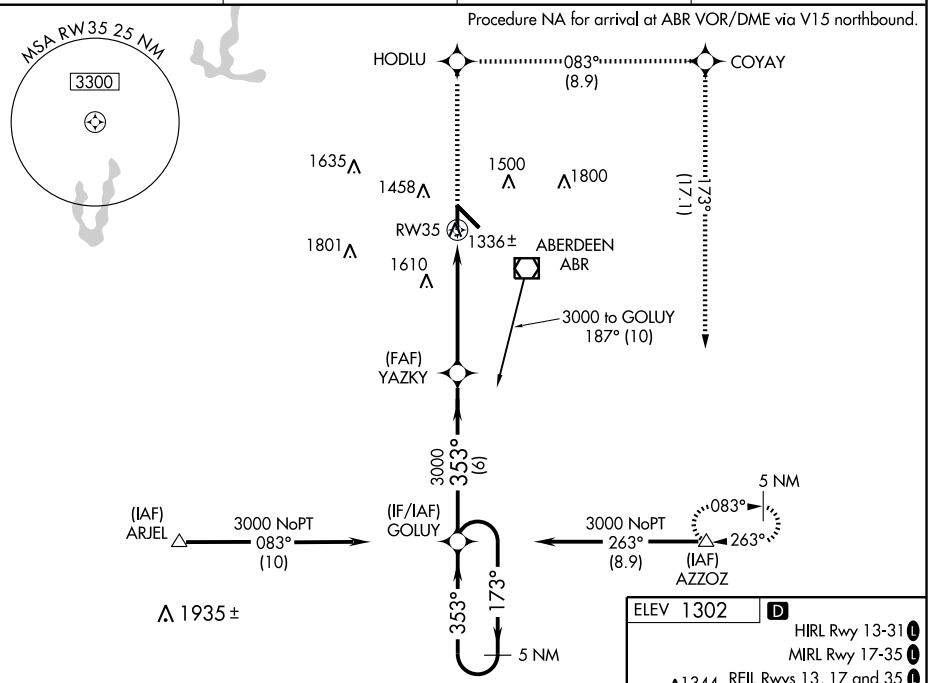
RNAV (GPS) RWY 35
ABERDEEN RGNL (ABR)

▼ If local altimeter setting not received, use Watertown Rgnl altimeter setting and increase all DAs/MDAs 220 feet.
⚠ Baro-VNAV and VDP NA when using Watertown Rgnl altimeter setting. DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).

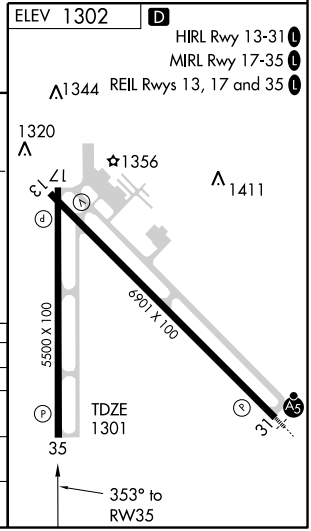
MISSED APPROACH: Climb to 5000 direct HODLU and via 083° track to COYAY and right turn via 173° track to AZZOZ and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 (L)	122.95

Procedure NA for arrival at ABR VOR/DME via V15 northbound.



CATEGORY	A	B	C	D
LPV DA	1551-¾ 250 (300-¾)			
LNAV/VNAV DA	1586-1 285 (300-1)			
LNAV MDA	1820-1 519 (600-1)		1820-1½ 519 (600-1½)	1820-1¾ 519 (600-1¾)
CIRCLING	1820-1 518 (600-1)		1820-1½ 518 (600-1½)	1860-2 558 (600-2)



NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME ABR	APP CRS	Rwy Idg	6901
113.0	125°	TDZE	1302
Chan 77		Apt Elev	1302

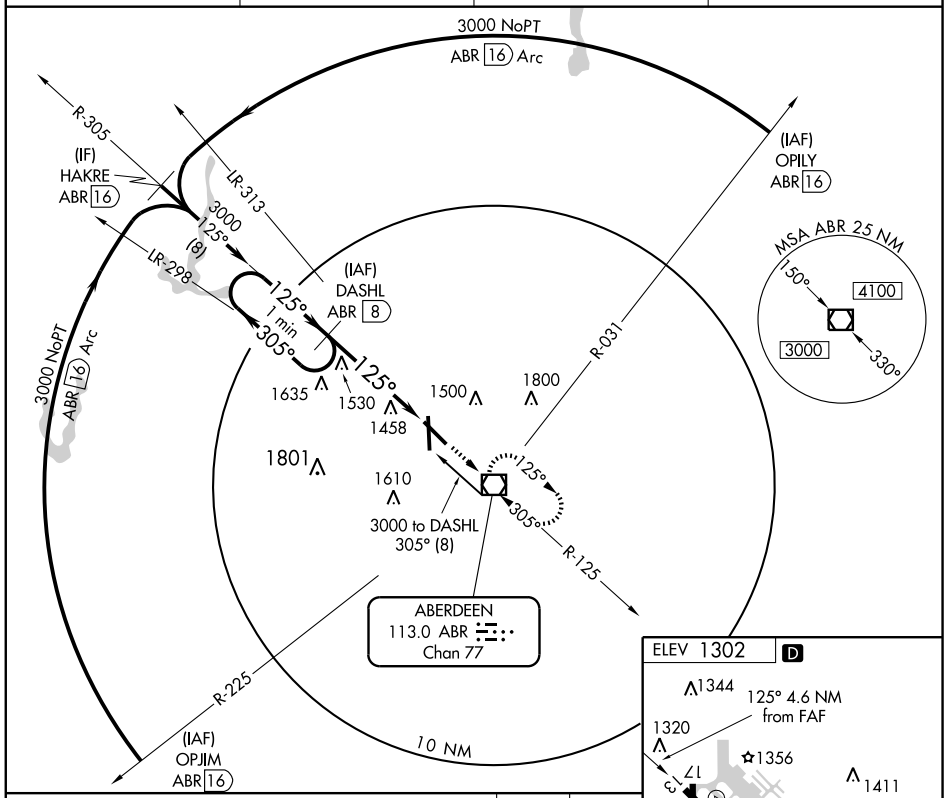
VOR/DME RWY 13

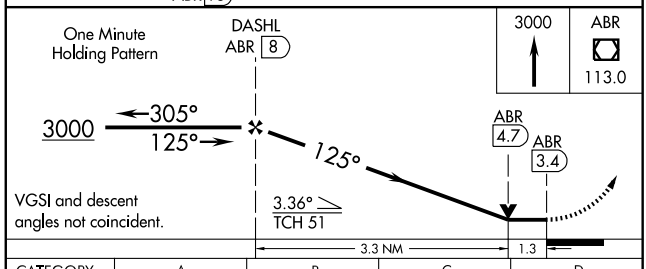
ABERDEEN RGNL(ABR)

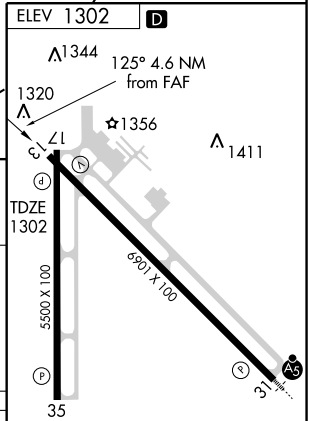
Visibility reduction by helicopters NA. When local altimeter setting not received, use Watertown altimeter setting and increase all MDA 220 feet, increase S-13 Cats C and D visibility ¾ mile and Circling Cats C and D visibility ½ mile. VDP NA when using Watertown altimeter setting.

MISSED APPROACH: Climb to 3000 direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







CATEGORY	A	B	C	D
S-13	1780-1	478 (500-1)	1780-1¼ 478 (500-1¼)	1780-1½ 478 (500-1½)
CIRCLING	1780-1	478 (500-1)	1780-1½ 478 (500-1½)	1860-2 558 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME ABR	APP CRS	Rwy Idg	6901
113.0	304°	TDZE	1301
Chan 77		Apt Elev	1302

VOR RWY 31

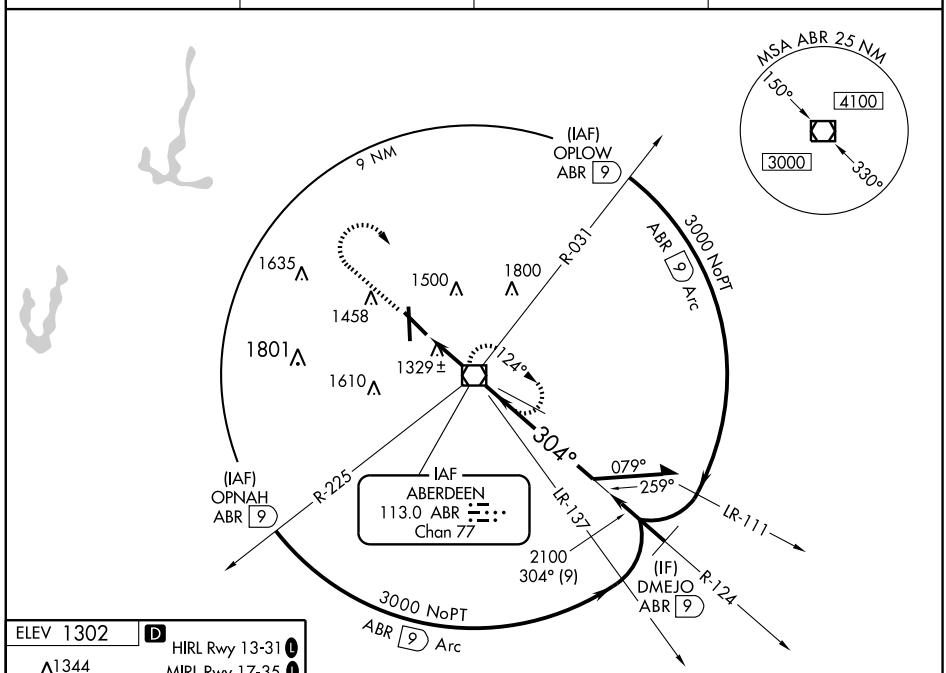
ABERDEEN RGNL(ABR)

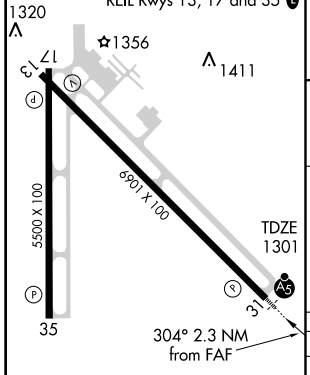
For inoperative MALSR, increase S-31 Cat D visibility to 1¼. When local altimeter setting not received, use Watertown altimeter setting and increase all MDA 220 feet, increase S-31 Cat C visibility ½ mile, Cat D visibility ¼ mile, and Circling Cats C and D ½ mile. VDP NA when using Watertown altimeter setting.

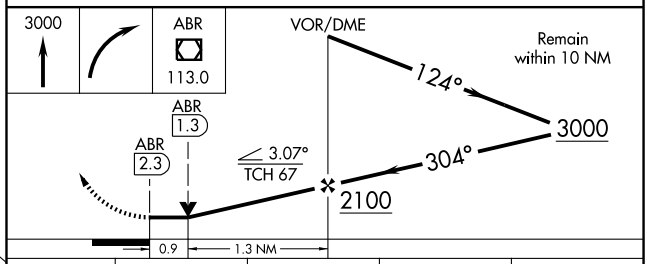
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-31	1660-½ 359 (400-½)			1660-1 359 (400-1)
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

BELLE FOURCHE, SOUTH DAKOTA

AL-6992 (FAA)

APP CRS		
321°	Rwy Idg	4501
	TDZE	3179
	Apt Elev	3190

RNAV (GPS) RWY 32

BELLE FOURCHE MUNI (EFC)

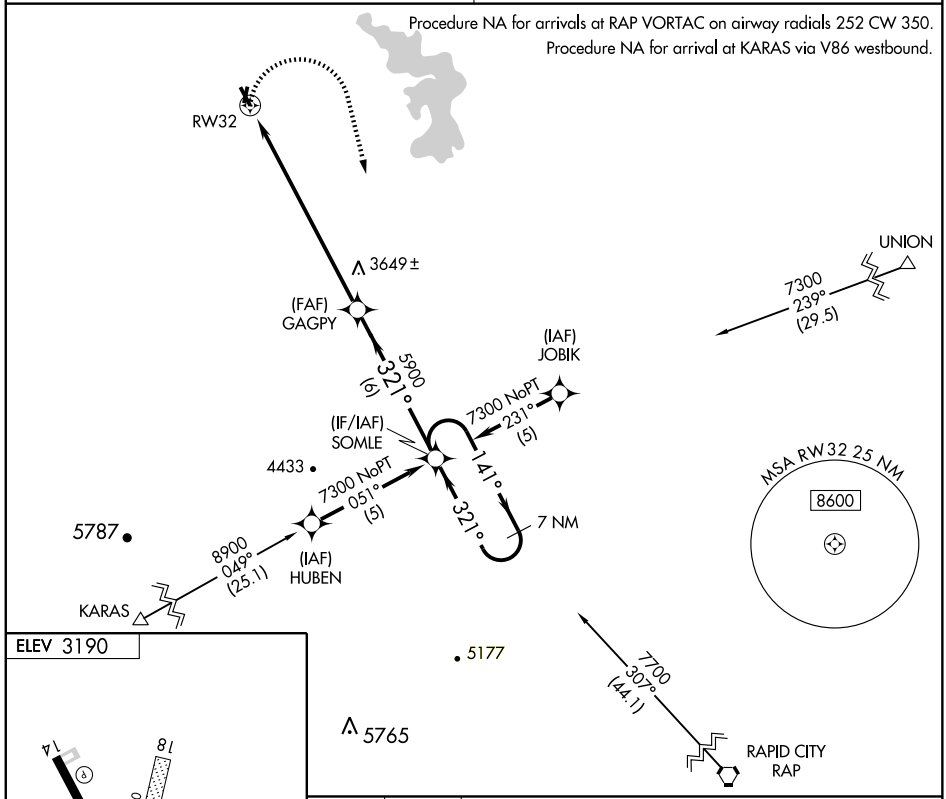
T
NA

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
Use Ellsworth AFB altimeter setting, when not received, use Rapid City Rgnl altimeter setting.

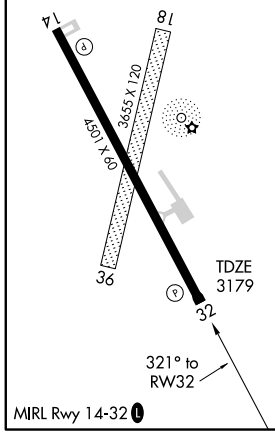
MISSED APPROACH: Climbing right turn to 7300 direct SOMLE and hold.

DENVER CENTER	UNICOM
127.95 338.2	122.8 (CTAF) L

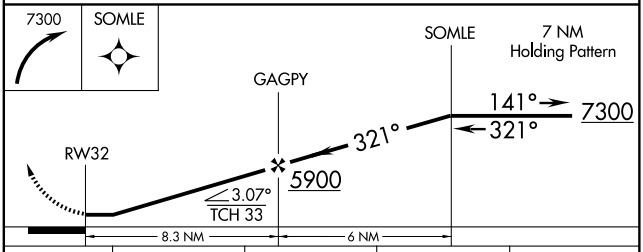
Procedure NA for arrivals at RAP VORTAC on airway radials 252 CW 350.
Procedure NA for arrival at KARAS via V86 westbound.



ELEV 3190



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	4140-1¼ 961 (1000-1¼)	4140-1½ 961 (1000-1½)	4140-3 961 (1000-3)	NA
CIRCLING	4140-1¼ 950 (1000-1¼)	4140-1½ 950 (1000-1½)	4140-3 950 (1000-3)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

BRITTON MUNI (BTN)

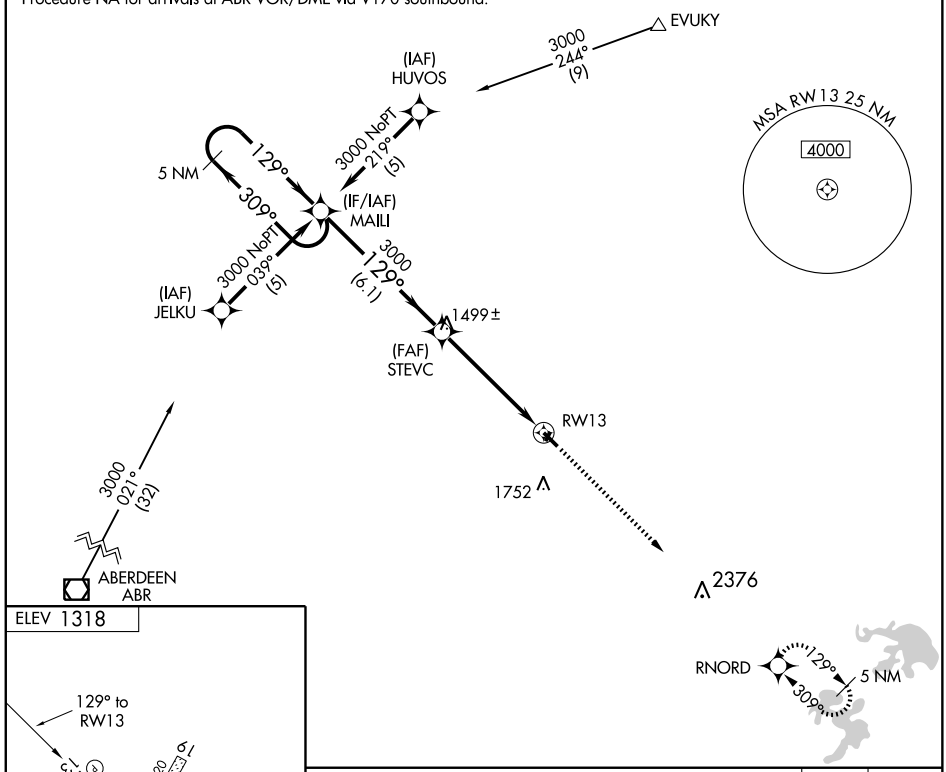
APP CRS	Rwy Idg	4210
129°	TDZE	1318
	Apt Elev	1318

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

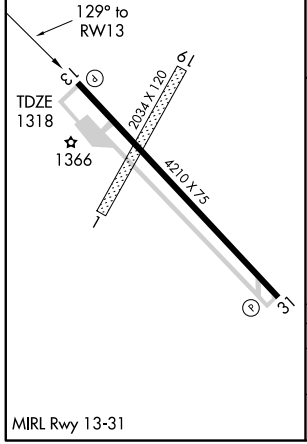
MISSED APPROACH: Climb to 3500 direct RNORD and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
122.8	120.6 371.9	122.8 (CTAF)

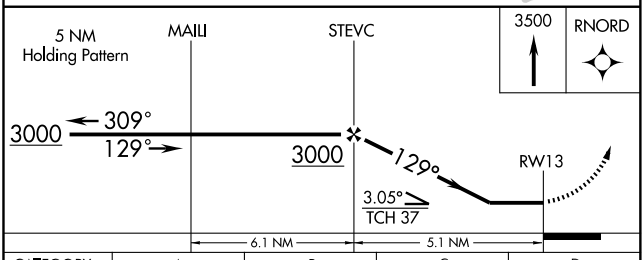
Procedure NA for arrivals at ABR VOR/DME via V170 southbound.



ELEV 1318



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	1840-1	522 (600-1)	1840-1½ 522 (600-1½)	NA
CIRCLING	1900-1	582 (600-1)	2060-2¼ 742 (800-2¼)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

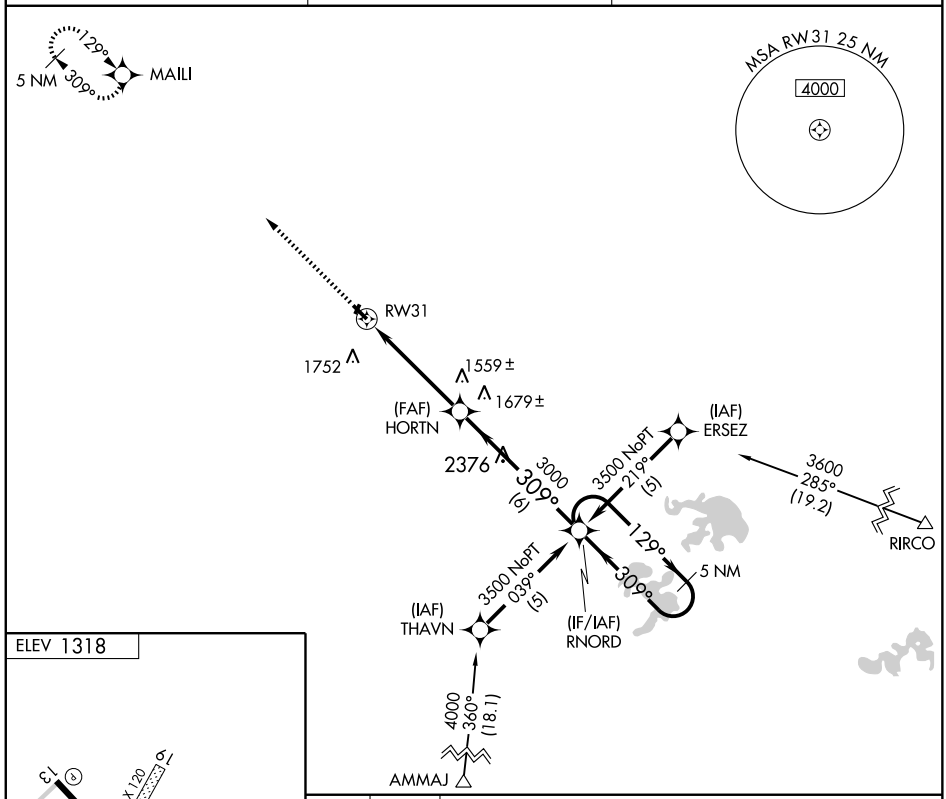
APP CRS		
309°	Rwy Idg	4210
	TDZE	1318
	Apt Elev	1318

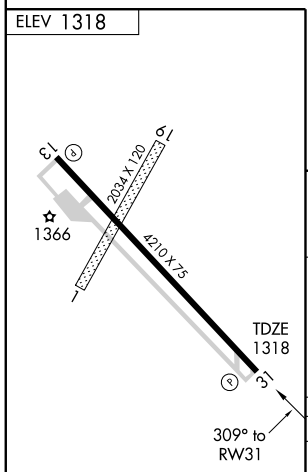
RNAV (GPS) RWY 31
BRITTON MUNI (BTN)

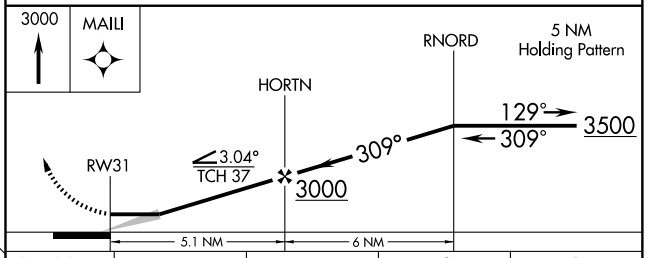
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct MAILI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
122.8	120.6 371.9	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1	502 (600-1)	1820-1½ 502 (600-1½)	NA
CIRCLING	1900-1	582 (600-1)	2060-2¼ 742 (800-2¼)	NA

MIRL Rwy 13-31

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-BKX	APP CRS	Rwy Idg	5231
110.9	303°	TDZE	1629
		Apt Elev	1648

ILS or LOC RWY 30

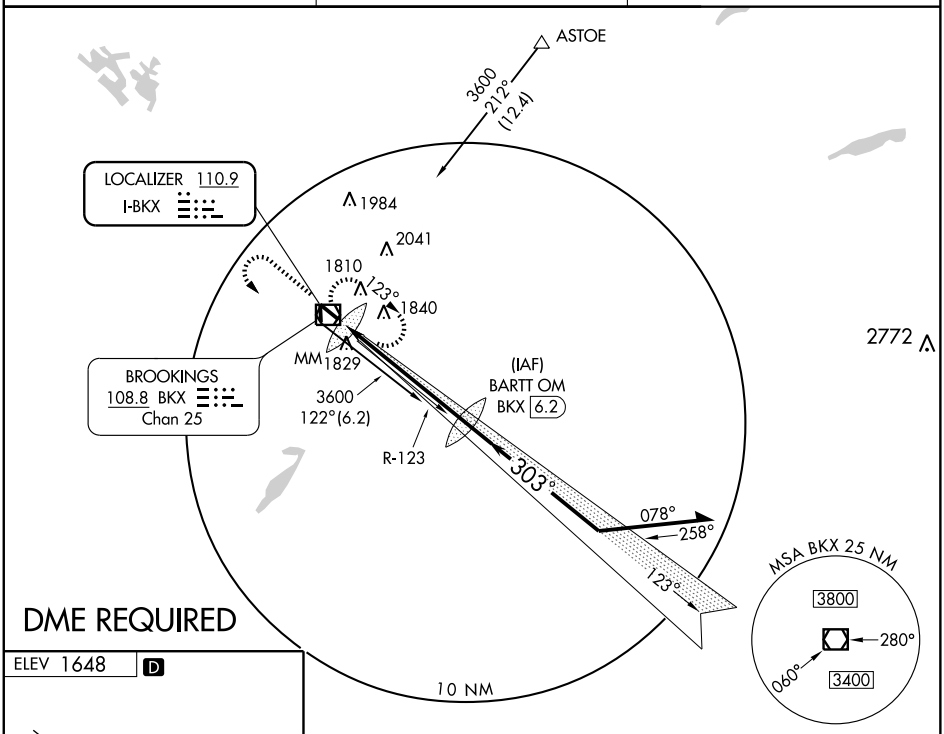
BROOKINGS RGNL (BKX)

T
NA

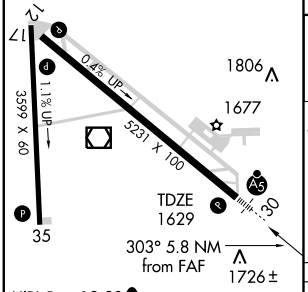
MALSR

MISSED APPROACH: Climb to 3600 then left turn direct BKX VOR/DME and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L

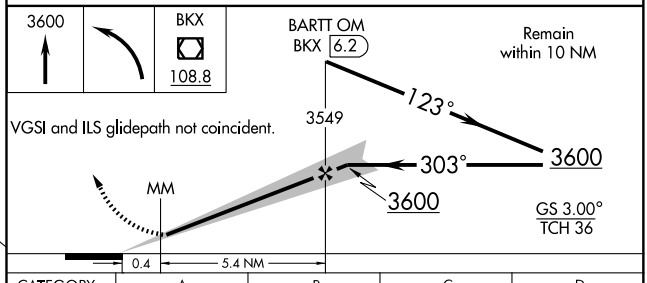


ELEV 1648 D



HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 30	1829-½ 200 (200-½)			
S-LOC 30	2040-½ 411 (400-½)		2040-¾ 411 (400-¾)	
CIRCLING	2140-1 492 (500-1)		2140-1½ 492 (500-1½)	2200-2 552 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

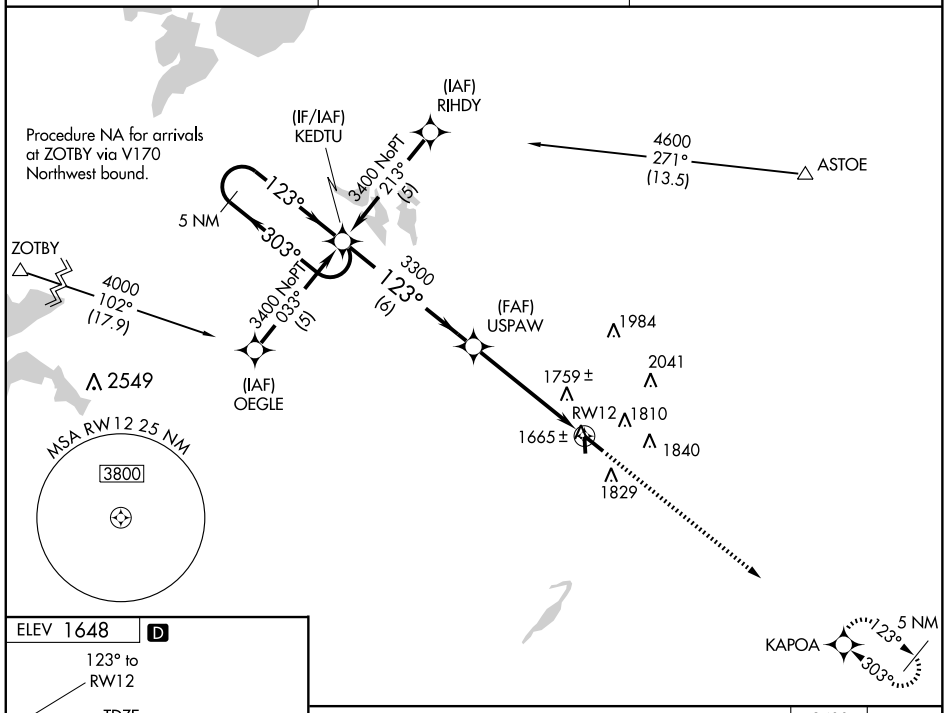
WAAS	APP CRS	Rwy Idg	5231
Chan 72799	123°	TDZE	1620
W12A		Apt Elev	1648

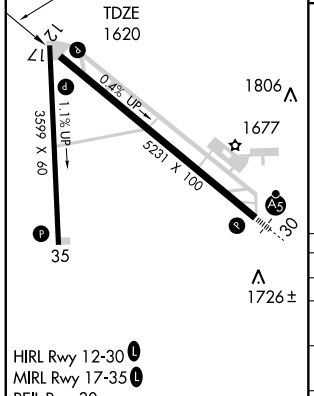
RNAV (GPS) RWY 12
BROOKINGS RGNL (BKX)

If local altimeter setting not received, use Pipestone Muni altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Pipestone Muni altimeter setting.
Baro-VNAV NA below -18°C (0°F).
DME/DME RNP-0.3 NA.

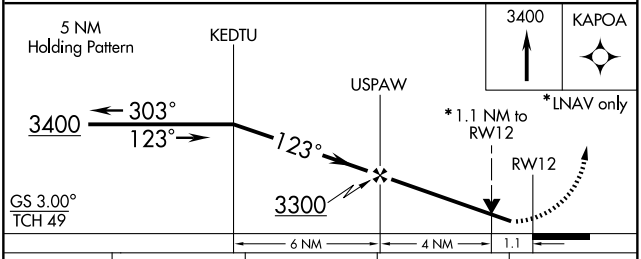
MISSED APPROACH: Climb to 3400 direct KAPOA and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L





HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L



CATEGORY	A	B	C	D
LPV DA	1870-1 250 (300-1)			
LNAV/VNAV DA	1956-1¼ 336 (400-1¼)			
LNAV MDA	2020-1 400 (400-1)			2020-1¼ 400 (400-1¼)
CIRCLING	2140-1¼ 492 (500-1¼)		2140-1½ 492 (500-1½)	2200-2 552 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5231
Chan **69399**	**303°**	TDZE	**1629**
W30A		Apt Elev	**1648**

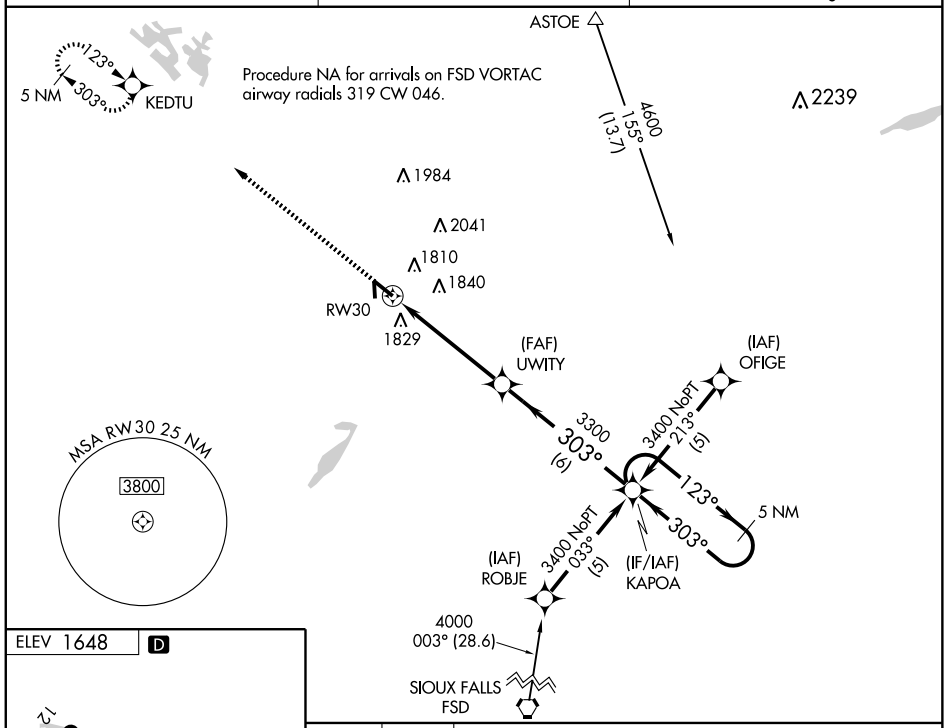
RNAV (GPS) RWY 30
BROOKINGS RGNL (BKX)

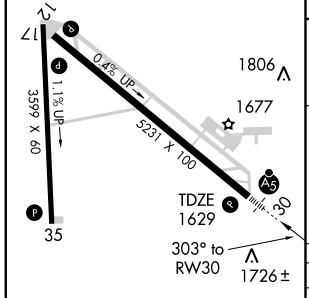
▼ If local altimeter setting not received, use Pipestone Muni altimeter setting and increase all DAs/MDAs 100 feet.
▲ Baro-VNAV NA below -18°C (0°F). DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA when using Pipestone Muni altimeter setting.
For inoperative MALSR increase LPV all Cats visibility to 1.

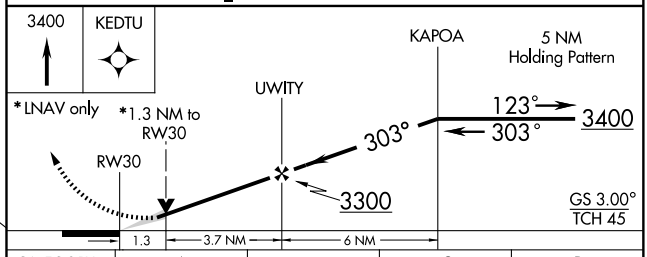
MALSR (A5)

MISSED APPROACH: Climb to 3400 direct KEDTU and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	**122.65**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1934-½ 305 (300-½)			
LNAV/VNAV DA	2138-1¼ 509 (500-1¼)			
LNAV MDA	2080-½ 451 (500-½)		2080-¾ 451 (500-¾)	2080-1 451 (500-1)
CIRCLING	2140-1¾ 492 (500-1¾)			2200-2 552 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

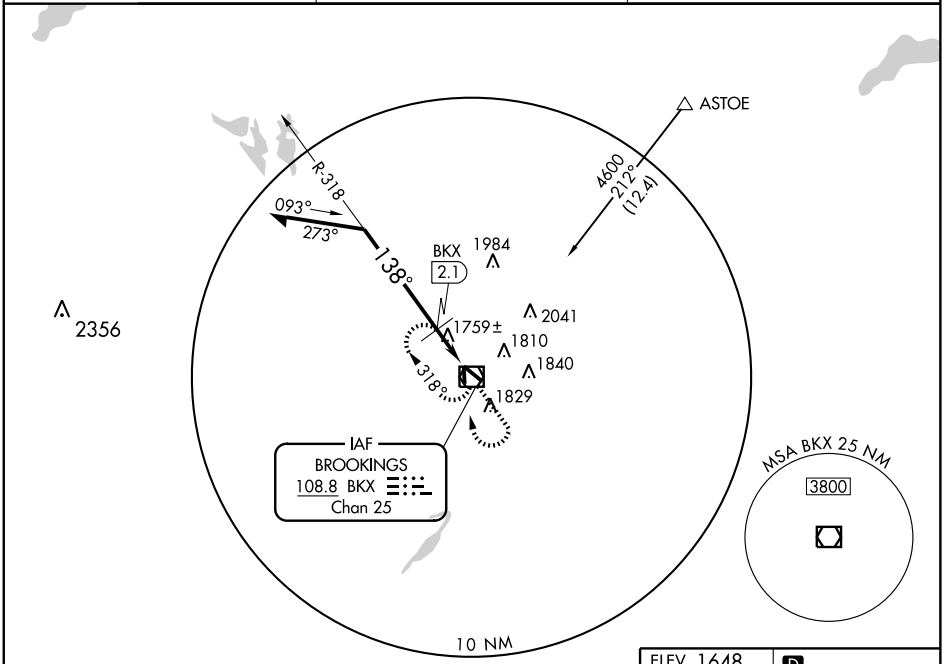
NC-1. 08 APR 2010 to 06 MAY 2010

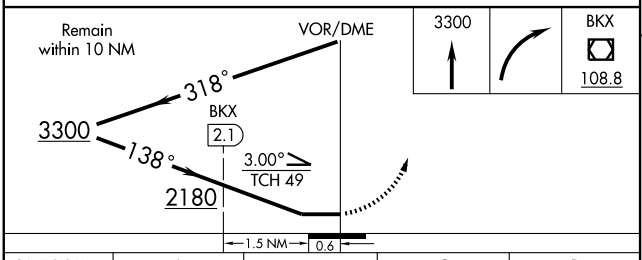
VOR/DME BKX	APP CRS	Rwy Idg	5231
108.8	138°	TDZE	1620
Chan 25		Apt Elev	1648

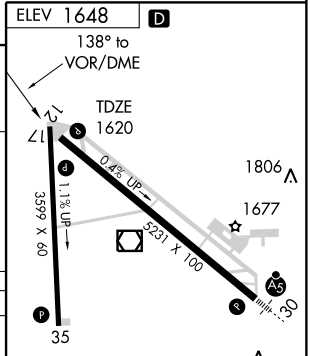
VOR RWY 12
BROOKINGS RGNL (BKX)

MISSED APPROACH: Climb to 3300 then right turn direct BKX VOR/DME and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	2180-1 560 (600-1)		2180-1½ 560 (600-1½)	2180-1¾ 560 (600-1¾)
CIRCLING	2180-1 532 (600-1)		2180-1½ 532 (600-1½)	2200-2 552 (600-2)
DME MINIMUMS				
S-12	2040-1 420 (400-1)		2040-1¼ 420 (400-1¼)	
CIRCLING	2140-1 492 (500-1)		2140-1½ 492 (500-1½)	2200-2 552 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

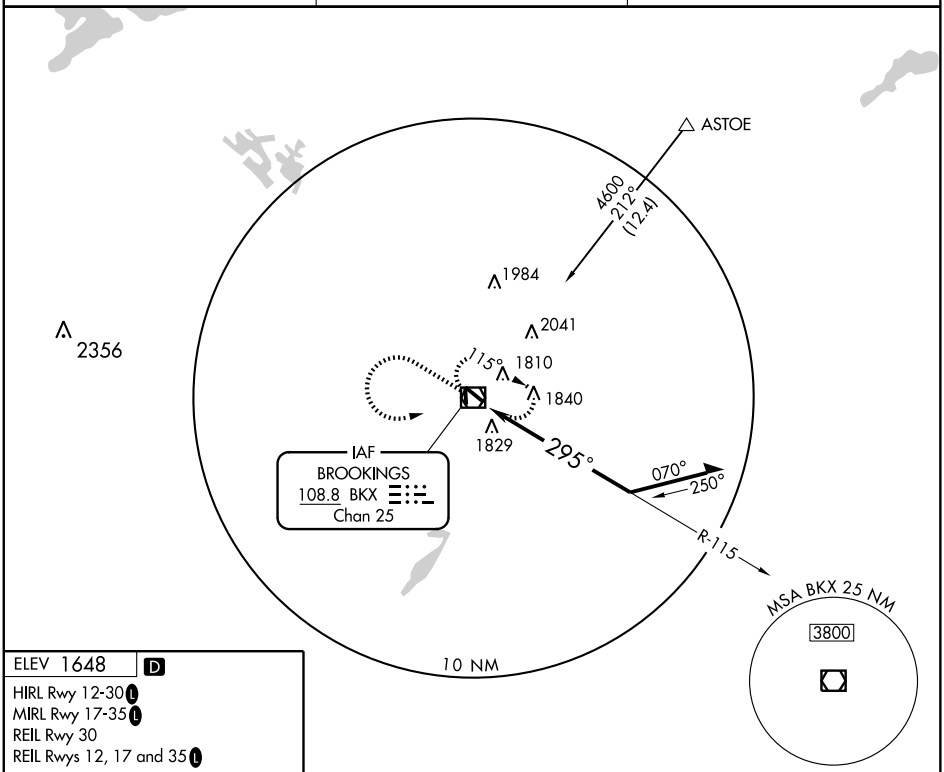
VOR/DME BKX	APP CRS	Rwy Idg	5231
108.8	295°	TDZE	1629
Chan 25		Apt Elev	1648

VOR RWY 30
BROOKINGS RGNL (BKX)

MALSR

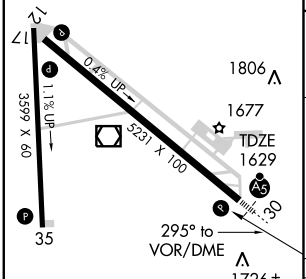
MISSED APPROACH: Climb to 3300 then left turn direct BKX VOR/DME and hold.

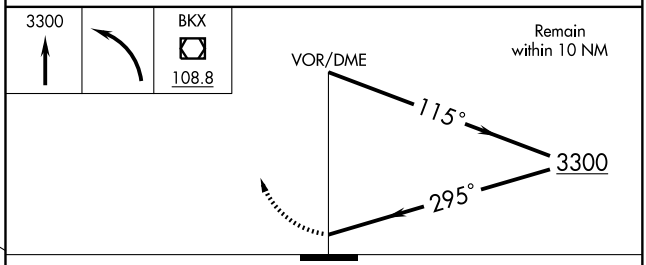
AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L



ELEV 1648 D

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L





CATEGORY	A	B	C	D
S-30	2660-¾ 1031 (1100-¾)	2660-1 1031 (1100-1)	2660-2½	1031 (1100-2½)
CIRCLING	2660-1¼ 1012 (1100-1¼)	2660-1½ 1012 (1100-1½)	2660-3	1012 (1100-3)

NC-1. 08 APR 2010 to 06 MAY 2010

CHAMBERLAIN, SOUTH DAKOTA AL-9033 (FAA)

APP CRS	Rwy Idg	4300
133°	TDZE	1688
	Apt Elev	1695

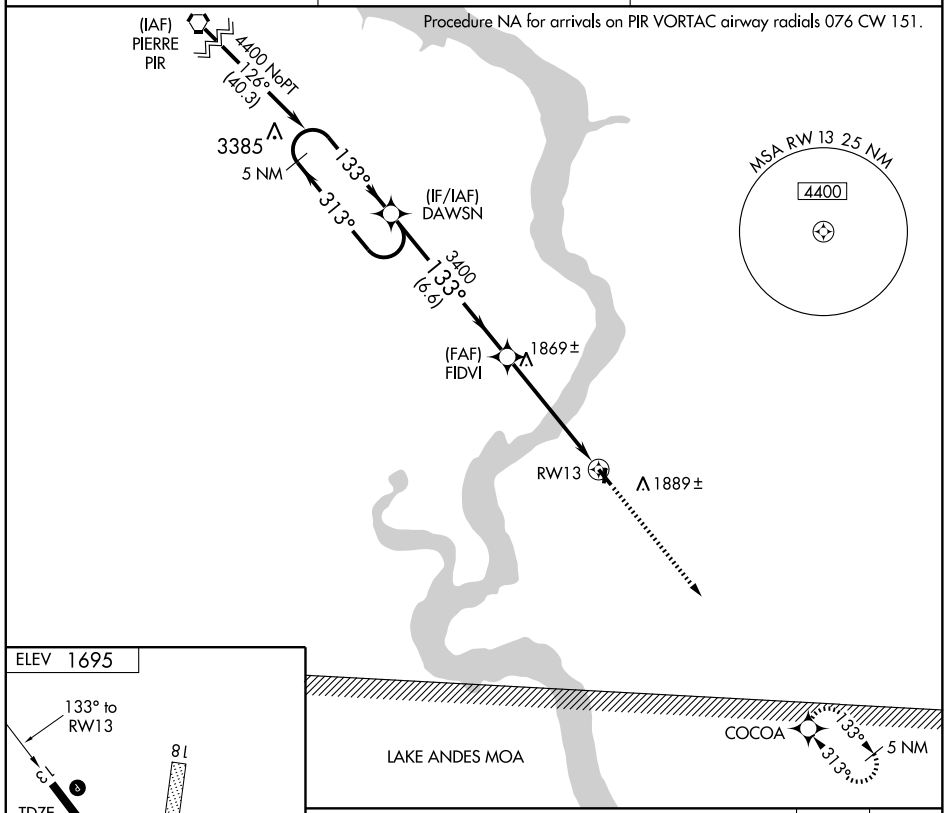
RNAV (GPS) RWY 13
CHAMBERLAIN MUNI (9V9)

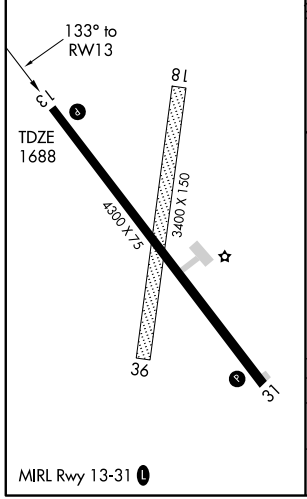
⚠ NA DME/DME RNP-0.3 NA.
Use Winner altimeter setting; if not recieved, use Pierre Rgnl altimeter setting and increase all MDAs 20 feet.
When VGSI inoperative, Straight-in/Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 3600 direct COCOA and hold.

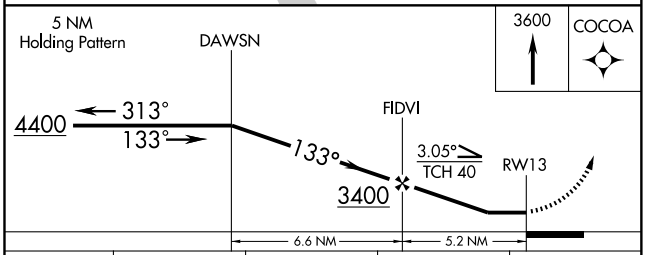
WINNER ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	125.1 269.1	122.8 (CTAF) L

Procedure NA for arrivals on PIR VORTAC airway radials 076 CW 151.





MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	2240-1	552 (600-1)	NA	
CIRCLING	2360-1	665 (700-1)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
313°	Rwy Idg	4300
	TDZE	1684
	Apt Elev	1695

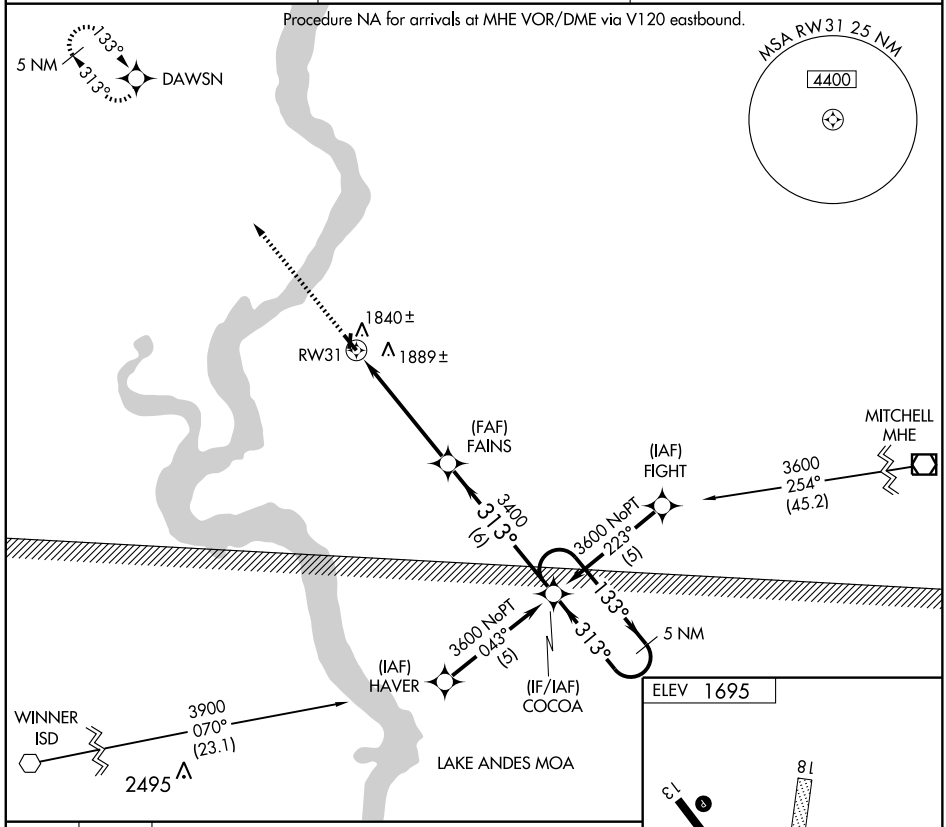
RNAV (GPS) RWY 31
CHAMBERLAIN MUNI (9V9)

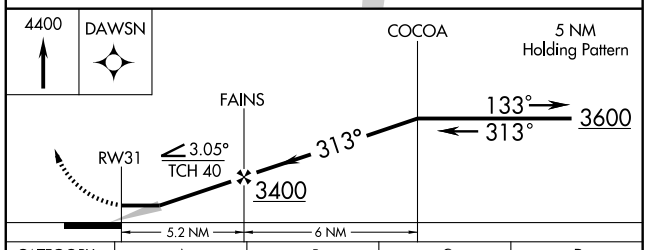
⚠ NA DME/DME RNP-0.3 NA.
Use Winner altimeter setting; if not received, use Pierre Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4400 direct DAWSN and hold.

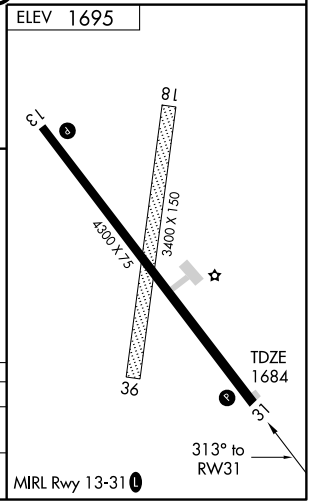
WINNER ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	125.1 269.1	122.8 (CTAF) L

Procedure NA for arrivals at MHE VOR/DME via V120 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	2220-1	536 (600-1)	NA	
CIRCLING	2360-1	665 (700-1)	NA	



NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
306°	TDZE	2447
	Apt Elev	2447

RNAV (GPS) RWY 31

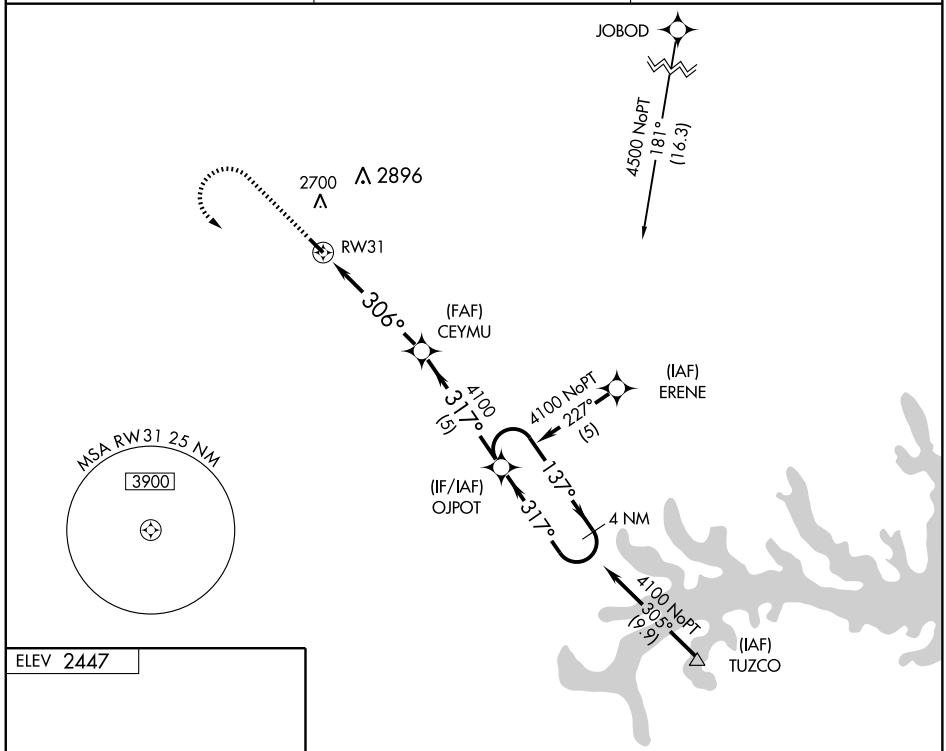
EAGLE BUTTE/CHEYENNE EAGLE BUTTE (84D)

T
NA

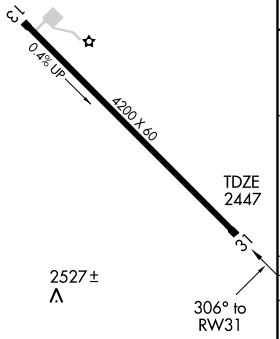
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Use Pierre altimeter setting.

MISSED APPROACH: Climb to 4100 then turn left direct OJPOT WP and hold.

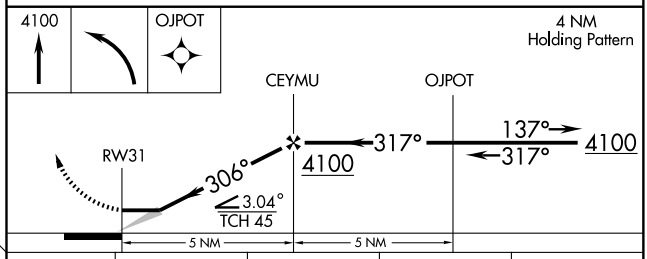
MINNEAPOLIS CENTER	CTAF	
126.8 256.7	122.9	122.8 L



ELEV 2447



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	3020-1	573 (600-1)	NA	
CIRCLING	3240-1 793 (800-1)	3240-1¼ 793 (800-1¼)	NA	

NC-1. 08 APR 2010 to 06 MAY 2010

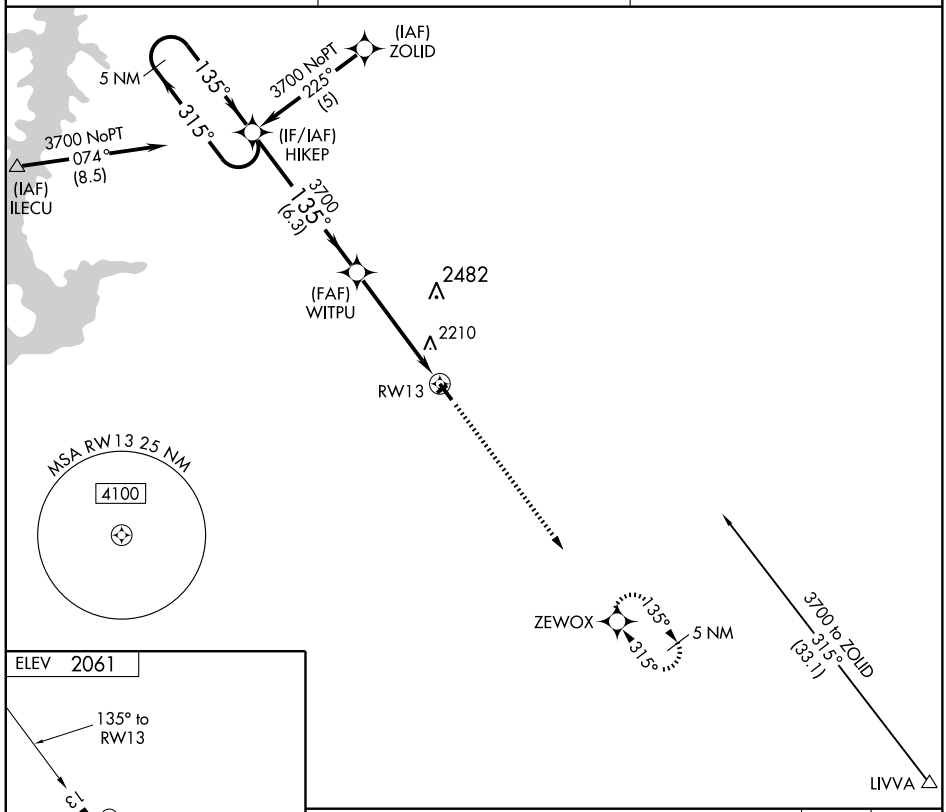
APP CRS	Rwy Idg	4400
135°	TDZE	2061
	Apt Elev	2061

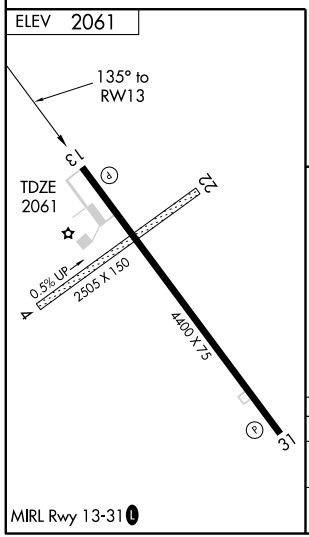
RNAV (GPS) RWY 13
GETTYSBURG MUNI (ØD8)

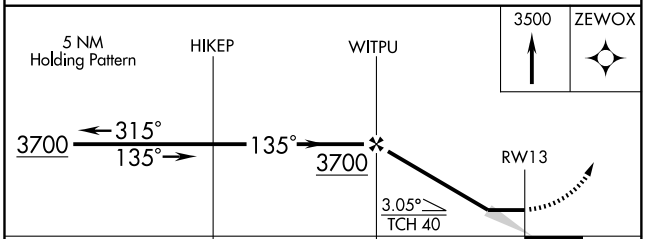
Use Pierre Rgnl altimeter setting; if not received, use Mobridge Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ZEWOX and hold.

PIERRE RGNL ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	125.1 269.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2600-1	539 (600-1)	2600-1½ 539 (600-1½)	NA
CIRCLING	2660-1	599 (600-1)	2660-1½ 599 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
315°	TDZE	2061
	Apt Elev	2061

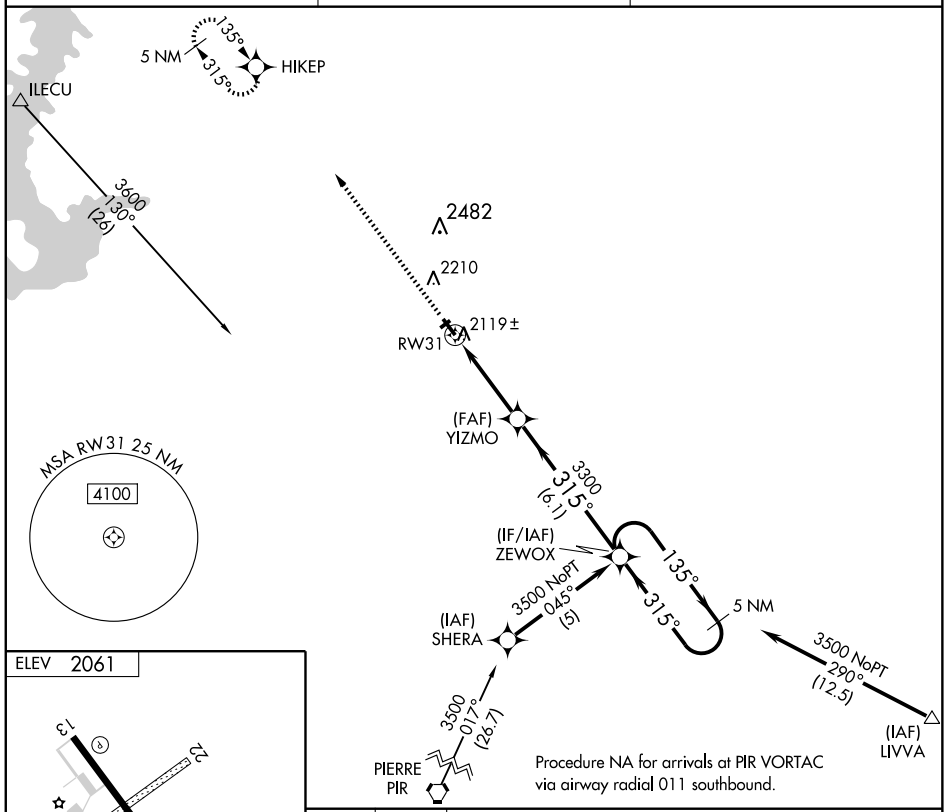
RNAV (GPS) RWY 31
GETTYSBURG MUNI (ØD8)

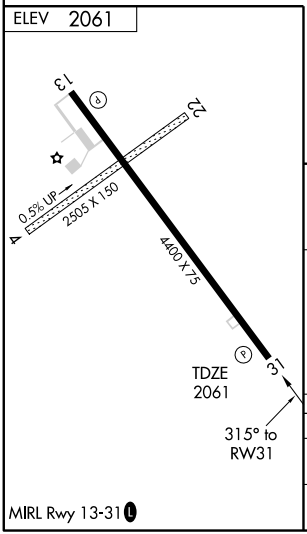
Use Pierre Rgnl altimeter setting; if not received, use Mobridge Muni altimeter setting.
DME/DME RNP-0.3 NA.

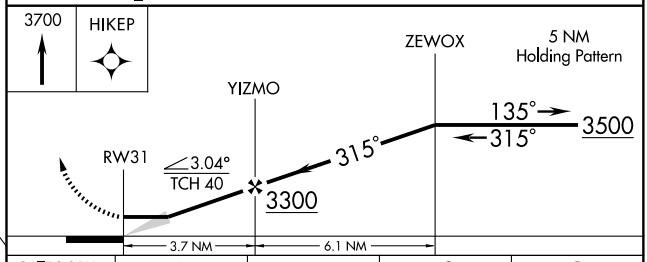
NA

MISSED APPROACH: Climb to 3700 direct HIKEP and hold.

PIERRE RGNL ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	125.1 269.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2540-1 479 (500-1)		2540-1¼ 479 (500-1¼)	NA
CIRCLING	2660-1 599 (600-1)		2660-1½ 599 (600-1½)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3800
308°	TDZE	2168
	Apt Elev	2168

GPS RWY 31

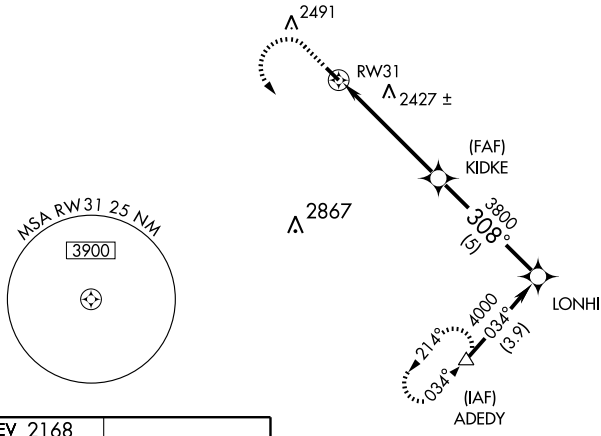
GREGORY MUNI, FLYNN FIELD (9D1)

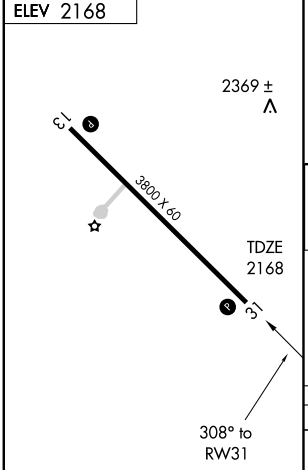
Use O'Neill altimeter setting.

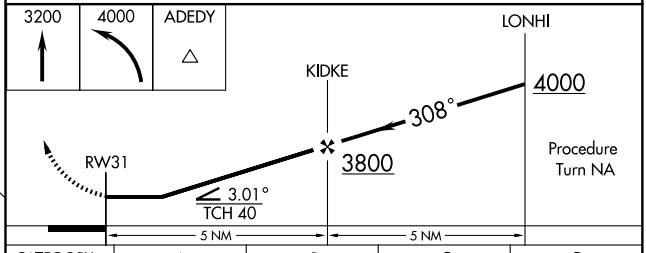
NA

MISSED APPROACH: Climb to 3200 then climbing left turn to 4000 direct ADEDY WP and hold.

HURON RADIO	UNICOM
122.1R	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-31	2780-1	612 (700-1)	2780-1¾ 612 (700-1¾)	NA
CIRCLING	2820-1	652 (700-1)	2840-2 672 (700-2)	NA

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

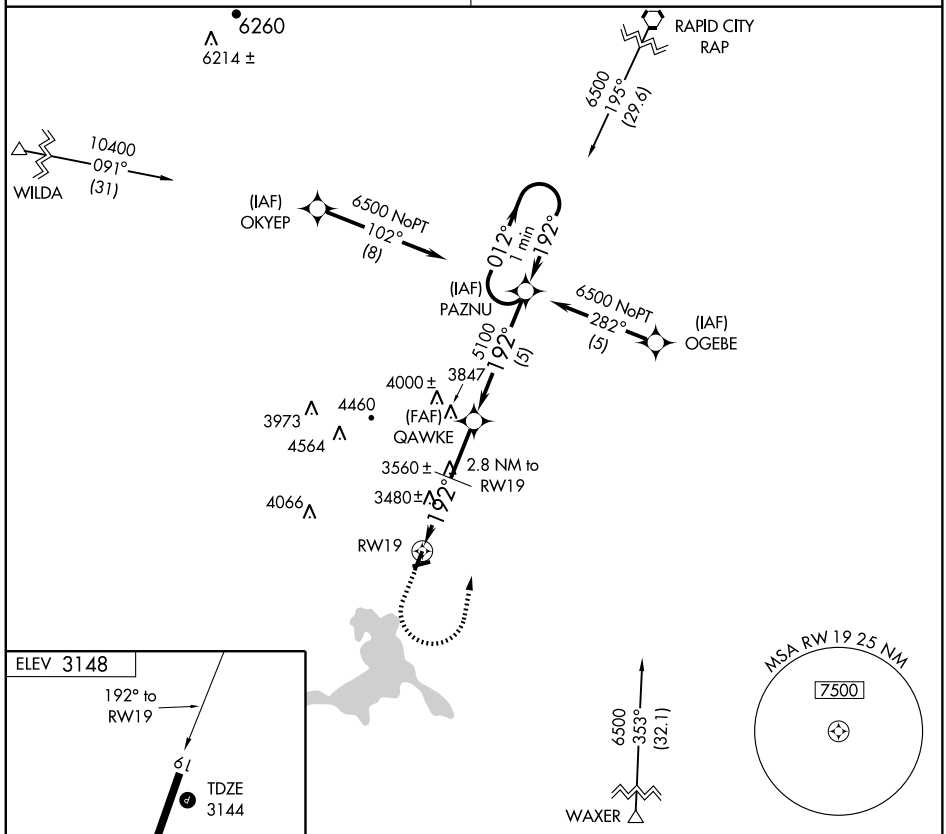
APP CRS		
192°	Rwy Idg	4506
	TDZE	3144
	Apt Elev	3148

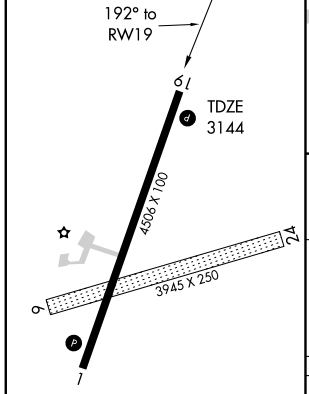
GPS RWY 19
HOT SPRINGS MUNI (HSR)

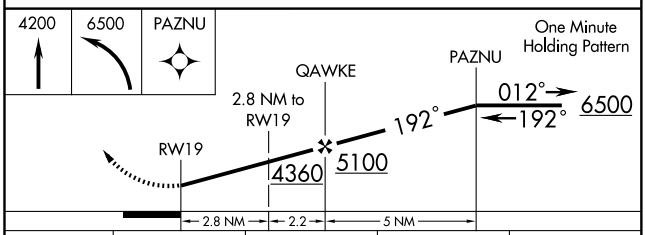
Use Rapid City Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 6500 direct PAZNU WPT and hold.

DENVER CENTER	UNICOM
127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	3840-1	696 (700-1)	3840-2 696 (700-2)	3840-2¼ 696 (700-2¼)
CIRCLING	3840-1	692 (700-1)	3840-2 692 (700-2)	3900-2½ 752 (800-2½)

MIRL Rwy 1-19 L

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	121°	TDZE	1289
Chan 40		Apt Elev	1289

ILS or LOC RWY 12

HURON RGNL (HON)

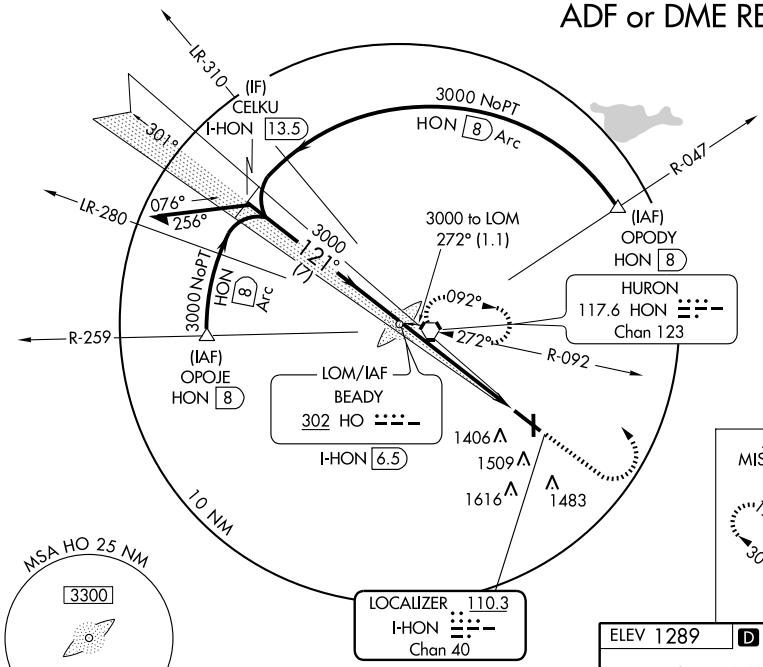
For inoperative MALSR when using Mitchell altimeter setting increase S-ILS 12 all cats visibility to 1 mile. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 12 Cats C and D visibility ¼ mile and Circling Cats C and D ¼ mile. VDP NA when using Mitchell altimeter setting.

MALSR

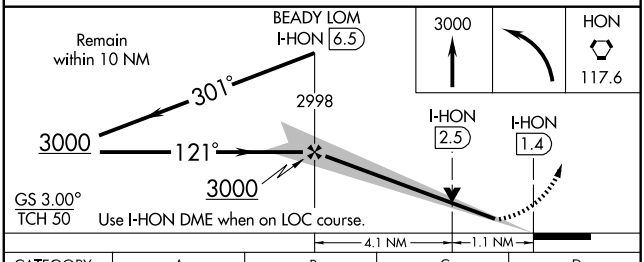
MISSED APPROACH: Climb to 3000 then left turn direct HON VORTAC and hold.

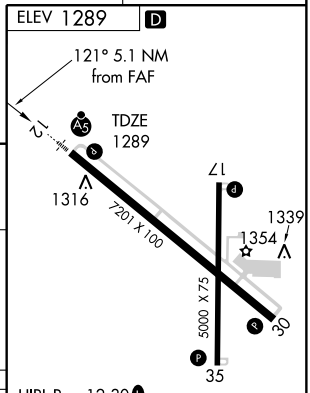
ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L

ADF or DME REQUIRED



2176





CATEGORY	A	B	C	D
S-ILS 12	1489-½ 200 (200-½)			
S-LOC 12	1680-½ 391 (400-½)			1680-¾ 391 (400-¾)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	301°	TDZE	1286
Chan 40		Apt Elev	1289

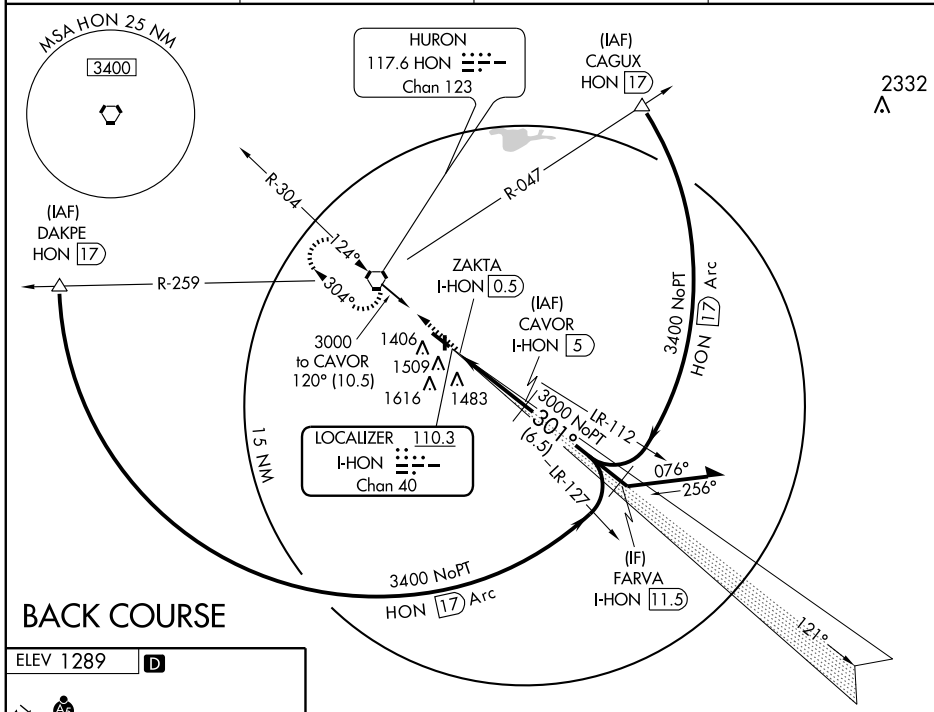
LOC/DME BC RWY 30

HURON RGNL (HON)

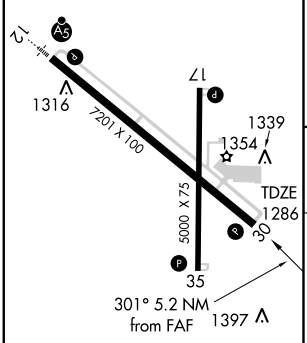
If local altimeter setting not received, use Mitchell Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L

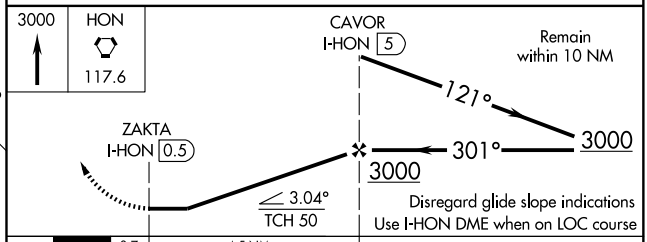


BACK COURSE



HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

DME REQUIRED



CATEGORY	A	B	C	D
S-30	1700-1 414 (500-1)		1700-1¼ 414 (500-1¼)	
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7201
CH 70314	121°	TDZE	1289
W12A		Apt Elev	1289

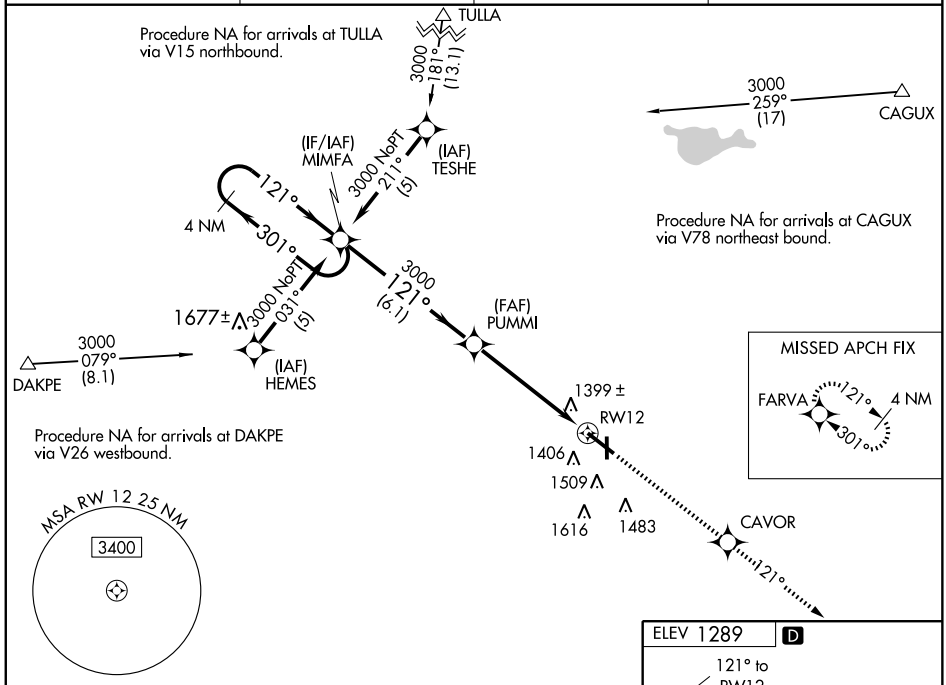
RNAV (GPS) RWY 12
HURON RGNL (HON)

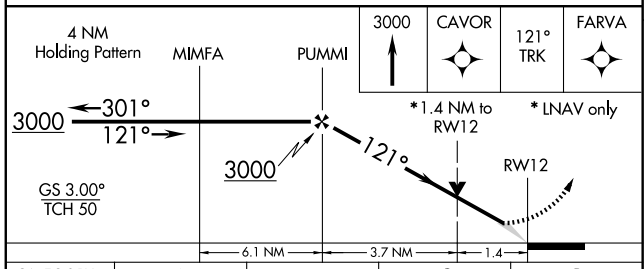
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mitchell Muni altimeter setting. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Mitchell Muni altimeter setting increase LPV all Cats visibility to 1 mile.

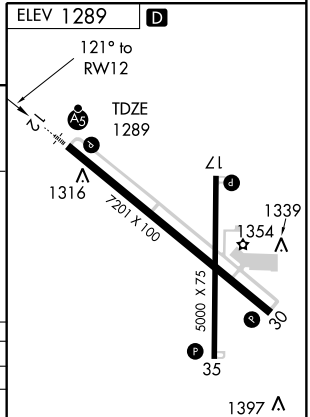
MALSR

MISSED APPROACH: Climb to 3000 direct CAVOR and via 121° track to FARVA and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	1489-½ 200 (200-½)			
LNAV/VNAV DA	1699-1 410 (500-1)			1699-1½ 410 (500-1½)
LNAV MDA	1780-½ 491 (500-½)		1780-¾ 491 (500-¾)	1780-1 491 (500-1)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1. 08 APR 2010 to 06 MAY 2010

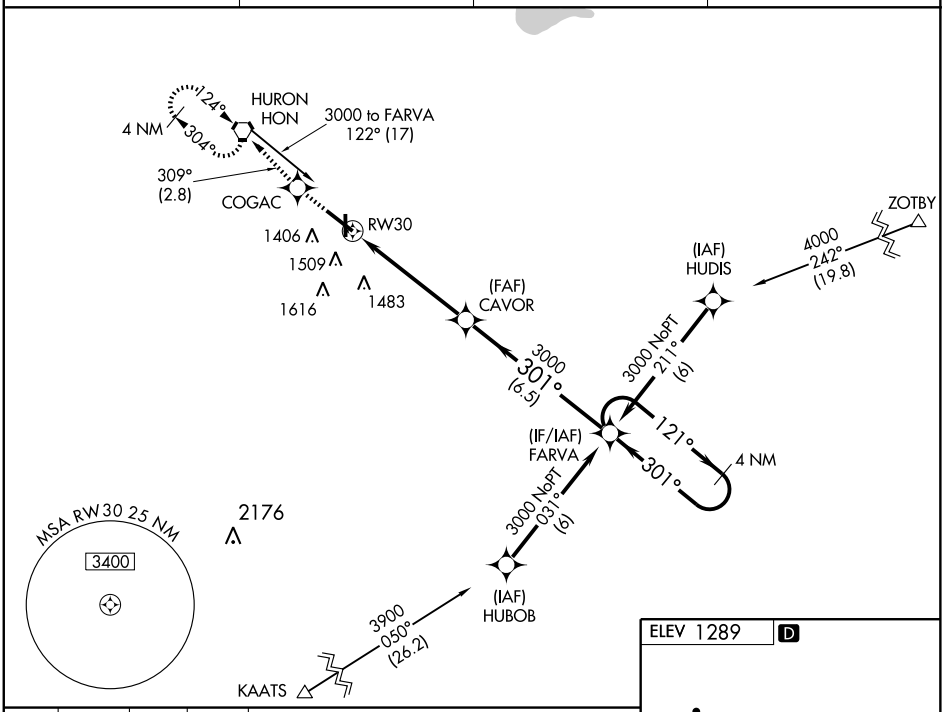
WAAS CH 77514 W30A	APP CRS 301°	Rwy Idg 7201 / TDZE 1286 / Apt Elev 1289

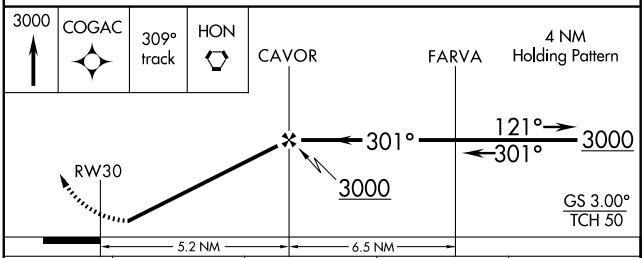
RNAV (GPS) RWY 30
HURON RGNL (HON)

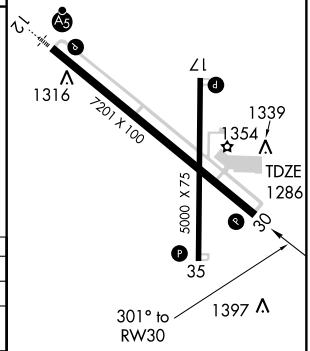
DME/DME RNP - 0.3 NA. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats C/D, and Circling Cats C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV NA when using Mitchell Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct COGAC and via 309° track to HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	1559-1 273 (300-1)			
LNAV/VNAV DA	1721-1½ 435 (500-1½)			
LNAV MDA	1760-1 474 (500-1)		1760-1¼ 474 (500-1¼)	1760-1½ 474 (500-1½)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC HON	APP CRS	Rwy Idg	7201
117.6	124°	TDZE	1289
Chan 123		Apt Elev	1289

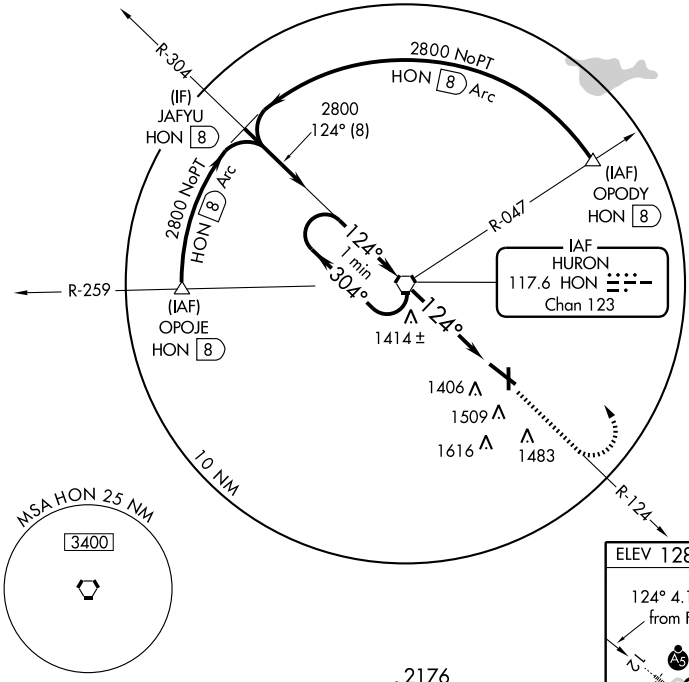
VOR RWY 12
HURON RGNL (HON)

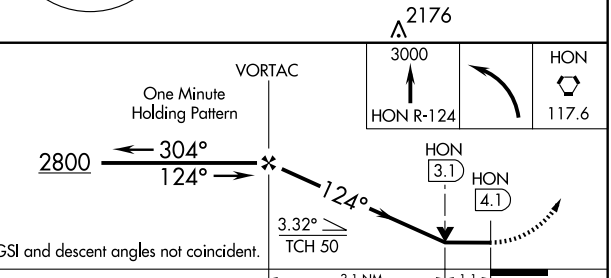
When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all MDA 100 feet, increase S-12 Cat C visibility ¼ mile and circling Cats C and D ¼ mile. For inoperative MALSR increase S-12 Cat D visibility 1¼ mile. VDP NA when using Mitchell Muni altimeter setting.

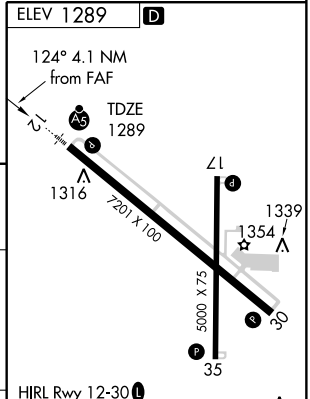
MALSR

MISSED APPROACH: Climb to 3000 via HON VORTAC R-124 then left turn direct HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-12	1680-½ 391 (400-½)			1680-1 391 (400-1)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
296°	Rwy Idg	4501
	TDZE	2571
	Apt Elev	2571

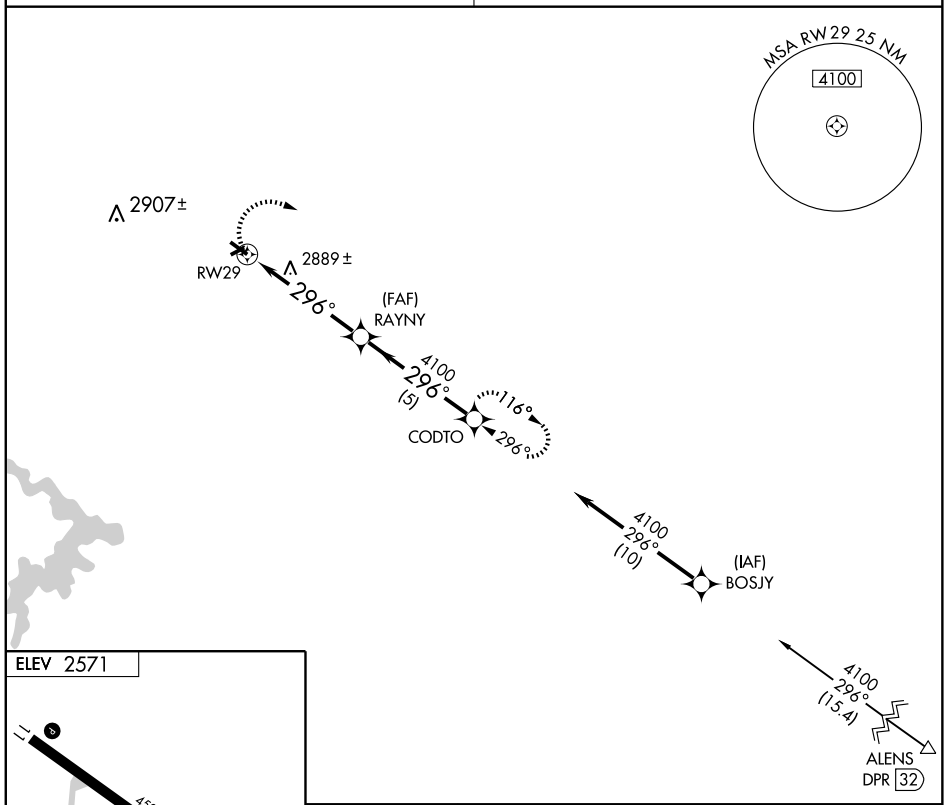
GPS RWY 29
LEMMON MUNI (LEM)

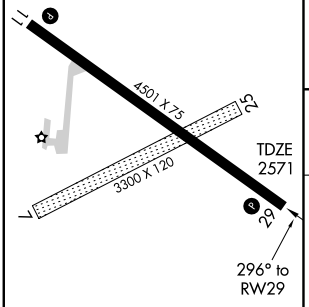
NA

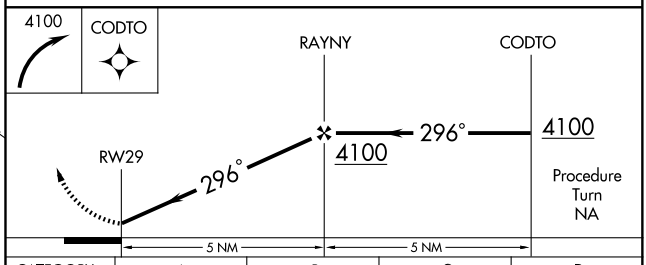
Use Hettinger altimeter setting.

MISSED APPROACH: Climbing right turn to 4100 direct CODTO WP and hold.

MINNEAPOLIS CENTER	UNICOM
124.25 380.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	3220-1	649 (700-1)	3220-1¾ 649 (700-1¾)	3220-2 649 (700-2)
CIRCLING	3220-1	649 (700-1)	3280-2 709 (800-2)	3280-2¼ 709 (800-2¼)

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

MADISON, SOUTH DAKOTA

AL-6067 (FAA)

APP CRS	Rwy Idg	5000
329°	TDZE	1714
	Apt Elev	1717

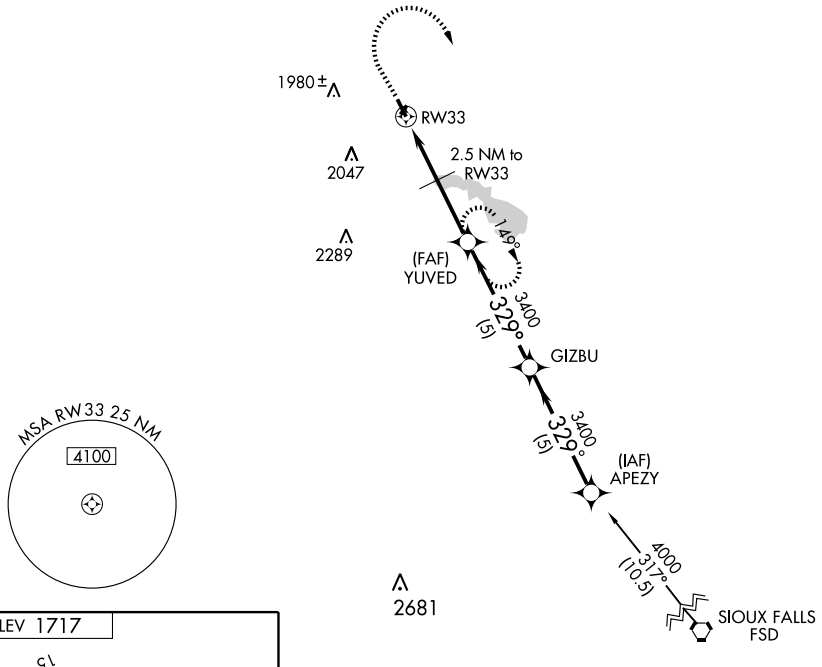
GPS RWY 33

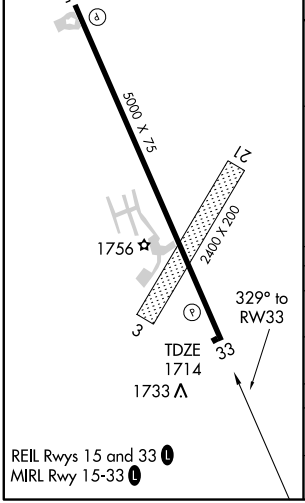
MADISON MUNI (MDS)

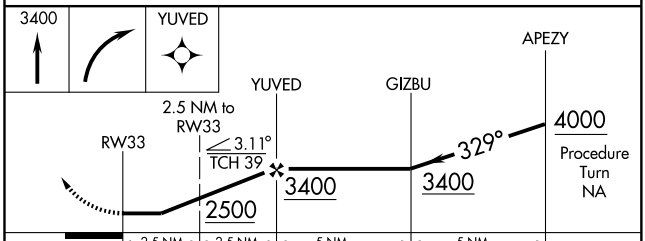
NA Category D Circling not authorized west of Rwy 15-33. Obtain local altimeter setting on CTAF; when not received, use Brookings altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn direct YUVED WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.35	**132.05 317.4**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-33	2140-1	426 (500-1)	2140-1¼	426 (500-1¼)
CIRCLING	2220-1	503 (600-1)	2220-1½ 503 (600-1½)	2280-2 563 (600-2)
BROOKINGS ALTIMETER SETTING MINIMUMS				
S-33	2200-1	486 (500-1)	2200-1¼ 486 (500-1¼)	2200-1½ 486 (500-1½)
CIRCLING	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-2 563 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

NDB MDS	APP CRS		
400	157°	Rwy Idg	5000
		TDZE	1717
		Apt Elev	1717

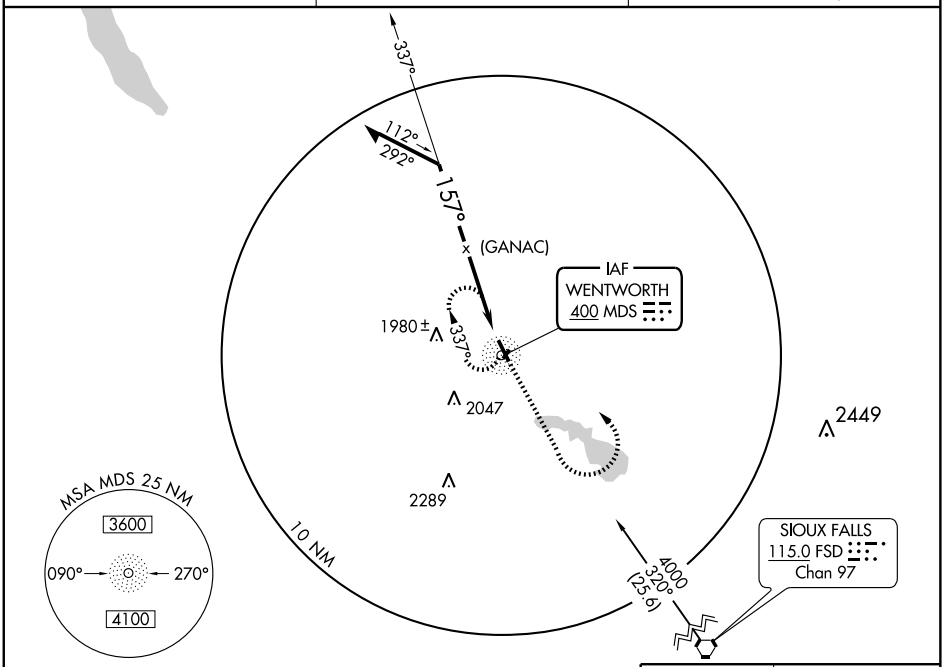
NDB or GPS RWY 15

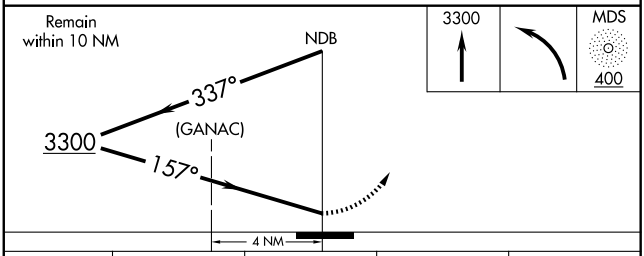
MADISON MUNI (MDS)

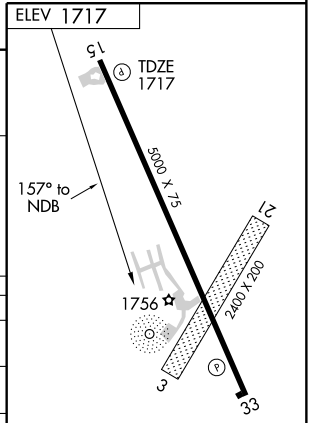
⚠ NA — Category D Circling not authorized west of Rwy 15-33. Obtain local altimeter setting on CTAF; when not received, use Brookings altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MDS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.35	132.05 317.4	122.8 (CTAF) L







REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-1¾ 563 (600-1¾)
CIRCLING	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-2 563 (600-2)
BROOKINGS ALTIMETER SETTING MINIMUMS				
S-15	2340-1	623 (700-1)	2340-1¾ 623 (700-1¾)	2340-2 623 (700-2)
CIRCLING	2340-1	623 (700-1)	2340-1¾ 623 (700-1¾)	2340-2 623 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS		
317°	Rwy Idg	3709
	TDZE	3293
	Apt Elev	3293

GPS RWY 32
MARTIN MUNI (9V6)

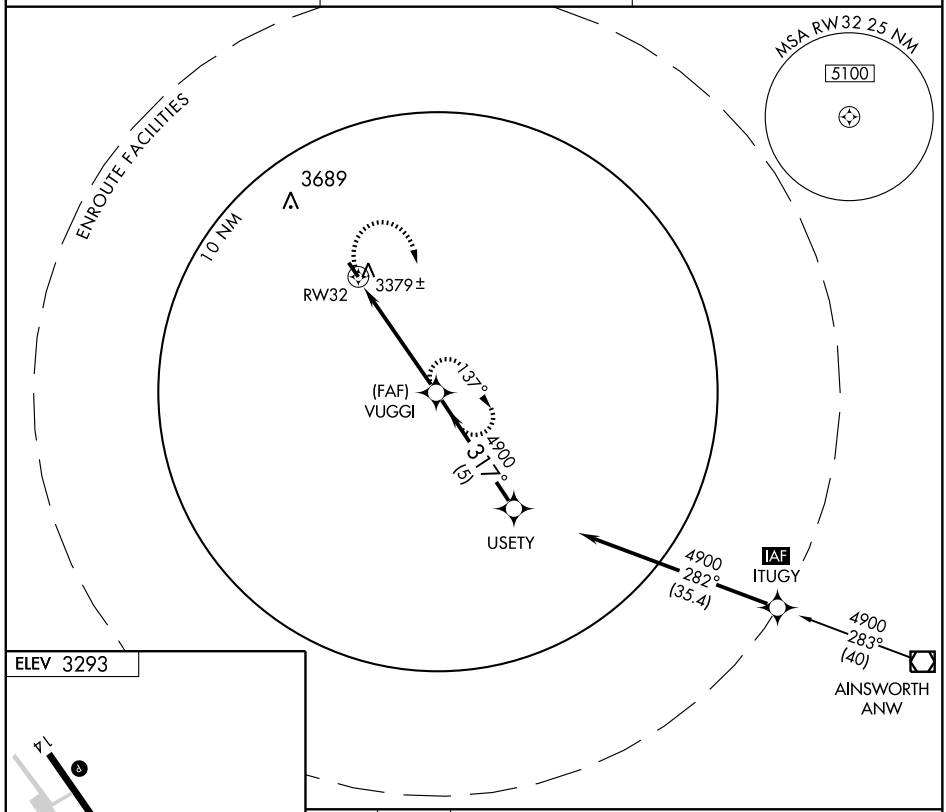
NA

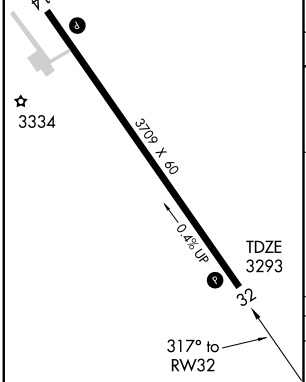
Use Pine Ridge, SD altimeter setting.

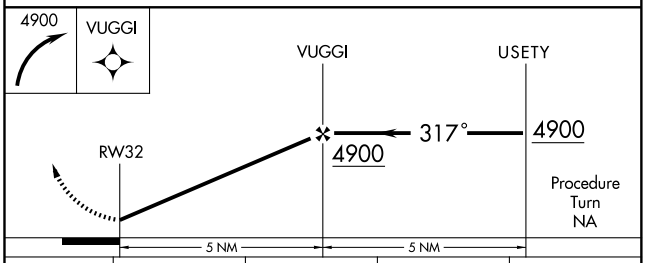
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 4900 direct VUGGI WP and hold.

DENVER CENTER	UNICOM	
127.95 338.2	123.0 (CTAF)	122.9 L







CATEGORY	A	B	C	D
S-32	3780-1	487 (500-1)	3780-1¼ 487 (500-1¼)	NA
CIRCLING	3940-1	647 (700-1)	3940-1¾ 647 (700-1¾)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

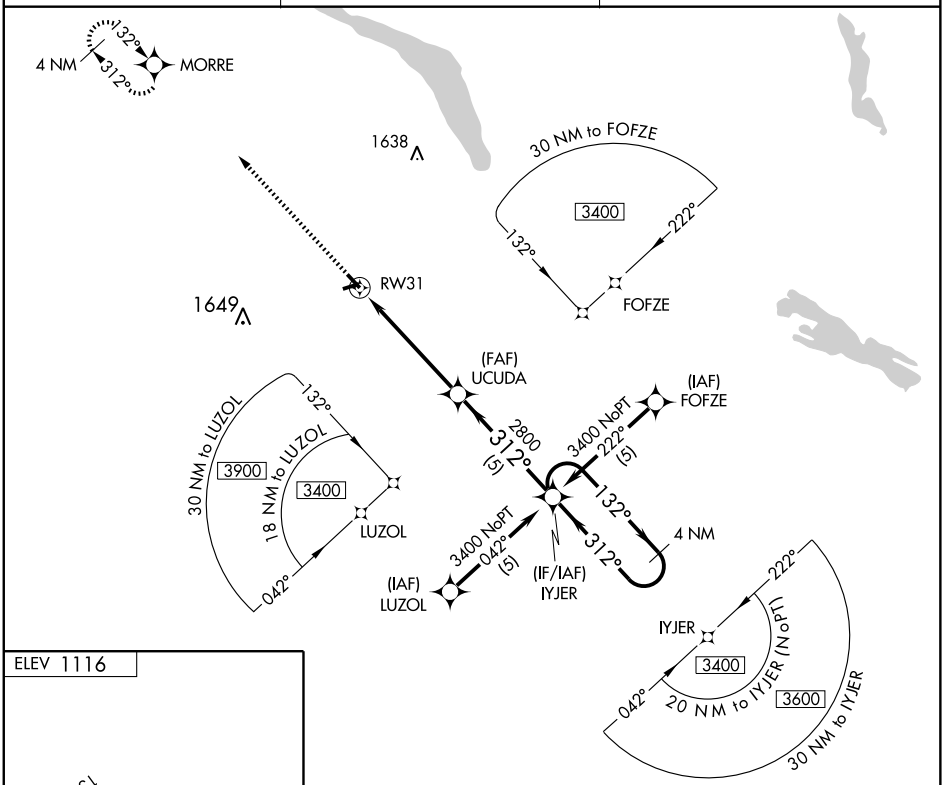
APP CRS	Rwy Idg	4000
312°	TDZE	1114
	Apt Elev	1116

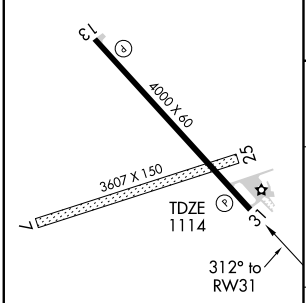
RNAV (GPS) RWY 31
MILBANK MUNI (1D1)

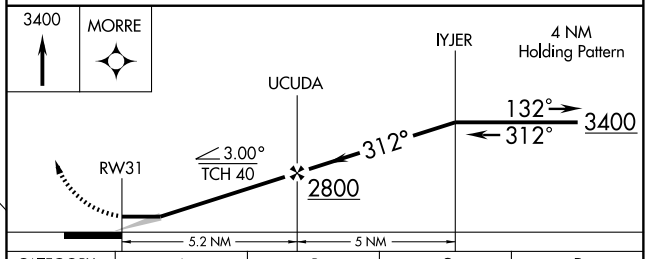
Use Watertown Muni, SD altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct MORRE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
122.8	128.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1720-1 606 (700-1)		NA	
CIRCLING	1720-1 604 (700-1)		NA	

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
151°	TDZE	1567
	Apt Elev	1569

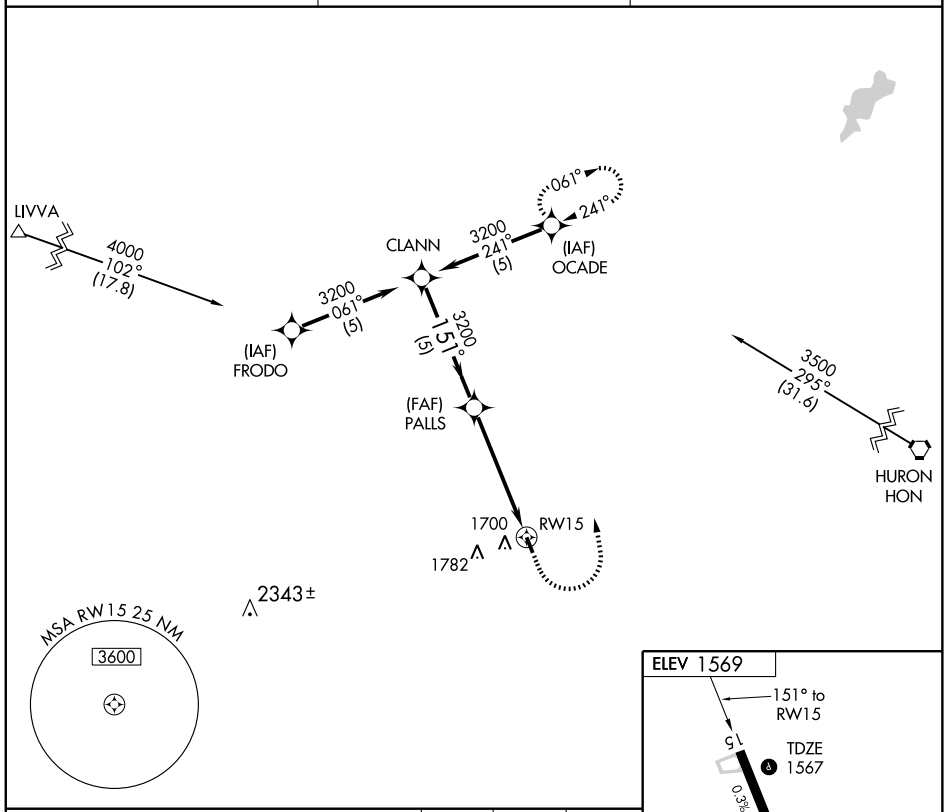
GPS RWY 15
MILLER MUNI (MKA)

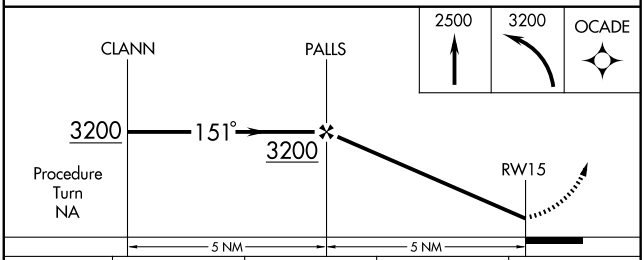
T
NA

Use Huron altimeter setting.

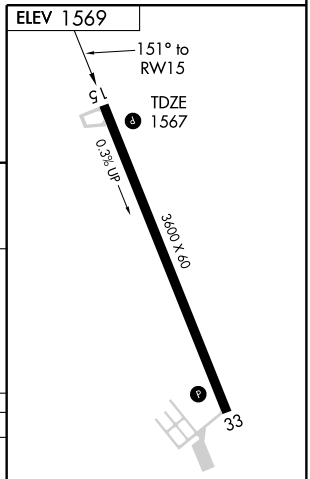
MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct OCADE WP and hold.

MINNEAPOLIS CENTER	CTAF	122.8 L
125.1 269.1	122.9	





CATEGORY	A	B	C	D
S-15	2040-1	473 (500-1)	NA	
CIRCLING	2180-1 611 (700-1)	2220-1 651 (700-1)	NA	



MIRL Rwy 15-33 L

NC-1, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
331°	TDZE	1569
	Apt Elev	1569

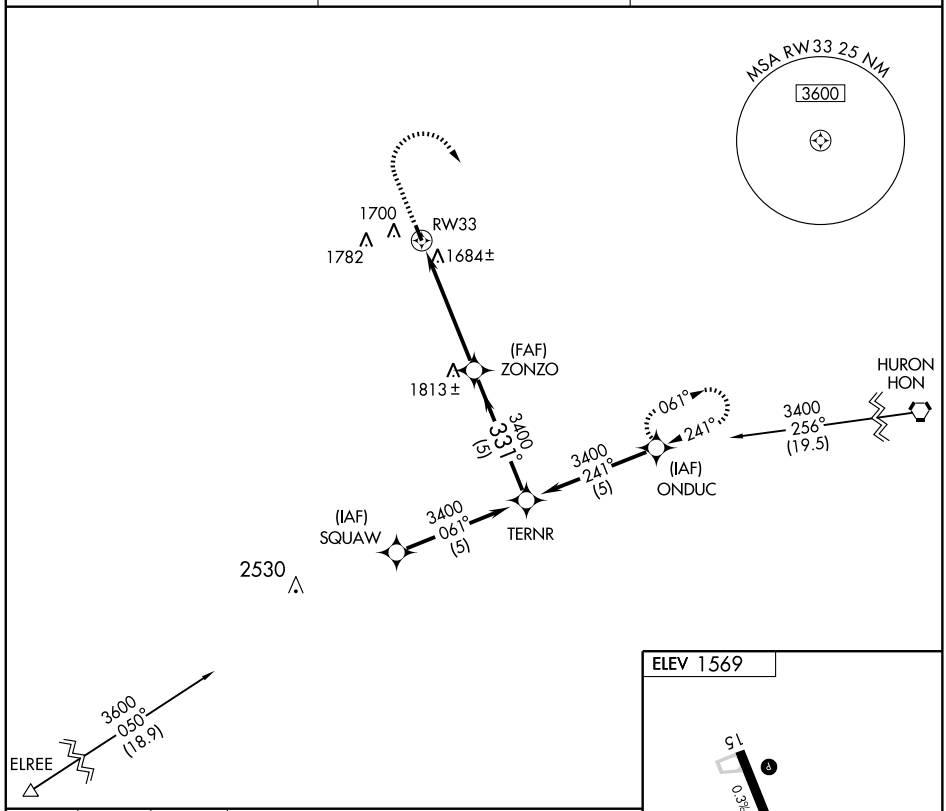
GPS RWY 33
MILLER MUNI (MKA)

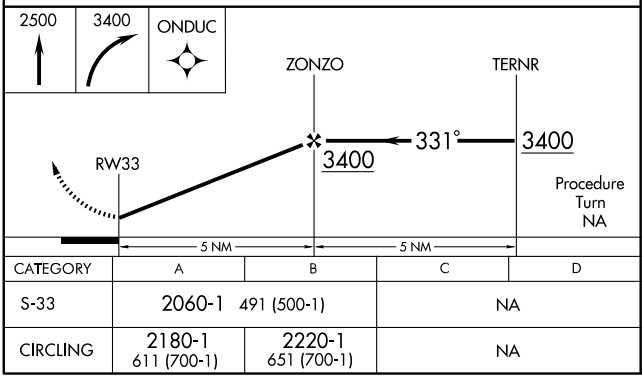
NA

Use Huron altimeter setting.

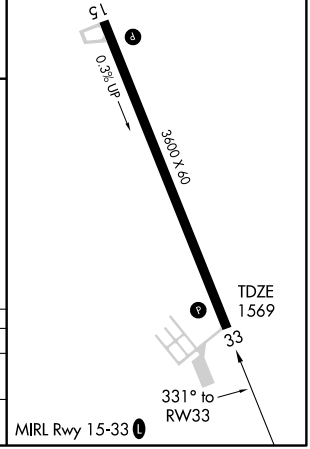
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ONDUC WP and hold.

MINNEAPOLIS CENTER	CTAF	122.8 L
125.1 269.1	122.9	





CATEGORY	A	B	C	D
S-33	2060-1 491 (500-1)		NA	
CIRCLING	2180-1 611 (700-1)	2220-1 651 (700-1)	NA	



NC-1, 08 APR 2010 to 06 MAY 2010

LOC I-LPA	APP CRS	Rwy Idg	6700
109.7	307°	TDZE	1304
		Apt Elev	1304

ILS or LOC RWY 30

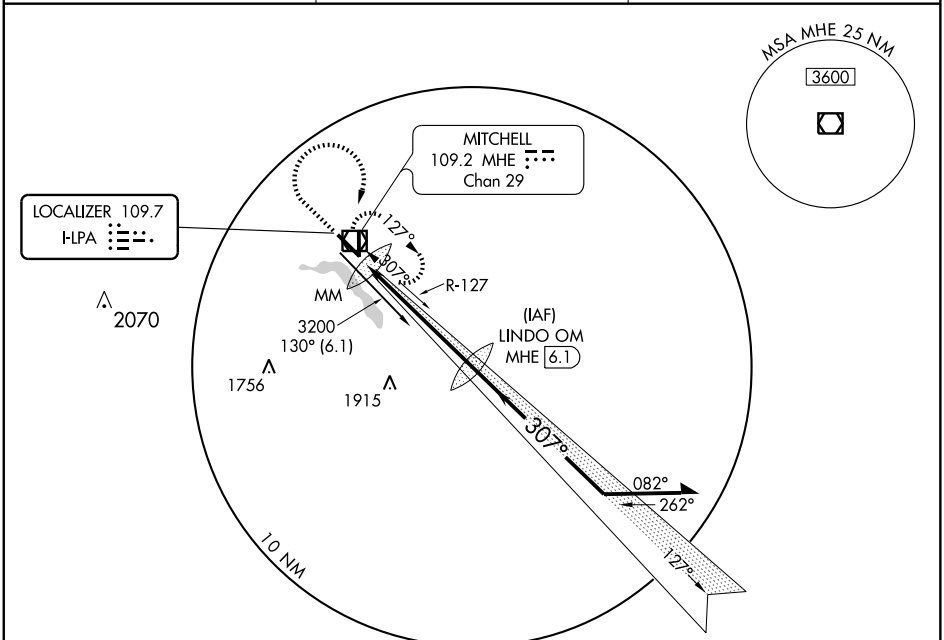
MITCHELL MUNI (MHE)

NA Autopilot coupled approach NA below 2174 MSL.

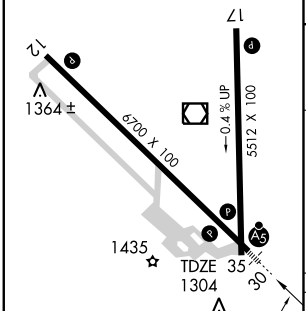
MALSR

MISSED APPROACH: Climb to 3200 then right turn direct MHE VOR/DME and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L



ELEV 1304

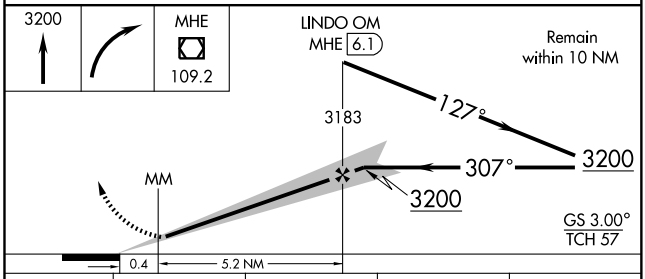


HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

307° 5.6 NM from FAF

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 30	1504- ½ 200 (200-½)			
S-LOC 30	1700- ½ 396 (400-½)			1700- ¾ 396 (400- ¾)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

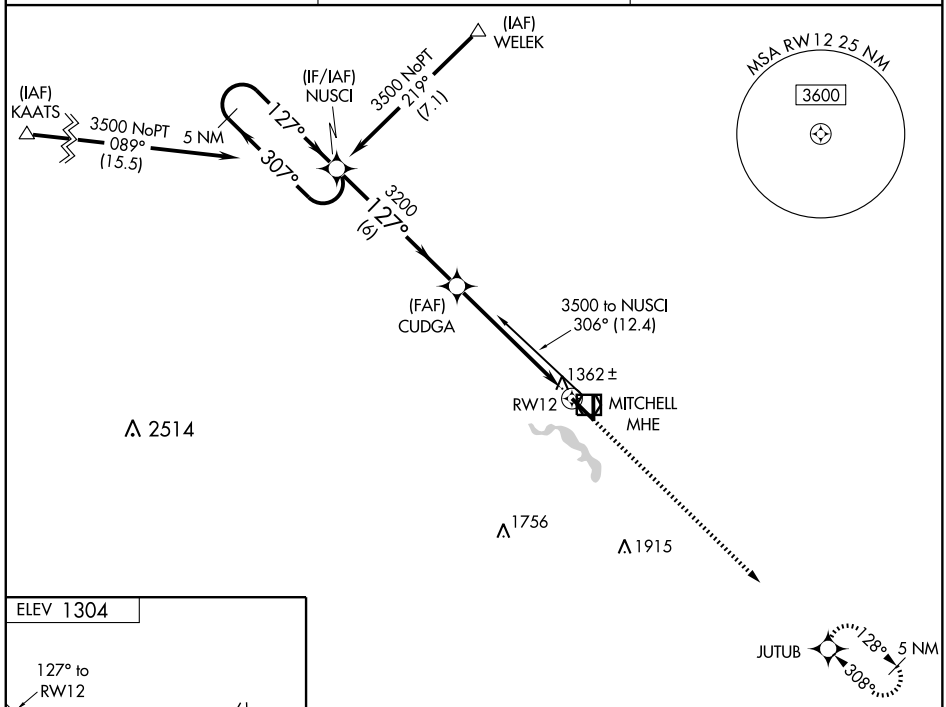
WAAS	APP CRS	Rwy Idg	6700
CH 77900	127°	TDZE	1301
W12A		Apt Elev	1304

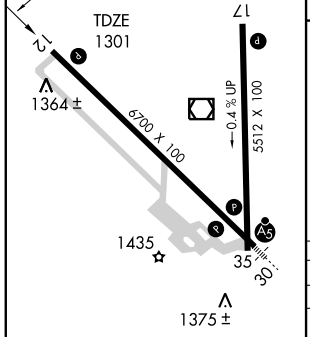
RNAV (GPS) RWY 12
MITCHELL MUNI (MHE)

T DME/DME RNP-0.3 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
VDP and Baro VNAV NA with Huron Rgnl altimeter setting.
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DAs/MDAs 100 feet.

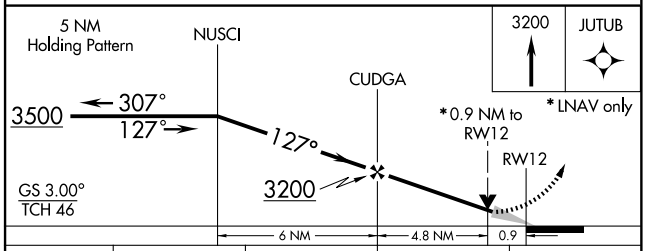
MISSED APPROACH: Climb to 3200 direct JUTUB and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L





HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L



CATEGORY	A	B	C	D
LPV DA	1575-1 274 (300-1)			
LNAV/VNAV DA	1627-1¼ 326 (400-1¼)			
LNAV MDA	1620-1 319 (400-1)			
CIRCLING	1740-1¼ 436 (500-1¼)	1760-1¼ 456 (500-1¼)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6700
CH 70700	307°	TDZE	1304
W30A		Apt Elev	1304

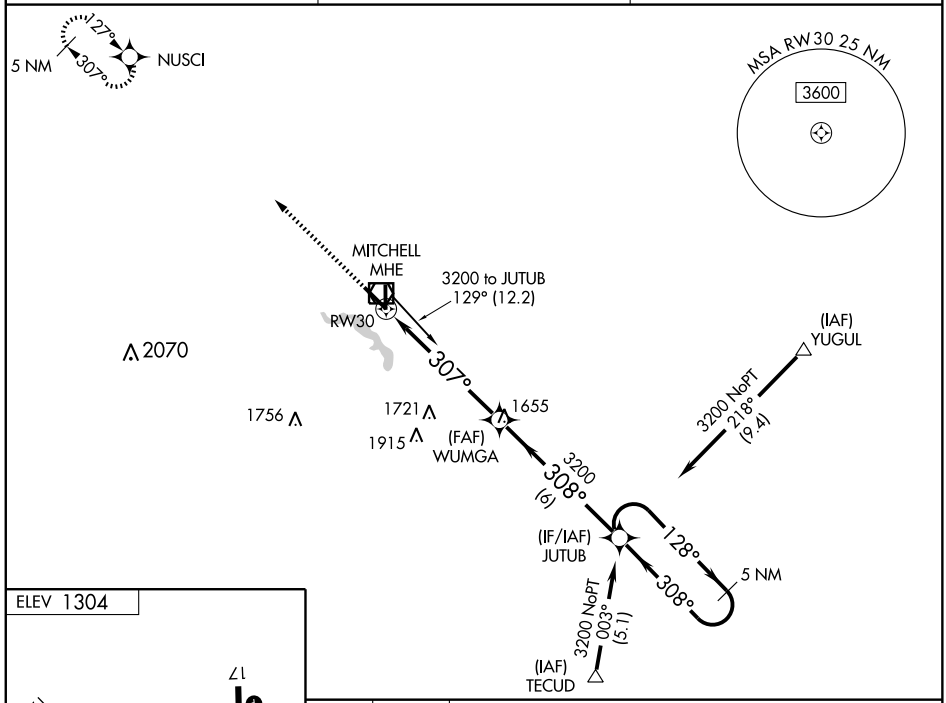
RNAV (GPS) RWY 30
MITCHELL MUNI (MHE)

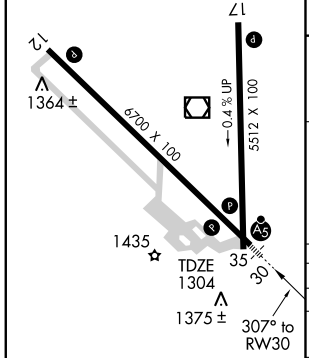
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DAs/MDAs 100 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative MALSR, increase LPV all Cats. visibility to ¾, and LNAV/VNAV Cat. D to 1. DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA with Huron Rgnl altimeter setting.

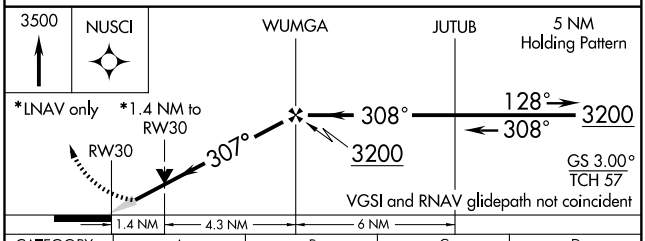
MALSR

MISSED APPROACH: Climb to 3500 direct NUSCI and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1554-½ 250 (300-½)			
LNAV/VNAV DA	1625-½ 321 (400-½)			1625-¾ 321 (400-¾)
LNAV MDA	1800-½ 496 (500-½)		1800-¾ 496 (500-¾)	1800-1 496 (500-1)
CIRCLING	1800-1 496 (500-1)		1800-1½ 496 (500-1½)	1860-2 556 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

NC-1. 08 APR 2010 to 06 MAY 2010

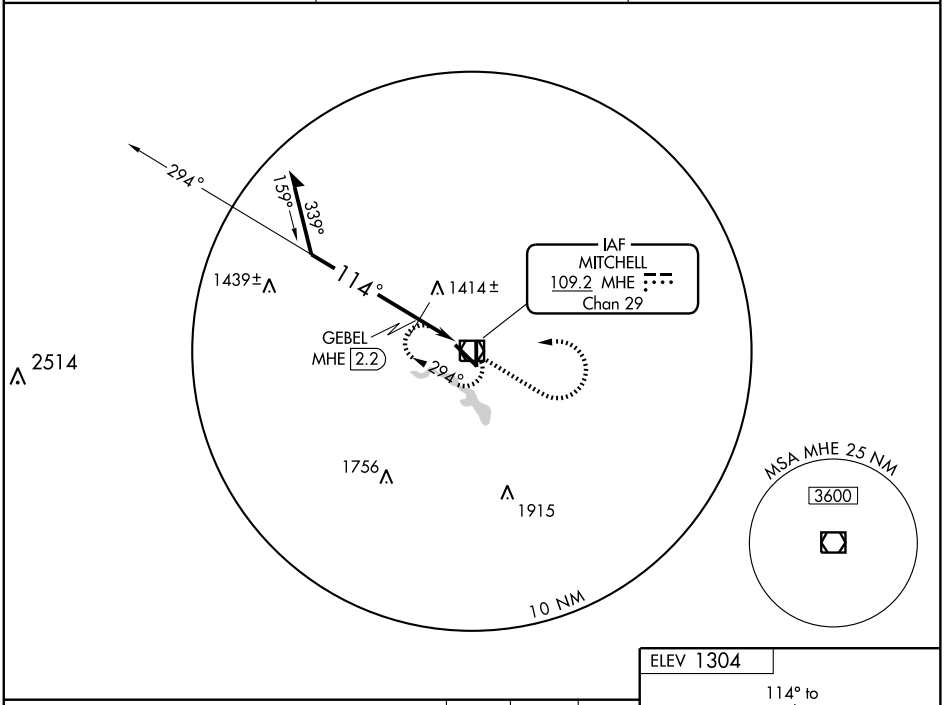
VOR/DME MHE	APP CRS	Rwy Idg	6700
109.2	114°	TDZE	1301
Chan 29		Apt Elev	1304

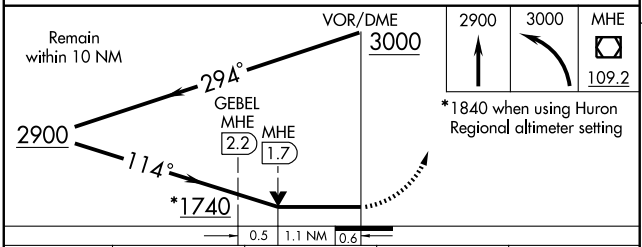
VOR RWY 12
MITCHELL MUNI (MHE)

If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all MDAs 100 feet. VDP NA when using Huron Rgnl altimeter setting.

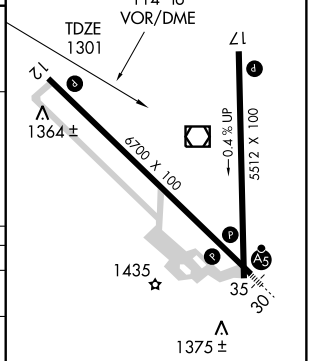
MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct MHE VOR/DME and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1740-1 439 (500-1)		1740-1¼ 439 (500-1¼)	1740-1½ 439 (500-1½)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)
GEBEL FIX MINIMUMS				
S-12	1680-1 379 (400-1)			1680-1¼ 379 (400-1¼)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)



HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME MHE	APP CRS	Rwy Idg	6700
109.2	322°	TDZE	1304
Chan 29		Apt Elev	1304

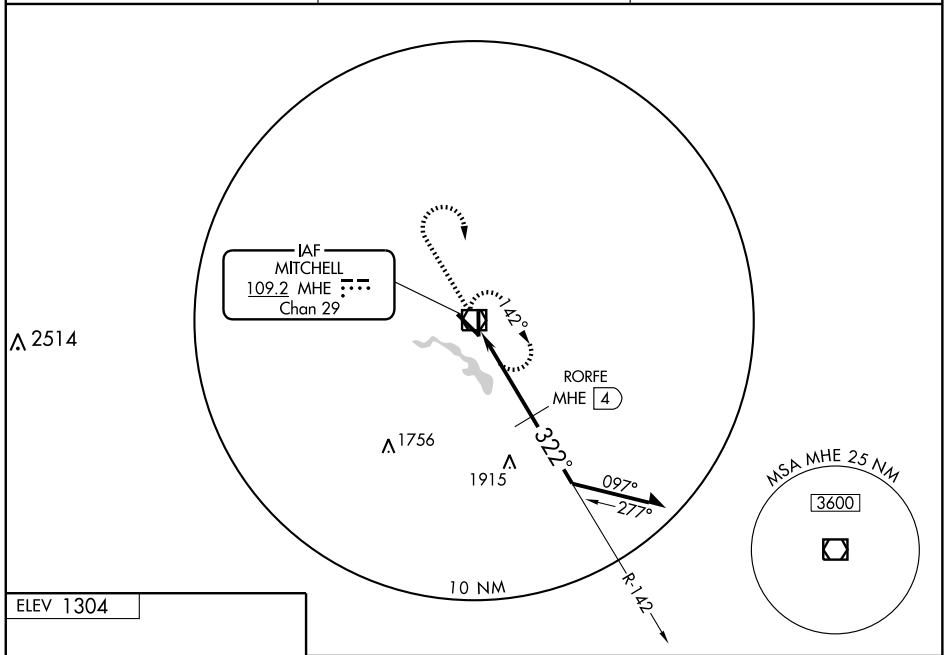
VOR RWY 30
MITCHELL MUNI (MHE)

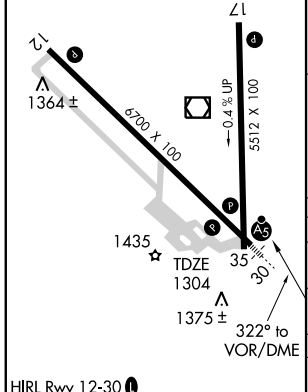
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all MDAs 100 feet.
VOR MINIMUMS: Inoperative table does not apply to S-30 Cats. C and D. RORFE FIX MINIMUMS: For inoperative MALSR, increase S-30 Cat. D visibility to 1¼ mile.
VDP NA when using Huron Rgnl altimeter setting.

MALSR

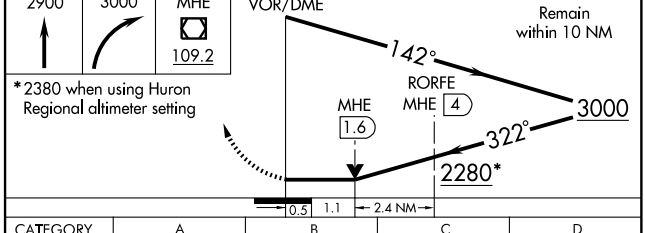
MISSED APPROACH: Climb to 2900 then climbing right turn to 3000 direct MHE VOR/DME and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L





HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L



*2380 when using Huron Regional altimeter setting

CATEGORY	A	B	C	D
S-30	2280-¾ 976 (1000-¾)	2280-1 976 (1000-1)	2280-3	976 (1000-3)
CIRCLING	2280-1¼ 976 (1000-1¼)	2280-1½ 976 (1000-1½)	2280-3	976 (1000-3)
RORFE FIX MINIMUMS				
S-30	1700-½ 396 (400-½)			1700-1 396 (400-1)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

NDB RVB	APP CRS		
407	108°	Rwy Idg	4411
		TDZE	1703
		Apt Elev	1715

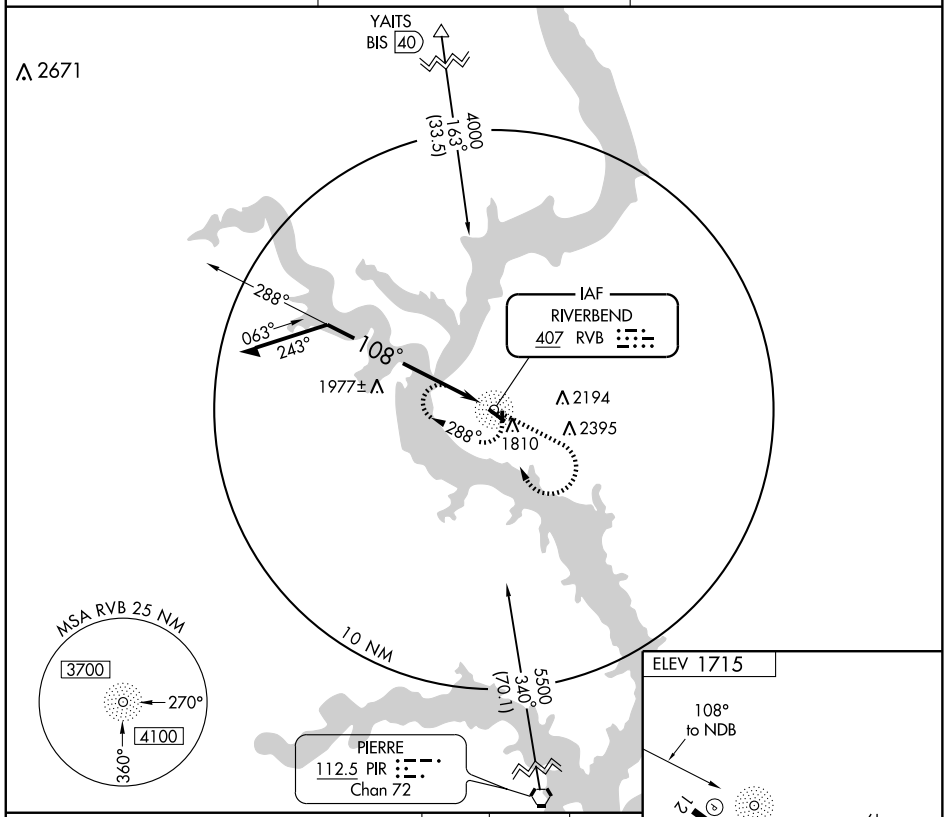
NDB RWY 12

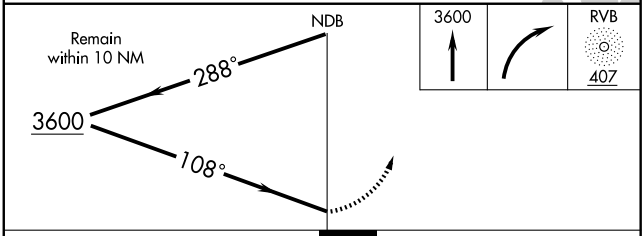
MOBRIDGE MUNI (MBG)

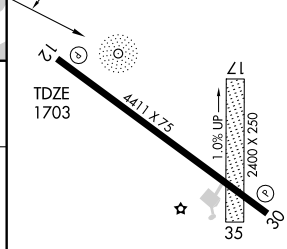
T
NA If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climb to 3600 then right turn direct RVB NDB and hold.

ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	2340-1	637 (700-1)	2340-1¾ 637 (700-1¾)	2340-2 637 (700-2)
CIRCLING	2360-1	645 (700-1)	2360-1¾ 645 (700-1¾)	2560-2¾ 845 (900-2¾)

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

MOBRIDGE, SOUTH DAKOTA AL-6900 (FAA)

APP CRS		
118°	Rwy Idg	4411
	TDZE	1703
	Apt Elev	1715

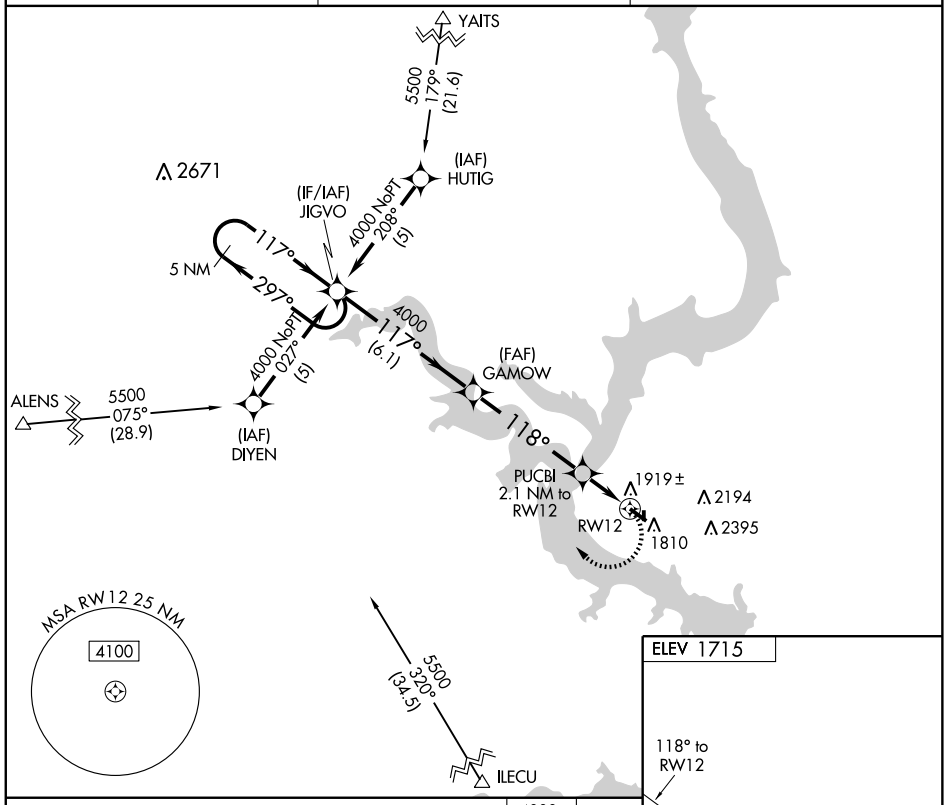
RNAV (GPS) RWY 12

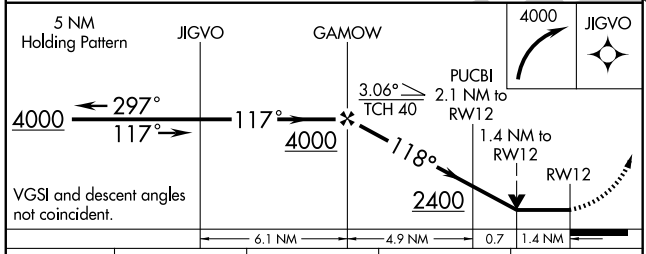
MOBRIDGE MUNI (MBG)

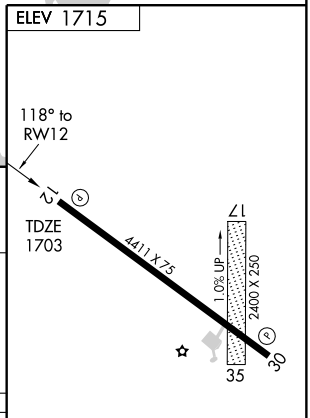
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 4000 direct JIGVO and hold.

ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2180-1	477 (500-1)	2180-1¼ 477 (500-1¼)	2180-1½ 477 (500-1½)
CIRCLING	2360-1	645 (700-1)	2360-1¾ 645 (700-1¾)	2560-2¾ 845 (900-2¾)

MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

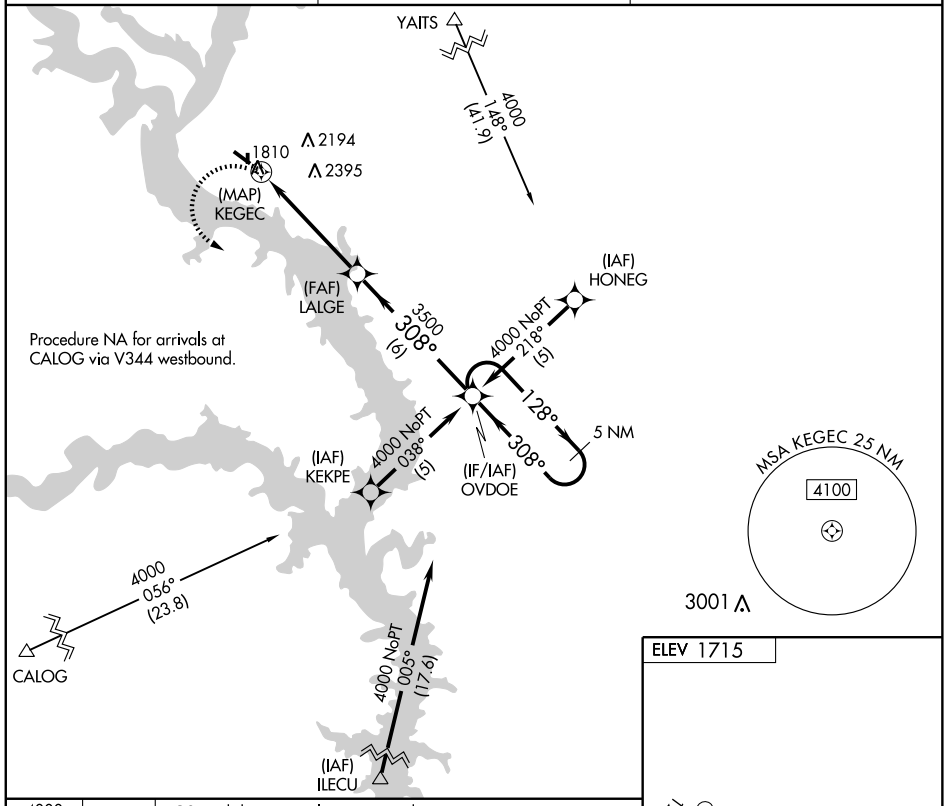
APP CRS	Rwy Idg	4411
308°	TDZE	1703
	Apt Elev	1715

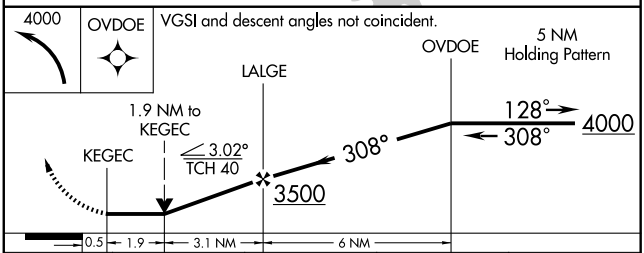
RNAV (GPS) RWY 30
MOBRIDGE MUNI (MBG)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 4000 direct OVDOE and hold.

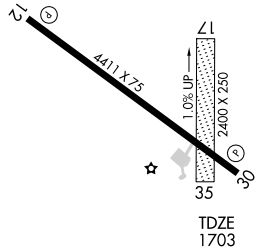
ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2500-1 797 (800-1)	2500-1¼ 797 (800-1¼)	2500-2¼ 797 (800-2¼)	2500-2½ 797 (800-2½)
CIRCLING	2500-1 785 (800-1)	2500-1¼ 785 (800-1¼)	2500-2¼ 785 (800-2¼)	2560-2¾ 845 (900-2¾)

ELEV 1715



MIRL Rwy 12-30 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME PHP	APP CRS	Rwy Idg	N/A
108.4	090°	TDZE	N/A
Chan 21		Apt Elev	2207

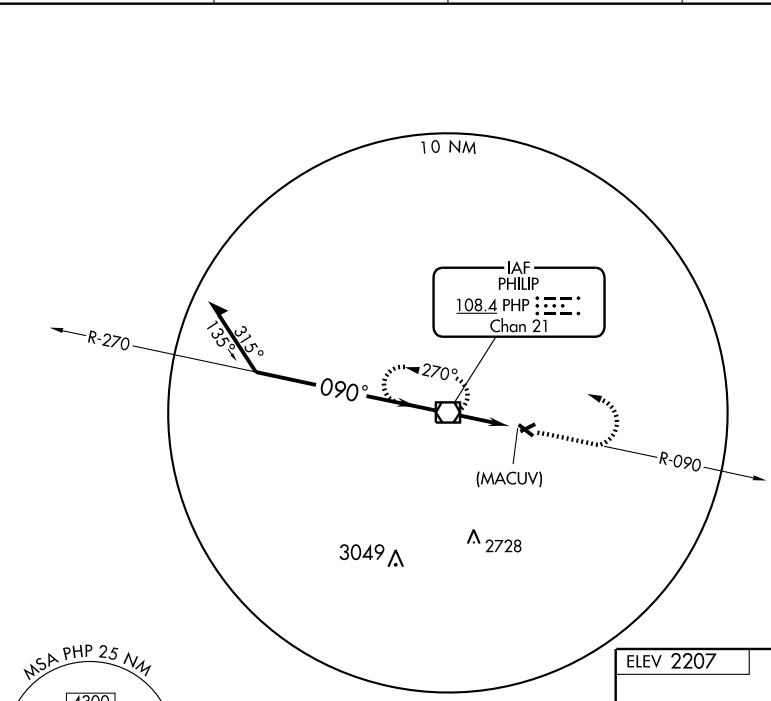
VOR or GPS-A

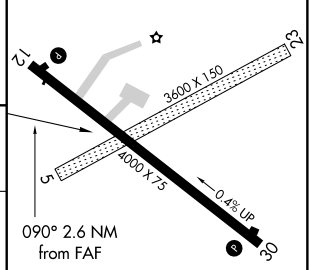
PHILIP (PHP)

NA

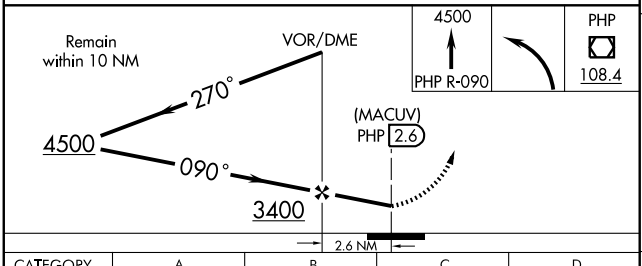
MISSED APPROACH: Climb to 4500 via PHP R-090, then left turn direct PHP VOR/DME and hold.

ASOS	DENVER CENTER	HURON RADIO	UNICOM
118.375	127.95 338.2	122.4	122.8 (CTAF) L





HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	2720-1 513 (600-1)	2740-1 533 (600-1)	2780-1½ 573 (600-1½)	2820-2 613 (700-2)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PIR	APP CRS	Rwy Idg	6900
111.9	313°	TDZE	1720
Chan 56		Apt Elev	1744

ILS or LOC RWY 31

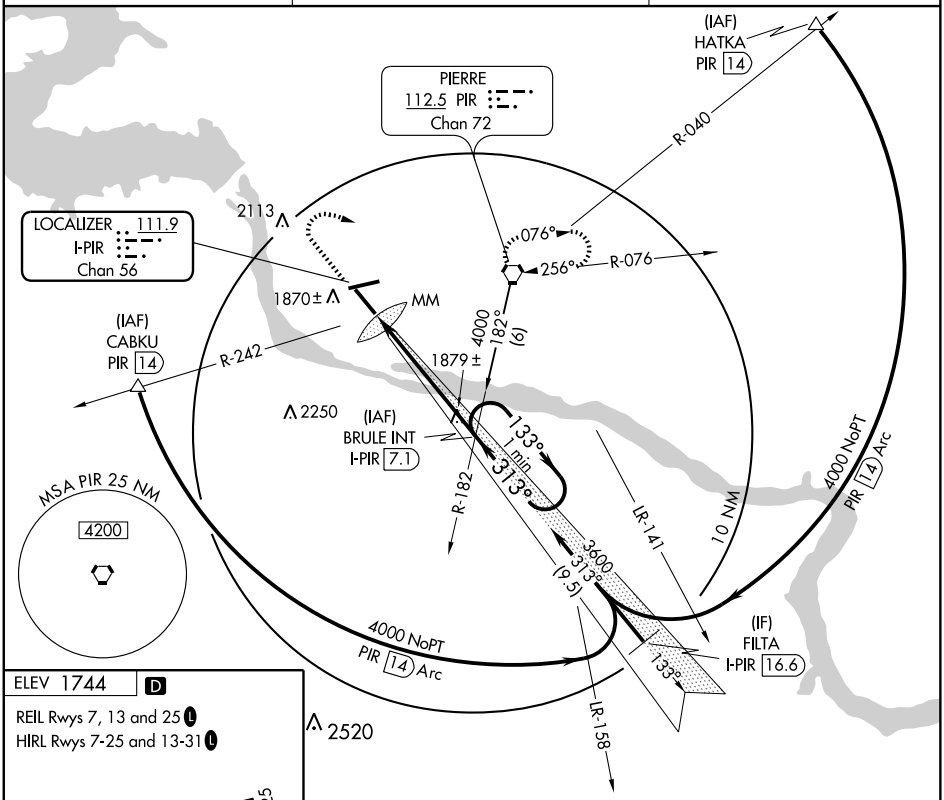
PIERRE RGNL (PIR)

Autopilot coupled approach NA below 2255.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct PIR VORTAC and hold, continue climb-in-hold to 4000.

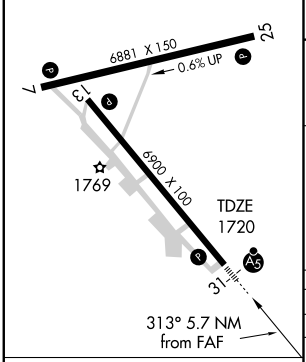
ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L



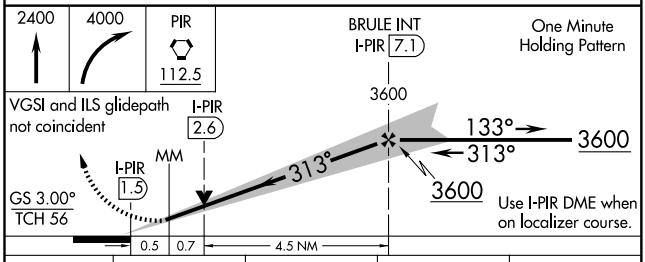
ELEV 1744 D

REIL Rwys 7, 13 and 25 L

HIRL Rwys 7-25 and 13-31 L



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31	1920-½ 200 (200-½)			
S-LOC 31	2140-½ 420 (400-½)		2140-¾ 420 (400-¾)	
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6881
CH 45804	069°	TDZE	1744
W07A		Apt Elev	1744

RNAV (GPS) RWY 7

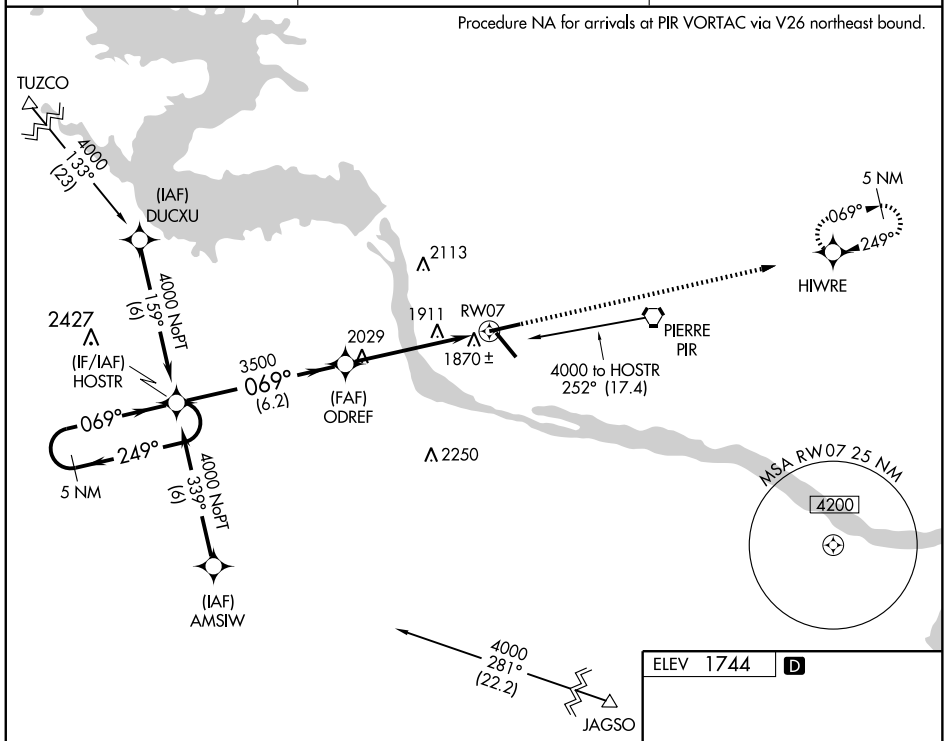
PIERRE RGNL (PIR)

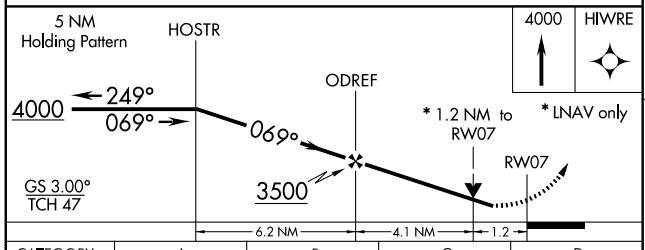
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

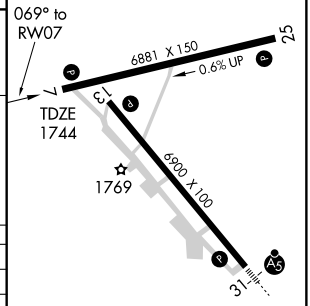
MISSED APPROACH: Climb to 4000 direct HIWRE and hold.

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L

Procedure NA for arrivals at PIR VORTAC via V26 northeast bound.







CATEGORY	A	B	C	D
LPV DA	2057-1 313 (400-1)			
LNAV/VNAV DA	2170-1½ 426 (500-1½)			
LNAV MDA	2180-1 436 (500-1)		2180-1¼ 436 (500-1¼)	2180-1½ 436 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6900
CH 53404	133°	TDZE	1731
W13A		Apt Elev	1744

RNAV (GPS) RWY 13

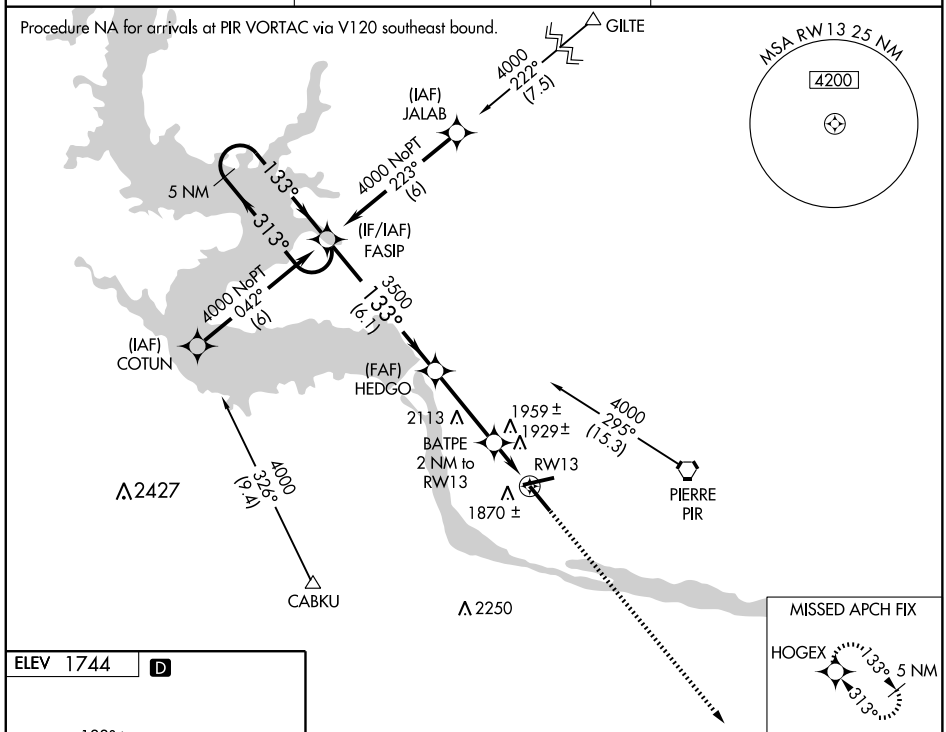
PIERRE RGNL (PIR)

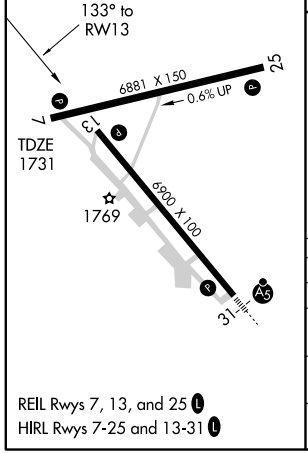
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HOGEX and hold.

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L

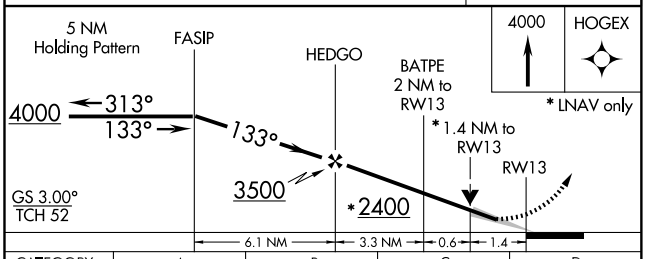
Procedure NA for arrivals at PIR VORTAC via V120 southeast bound.





REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1981-¾ 250 (300-¾)			
LNAV/VNAV DA	2285-2 554 (600-2)			
LNAV MDA	2220-1 489 (500-1)		2220-1¼ 489 (500-1¼)	2220-1½ 489 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6881
CH 63104	249°	TDZE	1725
W25A		Apt Elev	1744

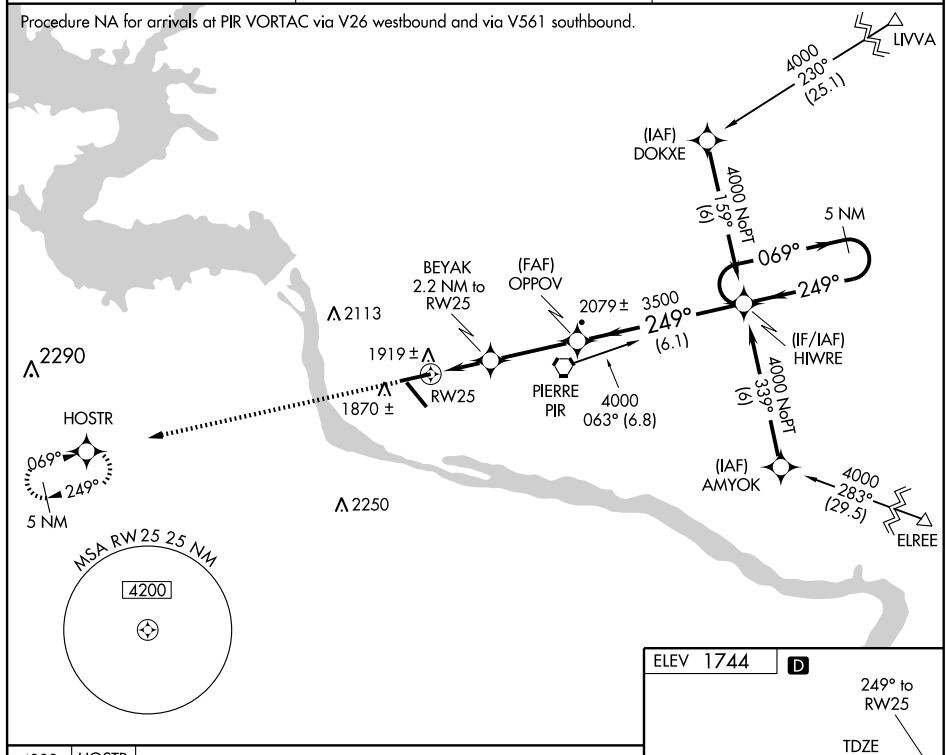
RNAV (GPS) RWY 25
PIERRE RGNL (PIR)

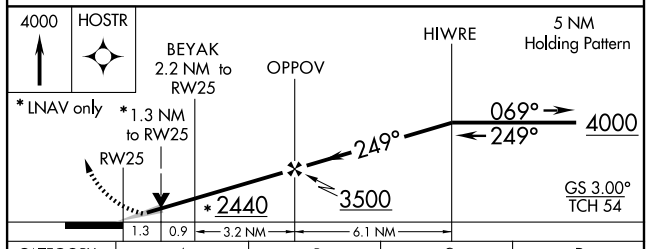
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

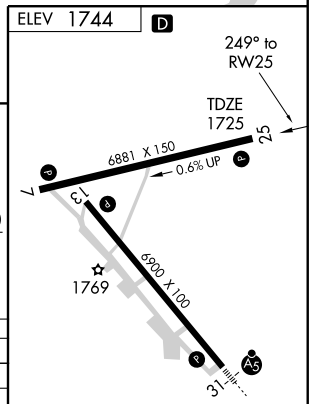
MISSED APPROACH: Climb to 4000 direct HOSTR and hold.

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L

Procedure NA for arrivals at PIR VORTAC via V26 westbound and via V561 southbound.







CATEGORY	A	B	C	D
LPV DA	1975-1 250 (300-1)			
LNAV/VNAV DA	2179-1¾ 454 (500-1¾)			
LNAV MDA	2180-1 455 (500-1)		2180-1¼ 455 (500-1¼)	2180-1½ 455 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6900
Chan 65623	313°	TDZE	1720
W31A		Apt Elev	1744

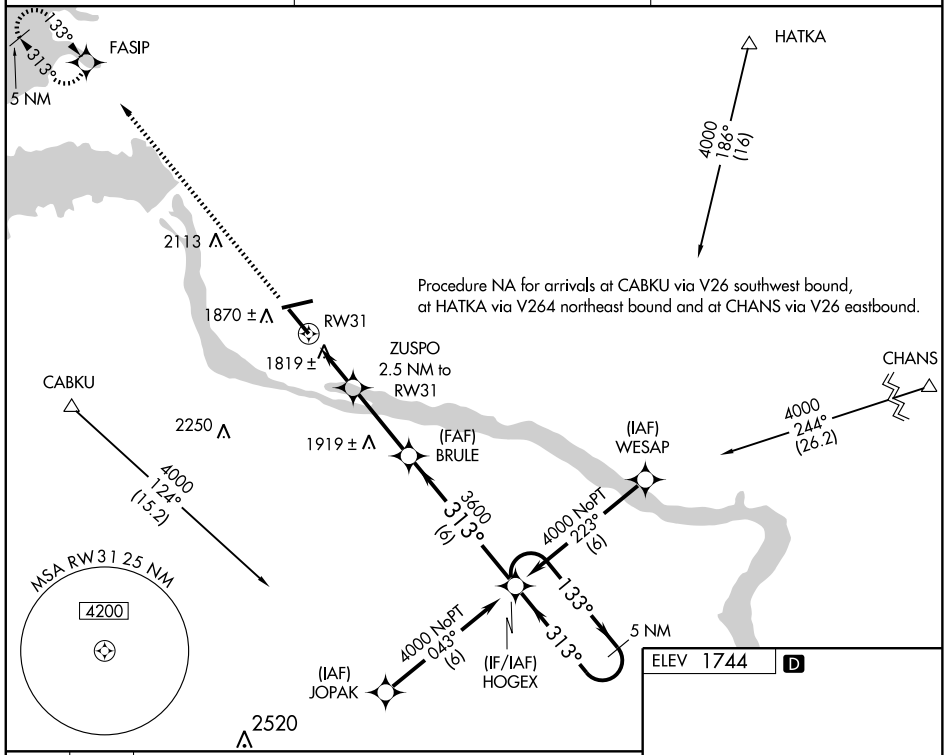
RNAV (GPS) RWY 31
PIERRE RGNL (PIR)

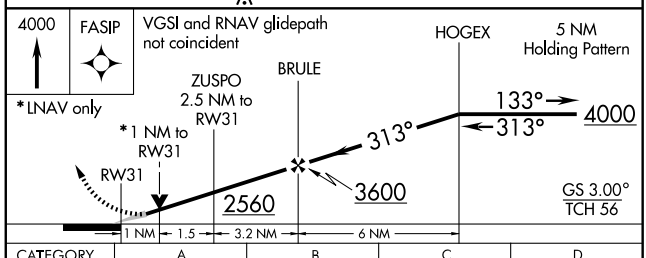
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
For inoperative MALSR increase LPV visibility to ¾ all Cats, and LNAV Cat D visibility to 1¼.

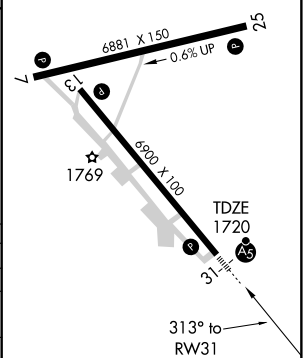
MALSR

MISSED APPROACH: Climb to 4000 direct FASIP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L







CATEGORY	A	B	C	D
LPV DA	1970-½ 250 (300-½)			
LNAV/VNAV DA	2115- ¾ 395 (400-¾)			
LNAV MDA	2080-½ 360 (400-½)			2080-1 360 (400-1)
CIRCLING	2240-1¼ 496 (500-1¼)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

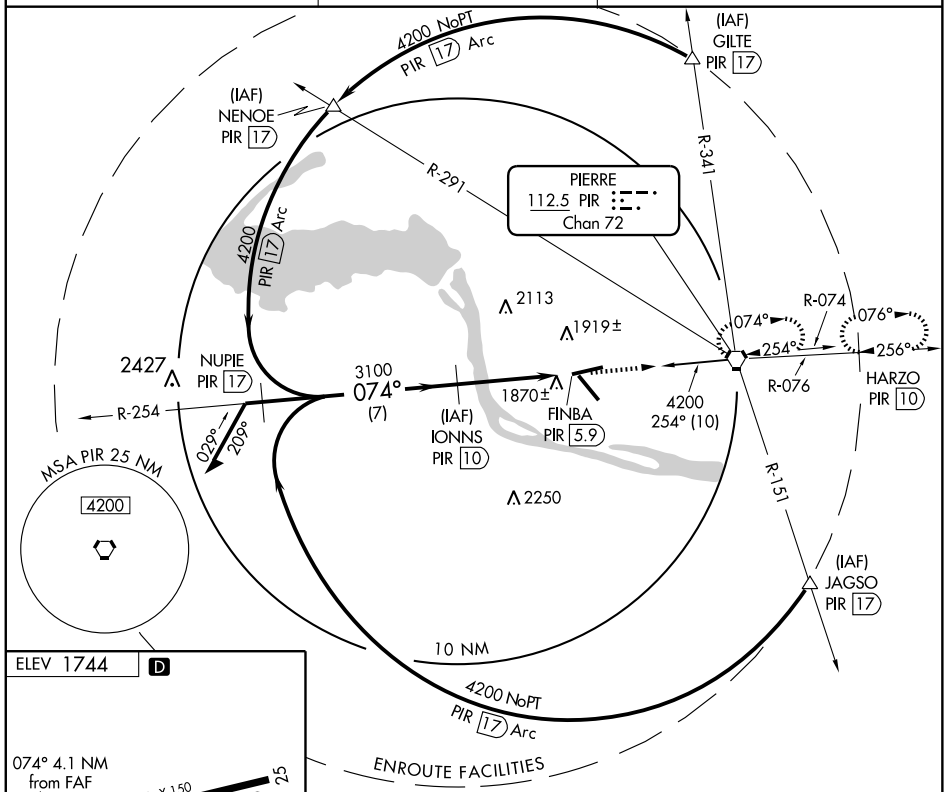
VORTAC PIR	APP CRS	Rwy Idg	6881
112.5	074°	TDZE	1744
Chan 72		Apt Elev	1744

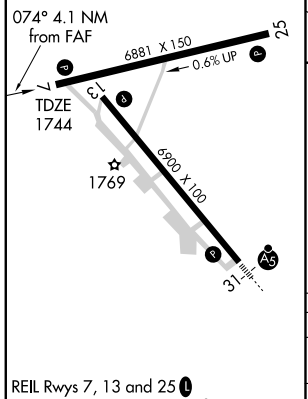
VOR/DME or TACAN RWY 7

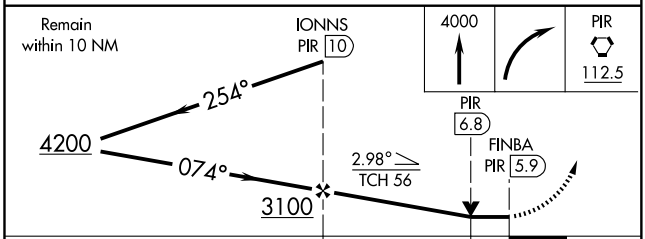
PIERRE RGNL (PIR)

MISSED APPROACH: Climb to 4000 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold East, right turns, 256° inbound).

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L







CATEGORY	A	B	C	D
S-7	2180-1	436 (500-1)	2180-1¼ 436 (500-1¼)	2180-1½ 436 (500-1½)
CIRCLING	2240-1	496 (500-1)	2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13 and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

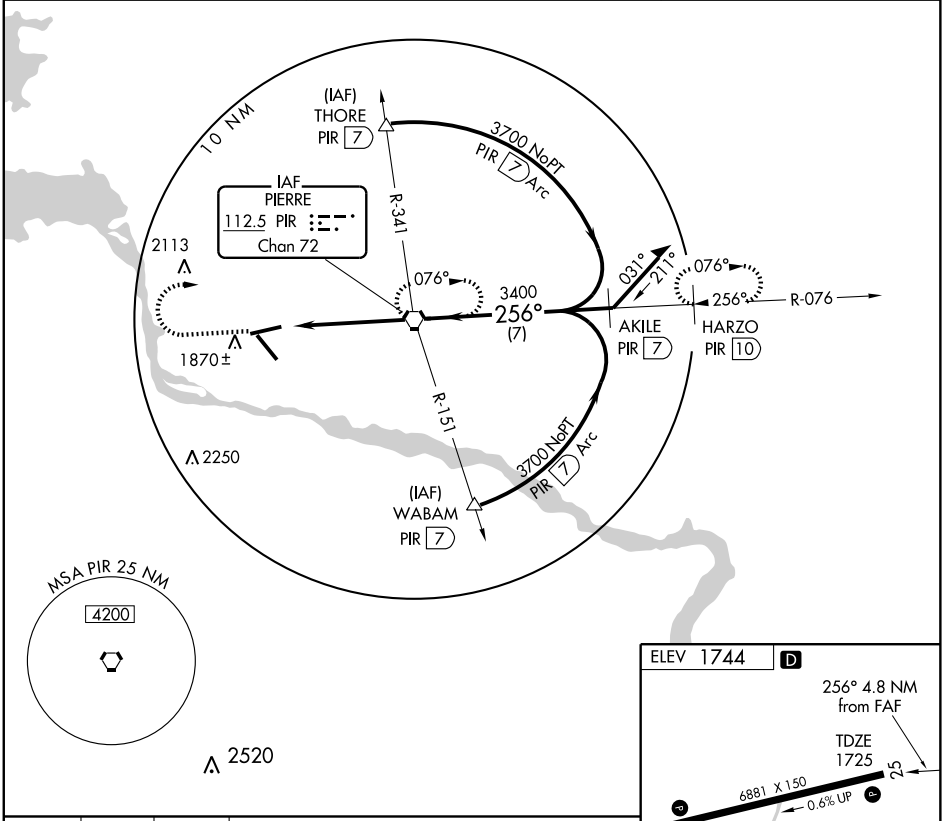
VORTAC PIR	APP CRS	Rwy Idg	6881
112.5	256°	TDZE	1725
Chan 72		Apt Elev	1744

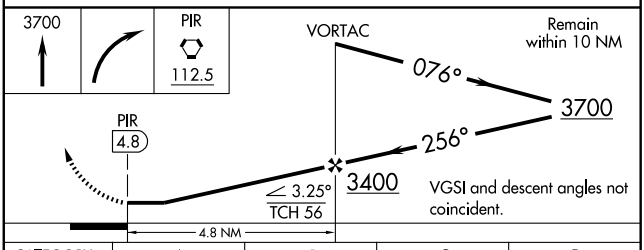
VOR or TACAN RWY 25

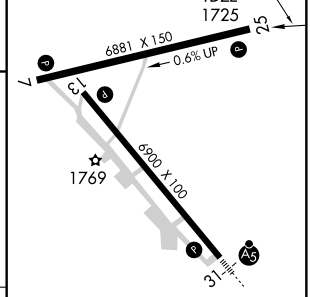
PIERRE RGNL (PIR)

MISSED APPROACH: Climb to 3700 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold east, right turns, 256° inbound)

ASOS	MINNEAPOLIS CENTER	CTAF
119.025	125.1 269.1	122.7 L







REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

CATEGORY	A	B	C	D
S-25	2120-1 395 (400-1)			2120-1¼ 395 (400-1¼)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-1. 08 APR 2010 to 06 MAY 2010

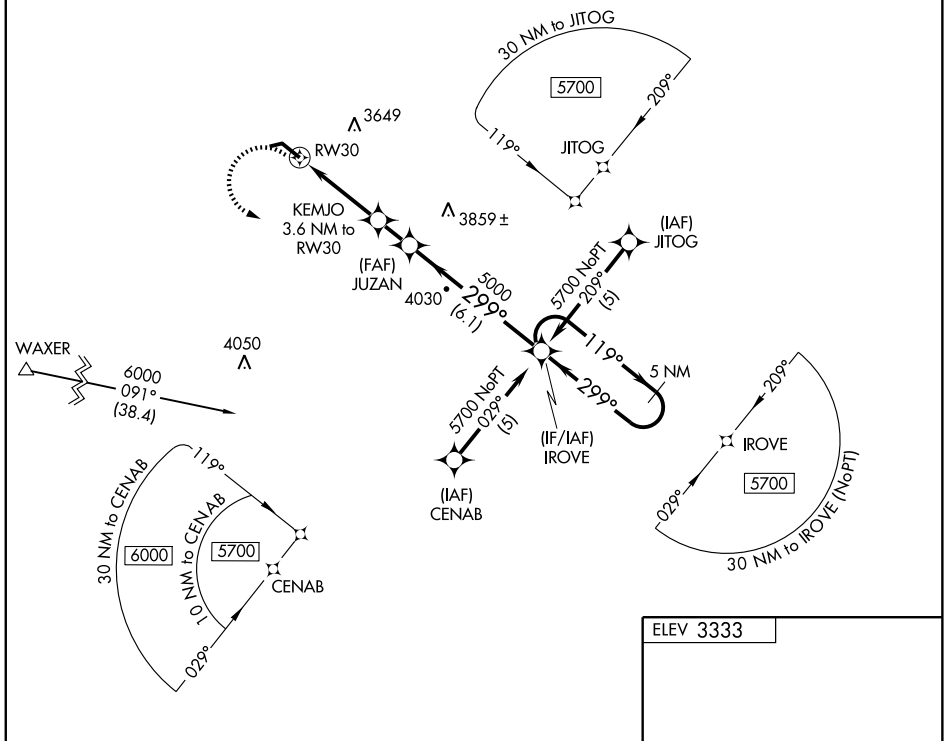
APP CRS	Rwy Idg	5000
299°	TDZE	3333
	Apt Elev	3333

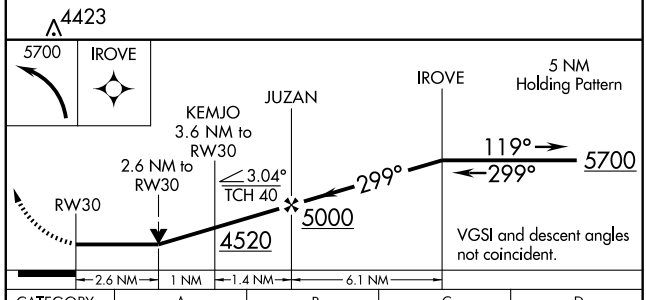
RNAV (GPS) RWY 30
PINE RIDGE (IEN)

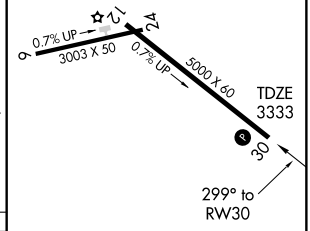
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Chadron altimeter setting.
When local altimeter setting not received, use Chadron altimeter setting and increase all MDA 80 feet, and Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 5700 direct IROVE and hold.

ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	
CIRCLING	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	

MIRL Rwy 12-30 L

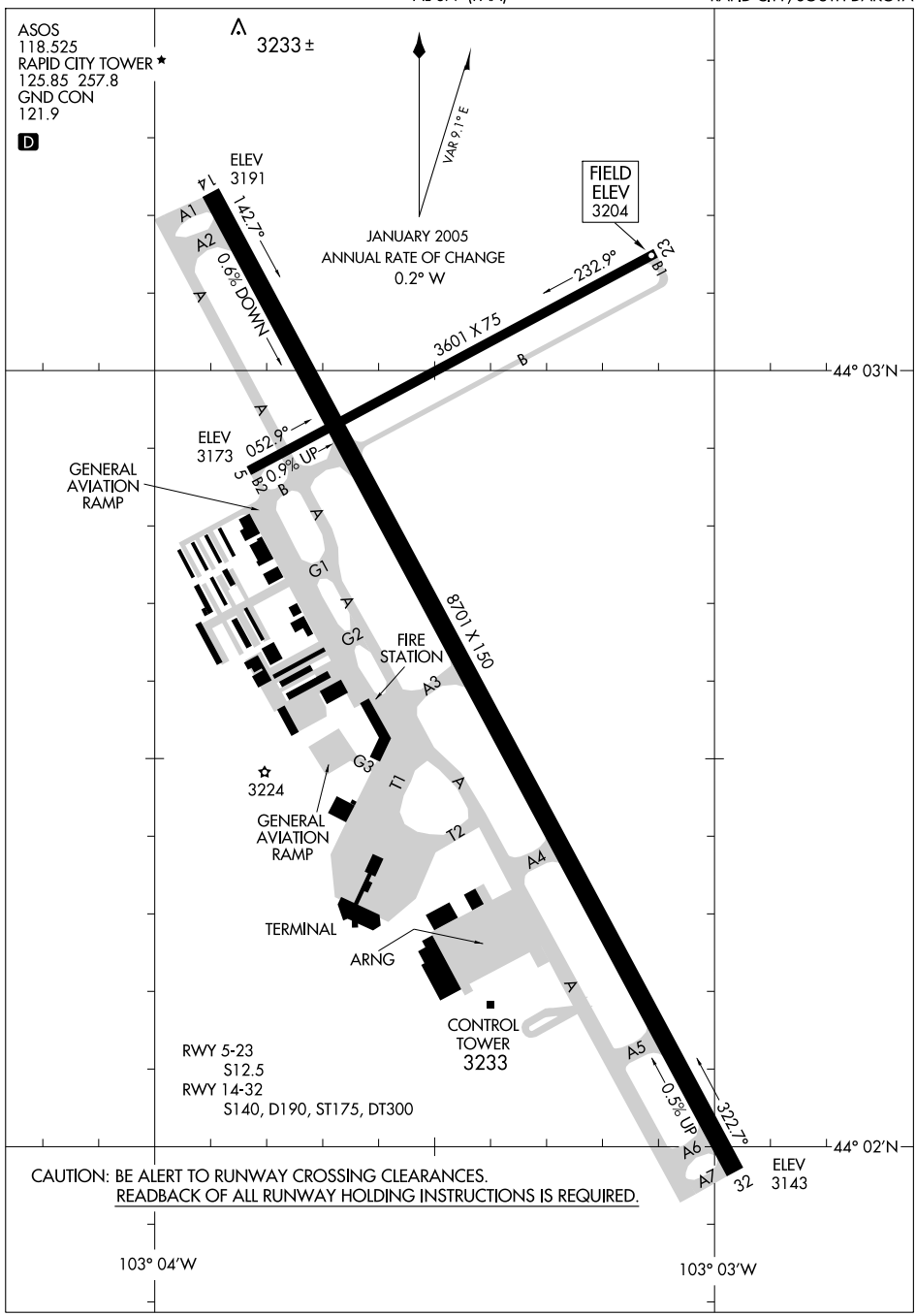
NC-1. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-877 (FAA)

RAPID CITY RGNL (RAP)
RAPID CITY, SOUTH DAKOTA



NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RAP	APP CRS	Rwy Idg	8701
109.3	324°	TDZE	3160
Chan 30		Apt Elev	3204

ILS or LOC RWY 32

RAPID CITY RGNL (RAP)

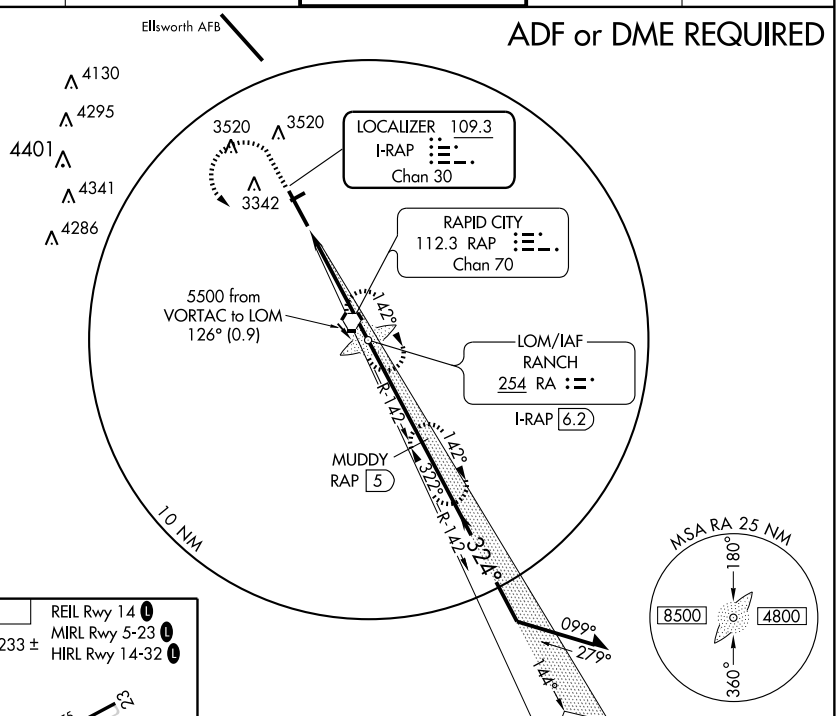
Circling to Rwy 5-23 NA at night. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase S-LOC 32 Cat E visibility ½mile. For inoperative MALSR, increase S-LOC 32 Cat E visibility to 1½ and S-ILS 32 Cat E visibility to RVR 4000. VDP NA with Ellsworth AFB altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, when using Ellsworth AFB altimeter setting, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to 1¾.

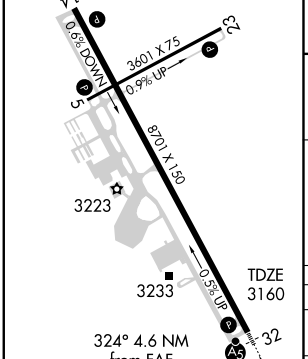
MALSR

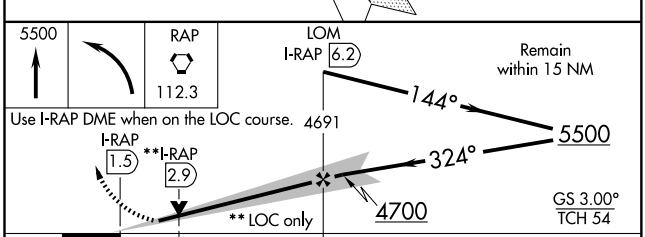
MISSED APPROACH: Climb to 5500 then left turn direct RAP VORTAC and hold. (TACAN aircraft continue via RAP VORTAC R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.)

ASOS	ELLSWORTH APP CON *	RAPID CITY TOWER *	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95

ADF or DME REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 32	* 3360/24 200 (200-½)				3360/24 200 (200-½)
S-LOC 32	3620/24 460 (500-½)		3620/40 460 (500-¾)	3620/50 460 (500-1)	
CIRCLING	3660-1 456 (500-1)	3680-1 476 (500-1)	3680-1½ 476 (500-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8701
CH 60919	144°	TDZE	3191
W14A		Apt Elev	3204

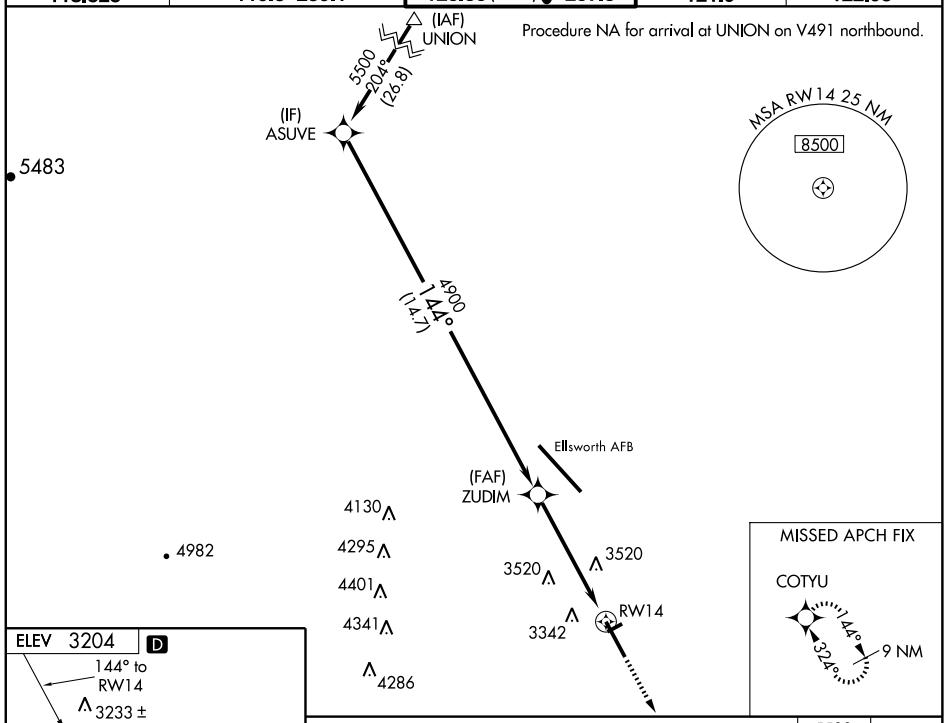
RNAV (GPS) RWY 14

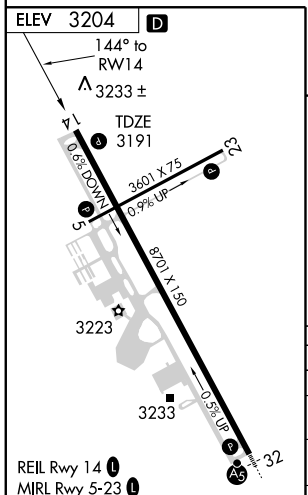
RAPID CITY RGNL (RAP)

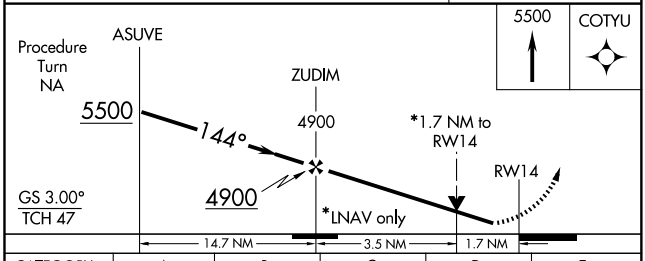
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet and increase LNAV Cats C/D/E and Circling Cat C visibility ¼ mile. VDP NA with Ellsworth AFB altimeter setting. Baro-VNAV NA when using Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 5500 direct COTYU and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
LPV DA	3450-1 259 (300-1)				
LNAV/VNAV DA	3871-2½ 680 (700-2½)				
LNAV MDA	3780-1 589 (600-1)		3780-1½ 589 (600-1½)	3780-1¾ 589 (600-1¾)	3780-2 589 (600-2)
CIRCLING	3780-1 576 (600-1)		3780-1½ 576 (600-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS CH 93717 W32A	APP CRS 324°	Rwy Idg 8701 TDZE 3160 Apt Elev 3204

RNAV (GPS) RWY 32

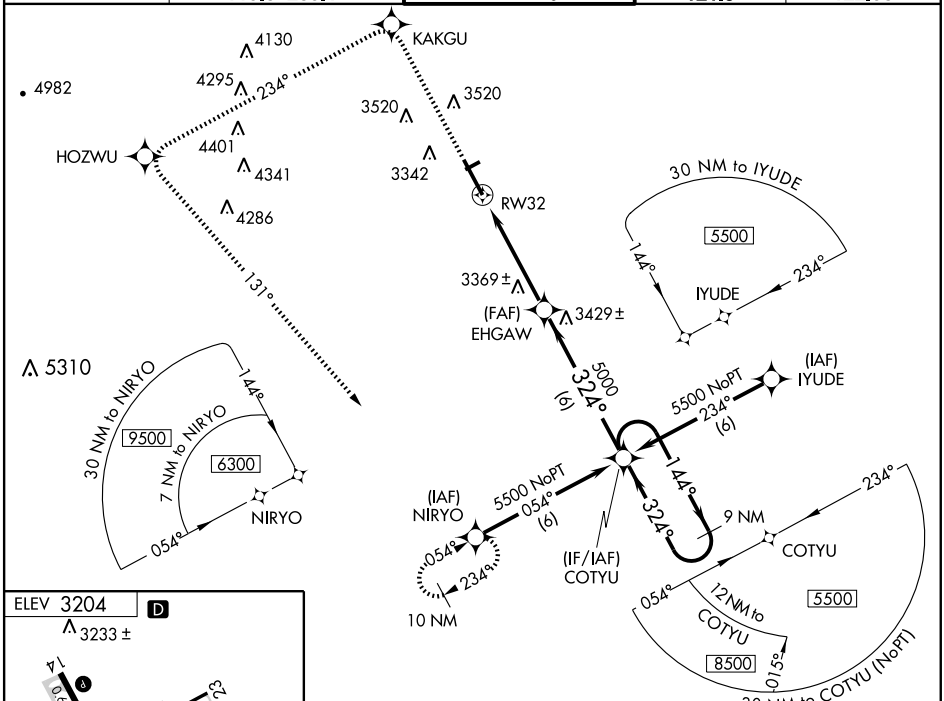
RAPID CITY RGNL (RAP)

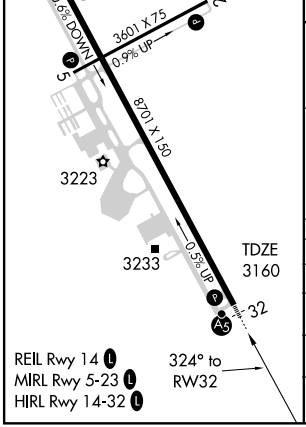
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet and increase LNAV Cat E visibility ¼ mile. VDP NA with Ellsworth AFB altimeter setting. Baro-VNAV NA when using Ellsworth AFB altimeter setting. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000 and LNAV Cat E visibility to 1½ . For inoperative MALSR, when using Ellsworth AFB altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000 and LNAV Cat E visibility to 1¾.

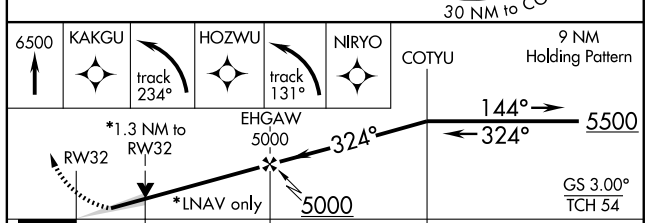
MALSR

MISSED APPROACH: Climb to 6500 direct KAKGU and left turn on track 234° to HOZWU and left turn on track 131° to NIRYO and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
LPV DA	3360/24 200 (200-½)				
LNAV/VNAV DA	3410/24 250 (300-½)			3410/40 250 (300-¾)	
LNAV MDA	3620/24 460 (500-½)		3620/40 460 (500-¾)	3620/50 460 (500-1)	
CIRCLING	3660-1 456 (500-1)	3680-1 476 (500-1)	3680-1½ 476 (500-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	141°	TDZE	3191
Chan 70		Apt Elev	3204

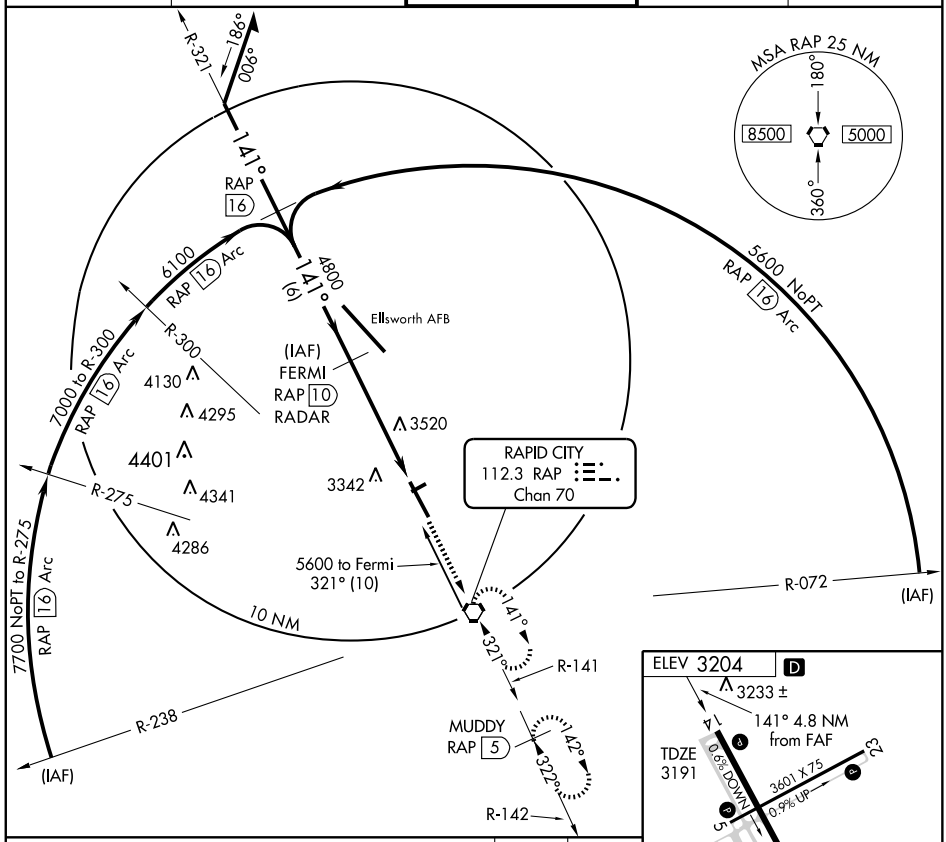
VOR or TACAN RWY 14

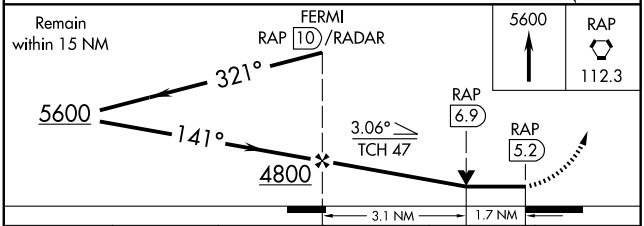
RAPID CITY RGNL (RAP)

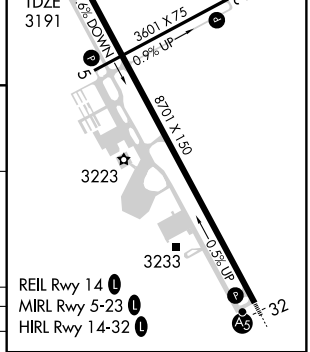
If local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all MDAs 40 feet. VDP NA when using Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 5600 direct RAP VORTAC and hold, continue climb-in-hold to 5600. (TACAN aircraft continue via RAP R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.)

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
S-14	3780-1	589 (600-1)	3780-1½ 589 (600-1½)	3780-1¾ 589 (600-1¾)	3780-2 589 (600-2)
CIRCLING	3780-1	576 (600-1)	3780-1½ 576 (600-1½)	3820-2 616 (700-2)	3820-2¼ 616 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	322°	TDZE	3160
Chan 70		Apt Elev	3204

VOR or TACAN RWY 32

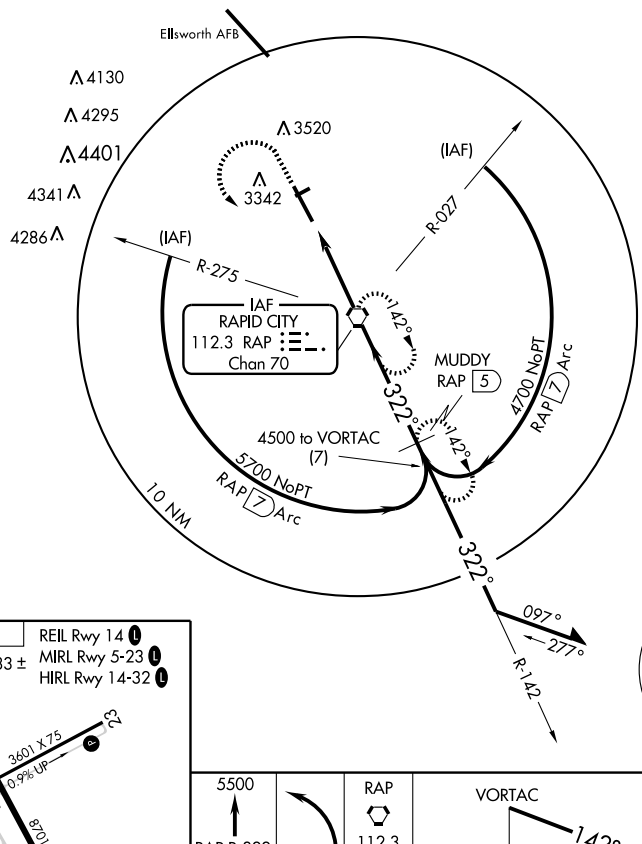
RAPID CITY RGNL (RAP)

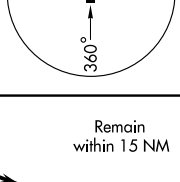
T Inoperative table does not apply to Cats D and E.
A If local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 5500 via RAP R-322 then left turn direct RAP VORTAC and hold. (TACAN aircraft continue via RAP R-142 to MUDDY 5 DME and hold SE, RT, 322°inbound.)

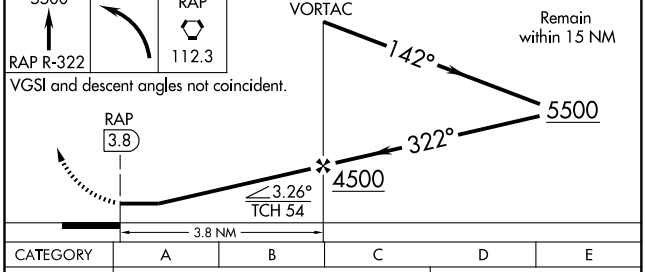
ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95





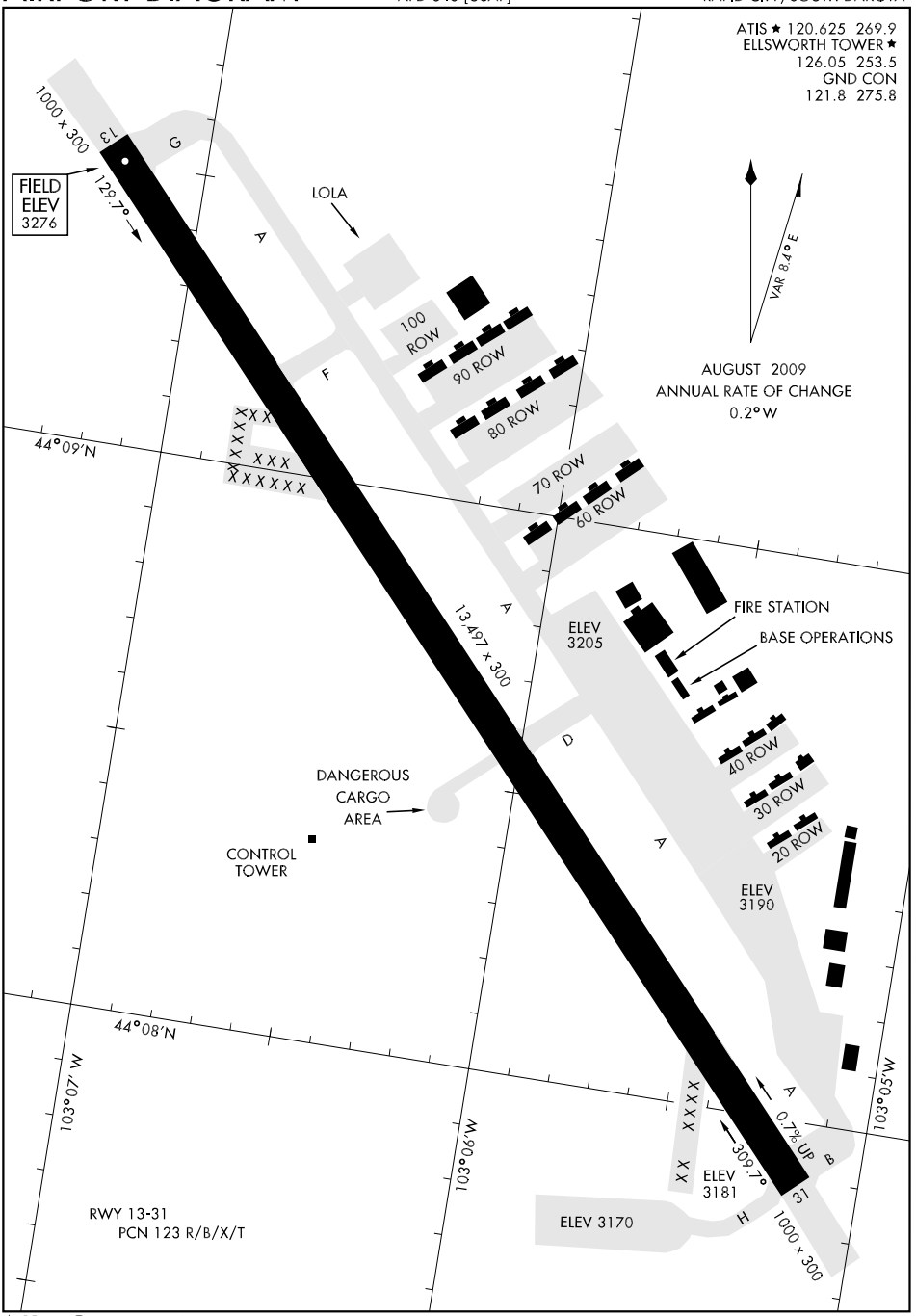
FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D	E
S-32	3440/24 280 (300-½)			3440/50 280 (300-1)	
CIRCLING	3660-1 456 (500-1)		3660-1½ 456 (500-1½)	3820-2 616 (700-2)	3820-2¼ 616 (700-2¼)

NC-1, 08 APR 2010 to 06 MAY 2010



NC-1, 08 APR 2010 to 06 MAY 2010

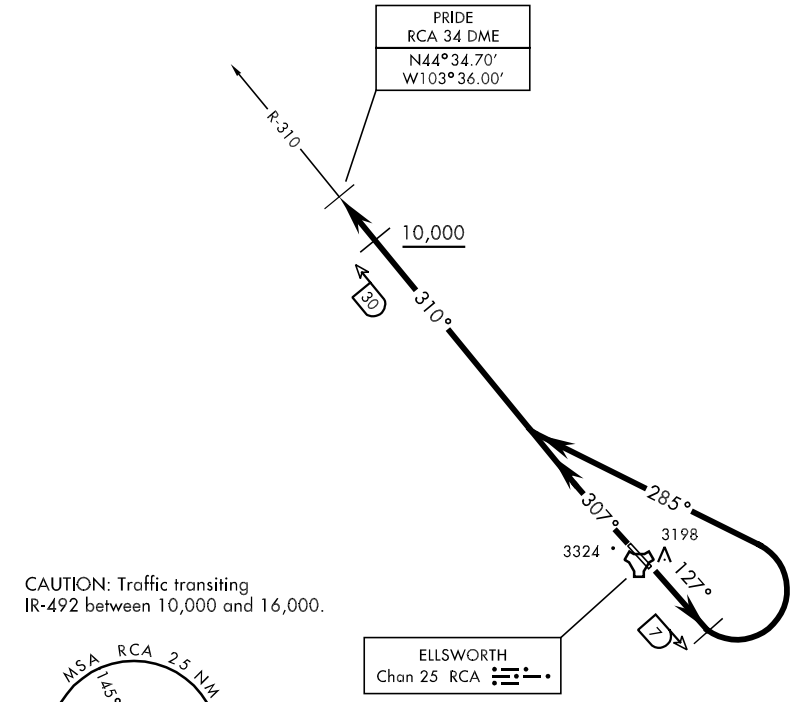
ELLSWORTH-ONE DEPARTURE (RCA1 • RCA)

SHL-343 [USAF] RAPID CITY, SOUTH DAKOTA

Rwy	Knots	60	120	180	240	300	360
31	V/V(fpm)	240	480	720	960	1200	1440

ATC Climb Rate to 10,000

ATIS ★120.625 269.9
GND CON
121.8 275.8
ELLSWORTH TOWER ★
126.05 253.5
ELLSWORTH DEP CON
119.5 289.4
DENVER CENTER
127.95 338.2
ELLSWORTH APP CON
119.5 259.1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13: Track 127°to RCA 7 DME. Turn left track 285°to intercept RCA R-310, outbound to PRIDE. Cross RCA 30 DME at or above 10,000.

TAKE-OFF RWY 31: Track 307°to intercept RCA R-310, outbound to PRIDE. Cross RCA 30 DME at or above 10,000.

NC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC RWY 13

LOC I-ELR	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	127°	13,497 / 3276 / 3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

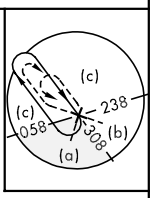
ALSF-1

MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

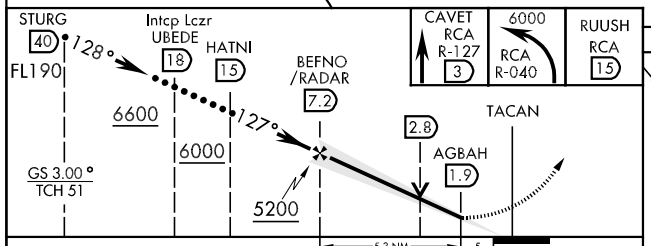
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

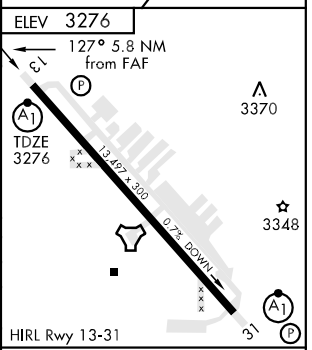
*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

† When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.



RADAR or DME REQUIRED





CATEGORY	C	D	E
S-ILS 13 *	3476/24 200 (200-½)		
S-LOC 13 **	3780/50 504 (600-1)		3780/60 504 (600-1¼)
CIRCLING ***	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 13 †	3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)

LOC FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

HI-ILS or LOC RWY 31

LOC I-RCA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	307°	13,497 / 3192 / 3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

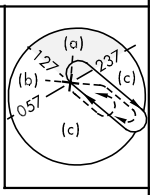
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.

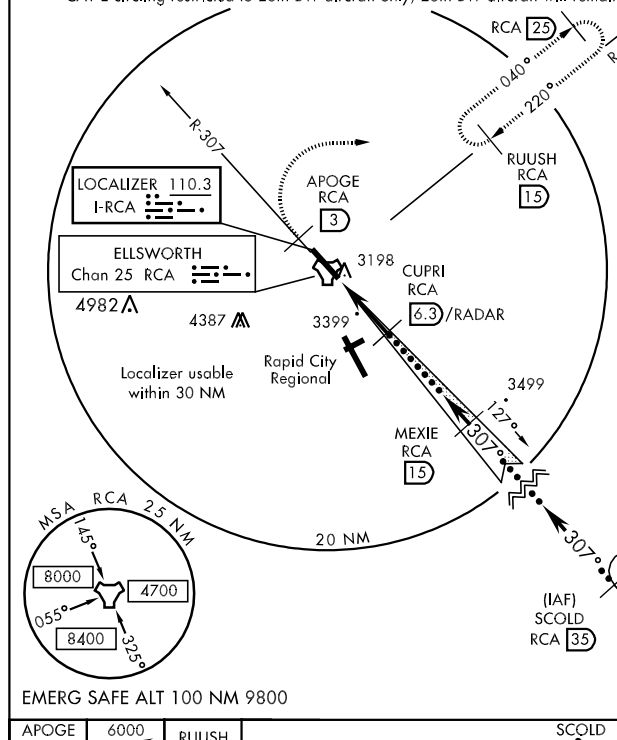
ALSF-1

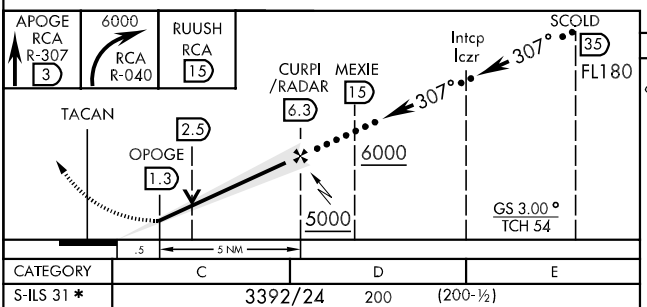
MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

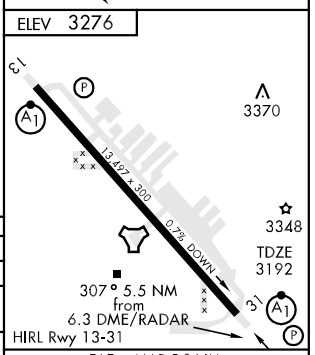
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.









CATEGORY	C	D	E
S-ILS 31 *	3392/24 200 (200-½)		
S-LOC 31 **	3800/60 608 (600-1¼)	3800-1½ 608 (600-1½)	3800-1¾ 608 (600-1¾)
CIRCLING ***	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 31 **	3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)

FAF to MAP 5.0 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

HI-TACAN RWY 13

TACAN	RCA	APCH CRS	Rwy ldg	13,497
Chan	25	133°	TDZE	3276
			Arpt Elev	3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

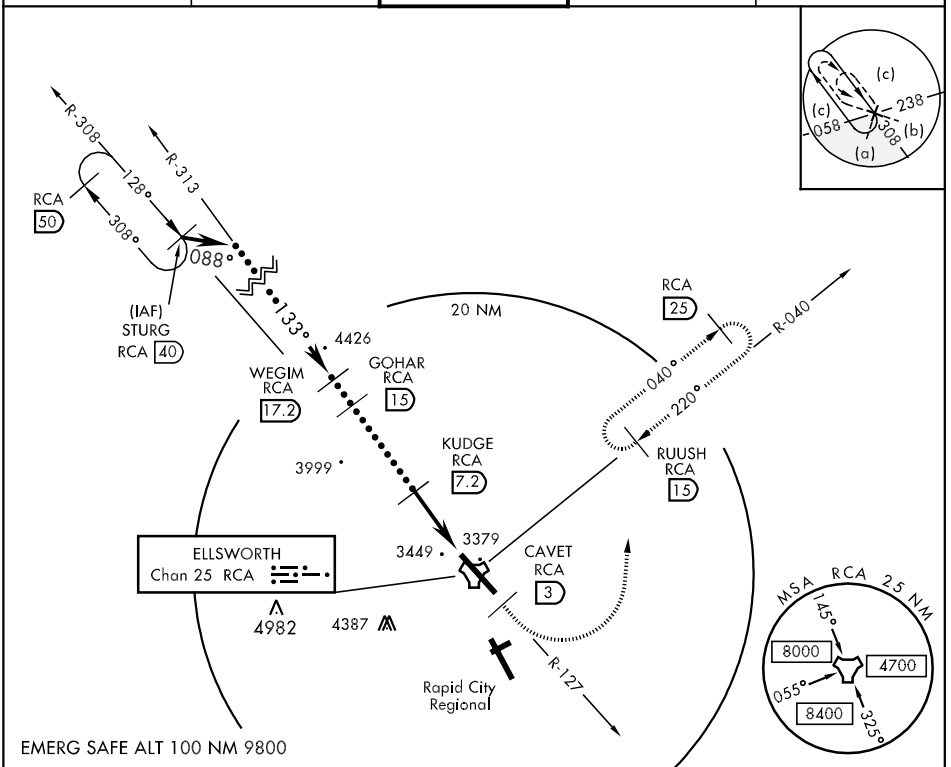
* When ALS inop, increase CAT CDE vis ½ mile.

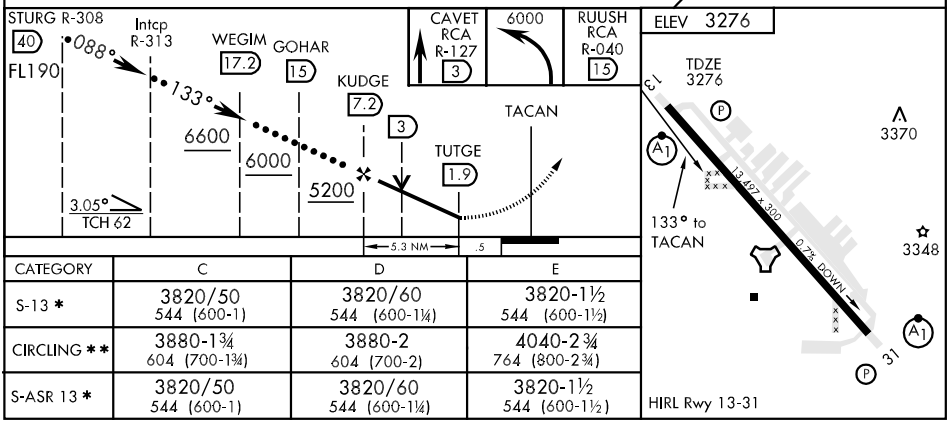
** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

ALSF-1

MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	





CATEGORY	C	D	E
S-13 *	3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)
CIRCLING * *	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 13 *	3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)

NC-1, 08 APR 2010 to 06 MAY 2010

HI-TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	13,497
Chan 25 RCA	299°	TDZE	3192
		Arpt Elev	3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

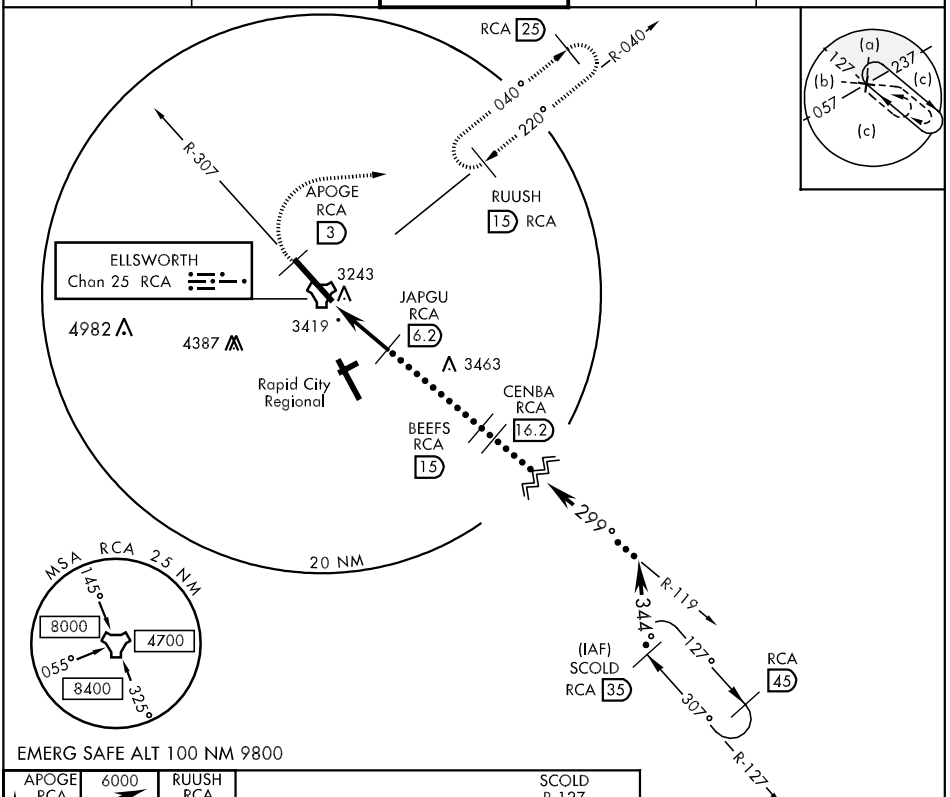
* When ALS inop, increase CAT CDE vis ½ mile.

** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

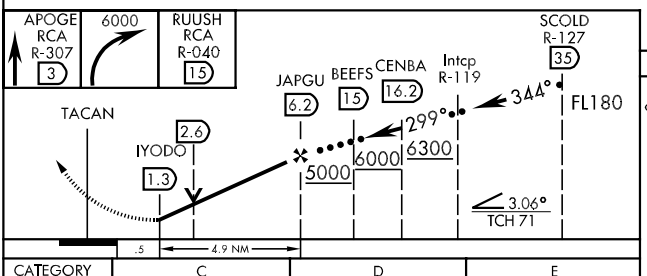
ALSF-1

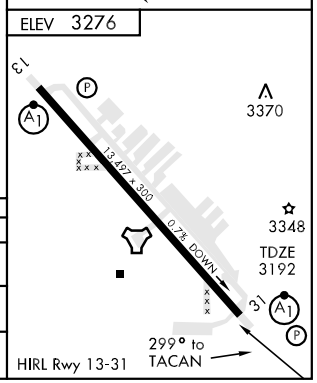
MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	



EMERG SAFE ALT 100 NM 9800





CATEGORY	C	D	E
S-31 *	3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)
CIRCLING * *	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 31 *	3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)

ILS or LOC RWY 13

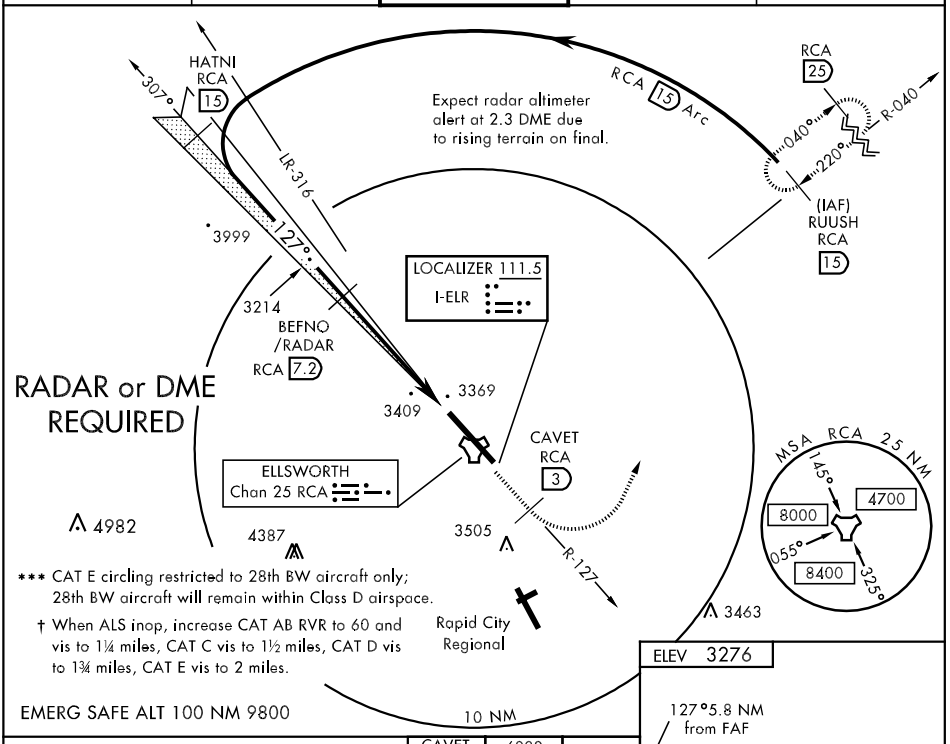
LOC I-ELR	APCH CRS	Rwy ldg 13,497 TDZE 3276 Arpt Elev 3276	AL-343 [USAF]	ELLSWORTH AFB (KRCA)
111.5	127°			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Track outbound RCA R-127 to RCA 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

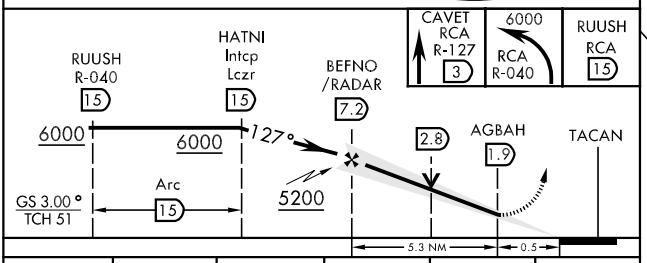
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

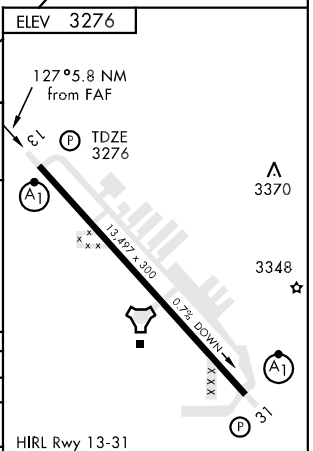


*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

† When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

EMERG SAFE ALT 100 NM 9800





CATEGORY	A	B	C	D	E
S-ILS 13 *	3476/24 200 (200-½)				
S-LOC/DME 13 **	3780/24 504 (600-½)		3780/50 504 (600-1)		3780/60 504 (600-1¼)
CIRCLING ***	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 13 †	3820/40 544 (600-¾)		3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)

LOC FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 31

LOC I-RCA	APCH CRS	Rwy ldg 13,497 TDZE 3192 Arpt Elev 3276	AL-343 [USAF]	ELLSWORTH AFB (KRCA)
110.3	307°			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

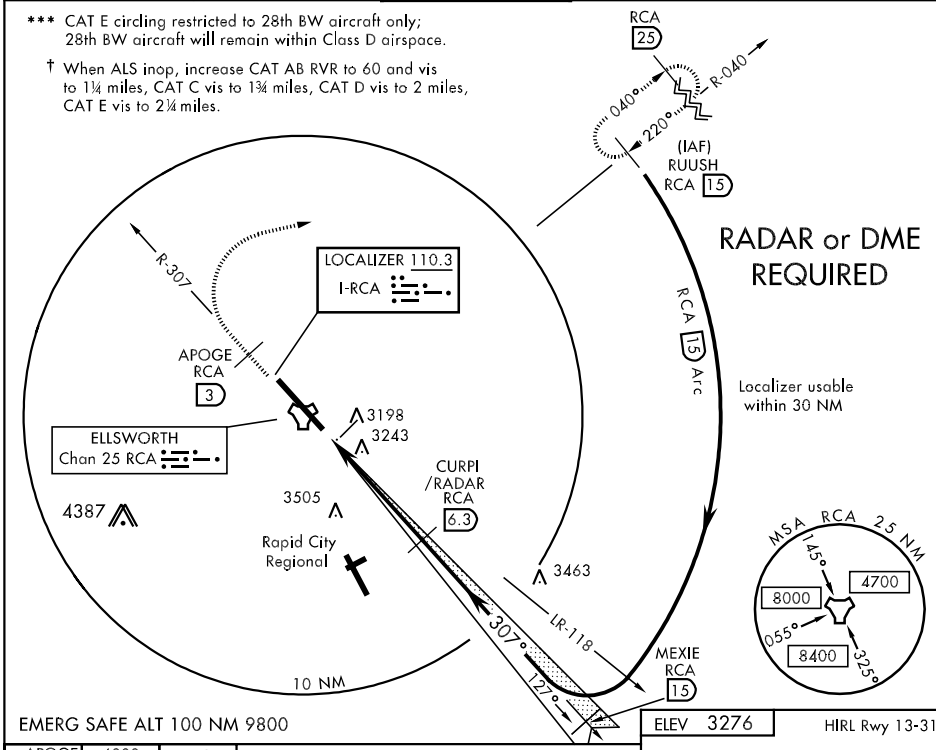
ALSF-1

MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

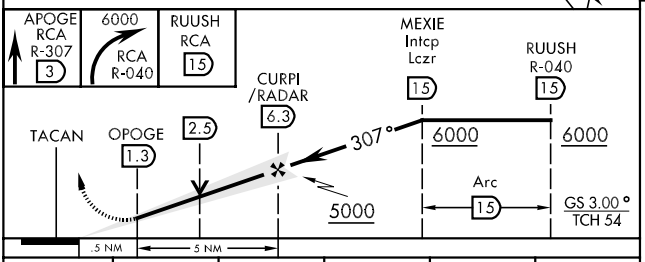
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

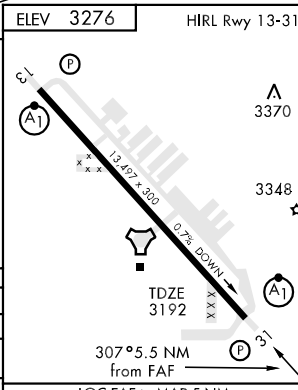
*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

† When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.



EMERG SAFE ALT 100 NM 9800





CATEGORY	A	B	C	D	E
S-ILS 31 *	3392/24		200	(200-½)	
S-LOC/DME 31 **	3800/24 608 (600-½)		3800/60 608 (600-1¼)	3800-1½ 608 (600-1½)	3800-1¾ 608 (600-1¾)
CIRCLING***	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 31 †	3820/40 628 (600-¾)		3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)

LOC FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

TACAN RWY 13

TACAN RCA	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-343 [USAF]	ELLSWORTH AFB (KRCA)
Chan **25**	**133°**	**13,497** / **3276** / **3276**		

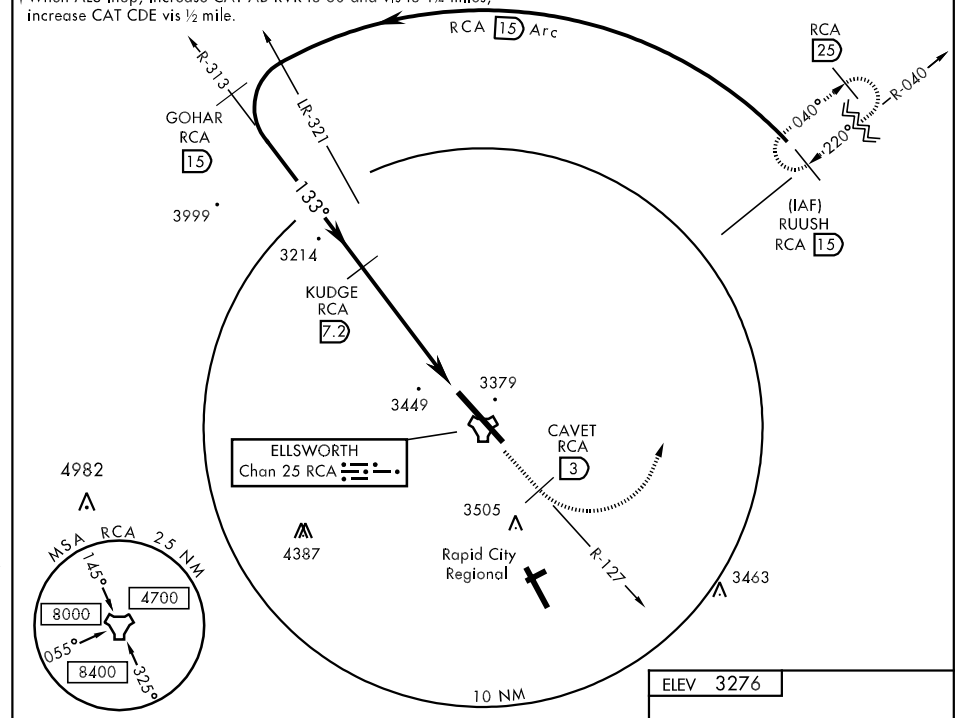
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT CDE vis ½ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW,aircraft will remain within Class D airspace.

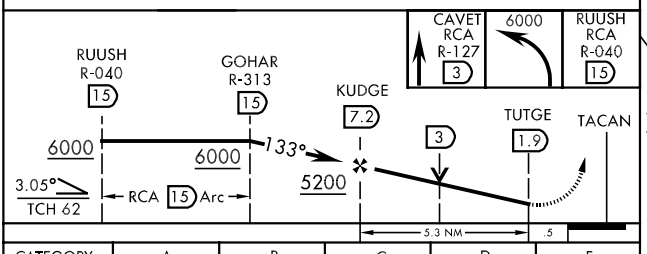
ALSF-1 (A1)

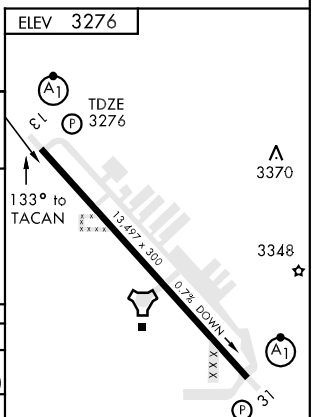
MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	**119.5 259.1**	**126.05 253.5**	**121.8 275.8**	

†When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, increase CAT CDE vis ½ mile.







CATEGORY	A	B	C	D	E
S-13 *	3820/24 544 (600-½)		3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)
CIRCLING **	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 13 †	3820/40 544 (600-¾)		3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)

TACAN RWY 31

TACAN RCA Chan 25	APCH CRS 299°	Rwy ldg 13,497 TDZE 3192 Arpt Elev 3276

AL-343 [USAF]

ELLSWORTH AFB (KRCA)

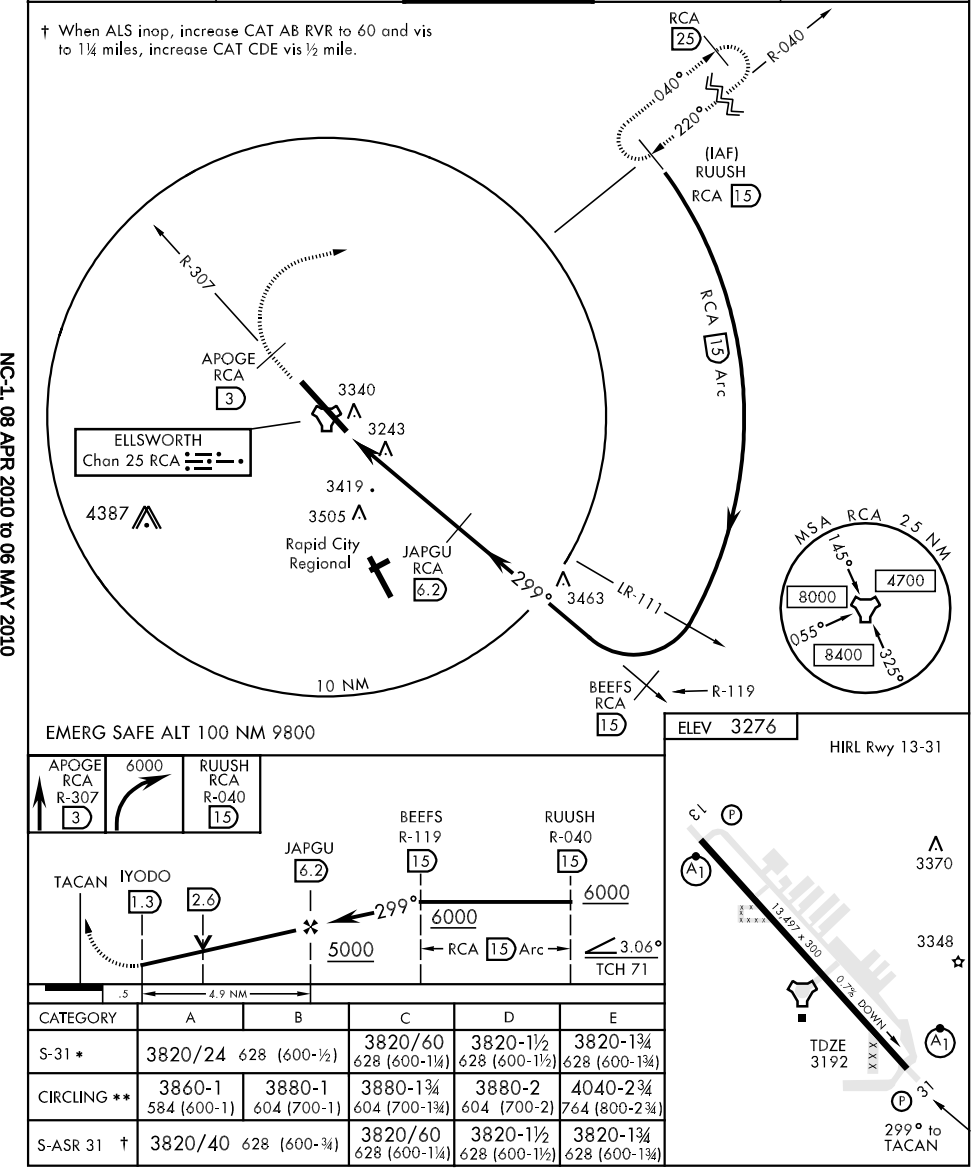
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT CDE vis ½ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

ALSF-1

MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

† When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, increase CAT CDE vis ½ mile.



EMERG SAFE ALT 100 NM 9800

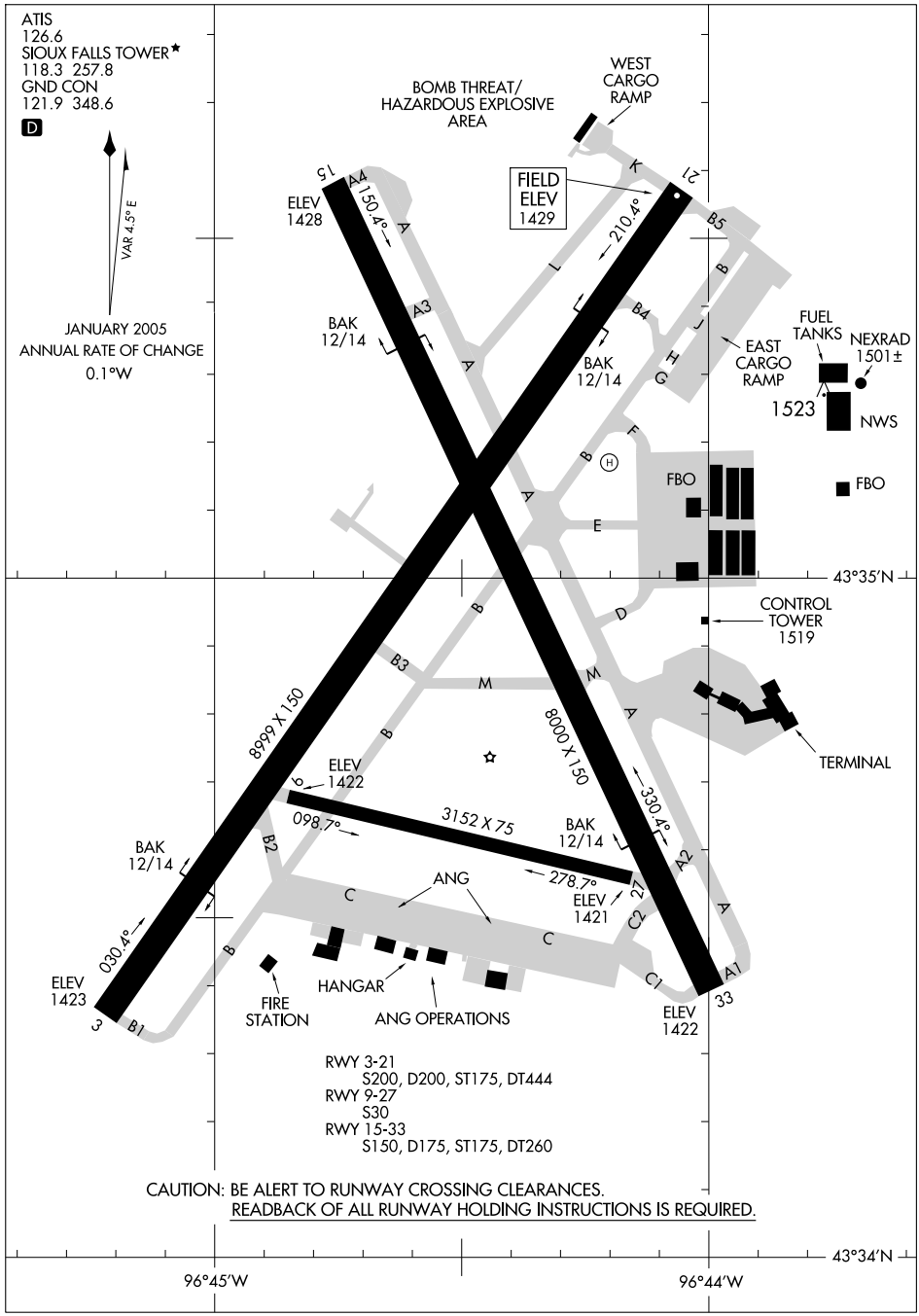
CATEGORY	A	B	C	D	E
S-31 *	3820/24 628 (600-½)		3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)
CIRCLING **	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)
S-ASR 31 †	3820/40 628 (600-¾)		3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)

NC-1, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-396 (FAA)

SIOUX FALLS/JOE FOSS FIELD (FSD)
SIOUX FALLS, SOUTH DAKOTA



RWY 3-21
S200, D200, ST175, DT444
RWY 9-27
S30
RWY 15-33
S150, D175, ST175, DT260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS or LOC RWY 3

SIOUX FALLS/JOE FOSS FIELD (KFSD)

LOC I-FSD	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	030°	8999	1423	1429

JAL-396 [USAF]

* RVR 1800 authorized with the use of Flight Director or Auto Pilot or Heads Up Display to DA. When ALS inop, increase CAT E vis to ¾ mile.

MALSR

MISSED APPROACH: Climb to 3400, then climbing left turn to 5000 via heading 240° and via FSD VORTAC R-269 to FRYRE (FSD 15 DME) and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	

** When ALS inop, increase CAT E vis to 1¾ mile.

FRYRE FSD 15 2675

R-269 089° 269°

FSD 25

SIOUX FALLS 115.0 FSD Chan 97

LOCALIZER 109.9 I-FSD

1527 1640 1665 3444 2442

MAREY INT FSD R-167 1785

† When local altimeter setting not received, use Brookings Regional altimeter setting and increase all DA 131′ and all MDA 140′, increase S-ILS CAT CDE RVR to 4000, S-LOC CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles, Circling CAT C vis to 2 miles, CAT D vis to 2½ miles.

When ALS inop (while using Brookings Regional altimeter), increase S-ILS CAT E vis to 1 mile, and S-LOC CAT E vis to 1¾ miles.

MAREY INT minimums NA when using Brookings Regional altimeter setting.

030° HETBO FSD 20

LOM ROKKY 245 FS

MSA FSD 2.5 NM 4500

DME REQUIRED

20 NM

210° 015°

YANKTON 5000 038° (17.1)

(IAF) SKIES FSD 35

Max holding 265 KIAS

015° 195°

R-195

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 4600 FROM "FSD" VORTAC

ELEV 1429

TDZL/CL Rwy 21
REIL Rwy 15-33
MIRL Rwy 9-27
HIRL Rwy 3-21 and 15-33

8999 × 150

8000 × 150

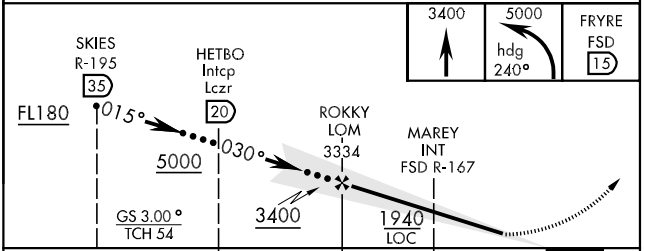
3152 × 75

1519

TDZE 1423

1470

030° 5.7 NM from FAF



CATEGORY	C	D	E
S-ILS 3*†	1623/24	200	(200-½)
S-LOC 3**†	1940/50 517 (600-1)	1940/60	517 (600-1¼)
CIRCLING †	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)
MAREY FIX MINIMA			
S-LOC 3 †	1780/24 357 (400-½)	1780/40	357 (400-¾)

FAF to MAP 5.7 NM					
Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

NC-1, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 21

SIOUX FALLS/JOE FOSS FIELD (KFSD)

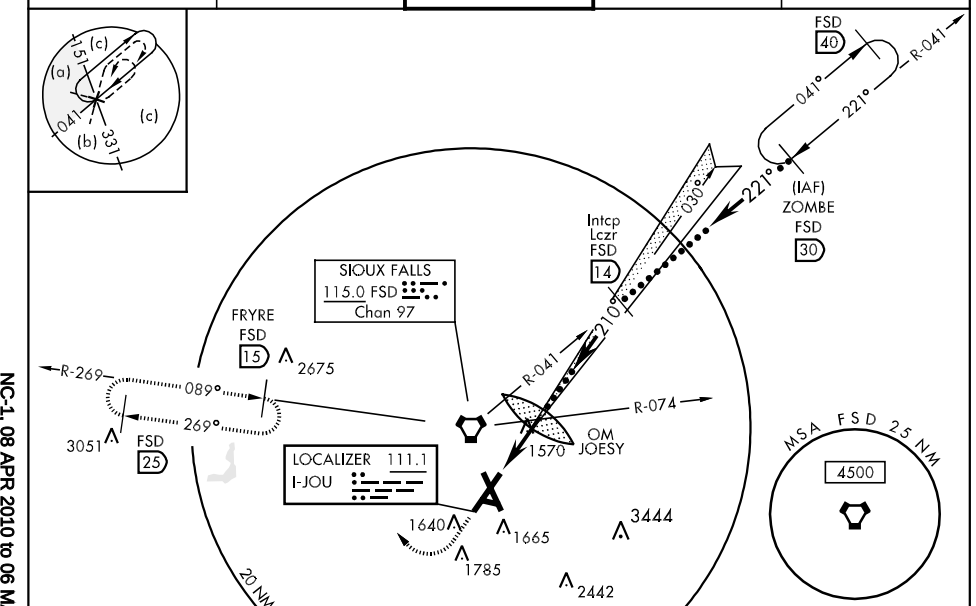
LOC I-JOU	APCH CRS	Rwy Idg / TDZE / Arpt Elev
111.1	210°	8999 / 1429 / 1429

JAL-396 [USAF]

MALSR

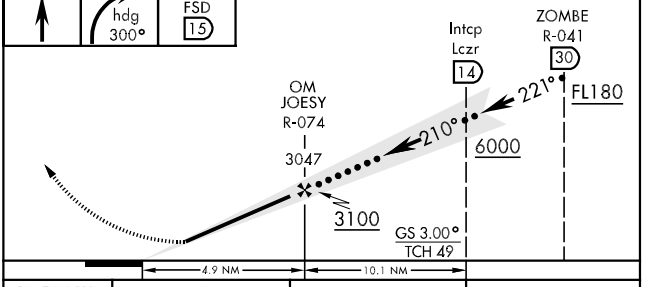
MISSED APPROACH: Climb to 3400 then climbing right turn to 5000 via heading 300° and FSD R-269 to FRYRE 15 DME and hold.

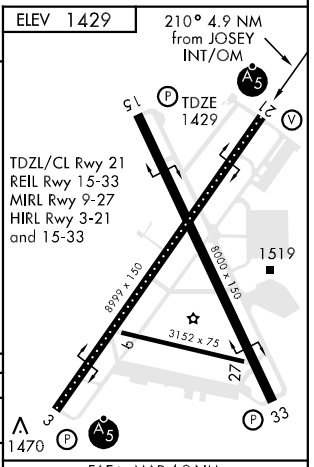
ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 4600

3400 | 5000 hdg 300° | FRYRE FSD 15





CATEGORY	C	D	E
S-ILS 21	1629/18 200 (200-⅜)		1629/24 200 (200-½)
S-LOC 21	1920/40 491 (500-¾)	1920/50 491 (500-1)	1920/60 491 (500-1¼)
CIRCLING	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

VORTAC FSD	APCH CRS	Rwy ldg 8000
115.0	147°	TDZE 1428
Chan 97		Arpt Elev 1429

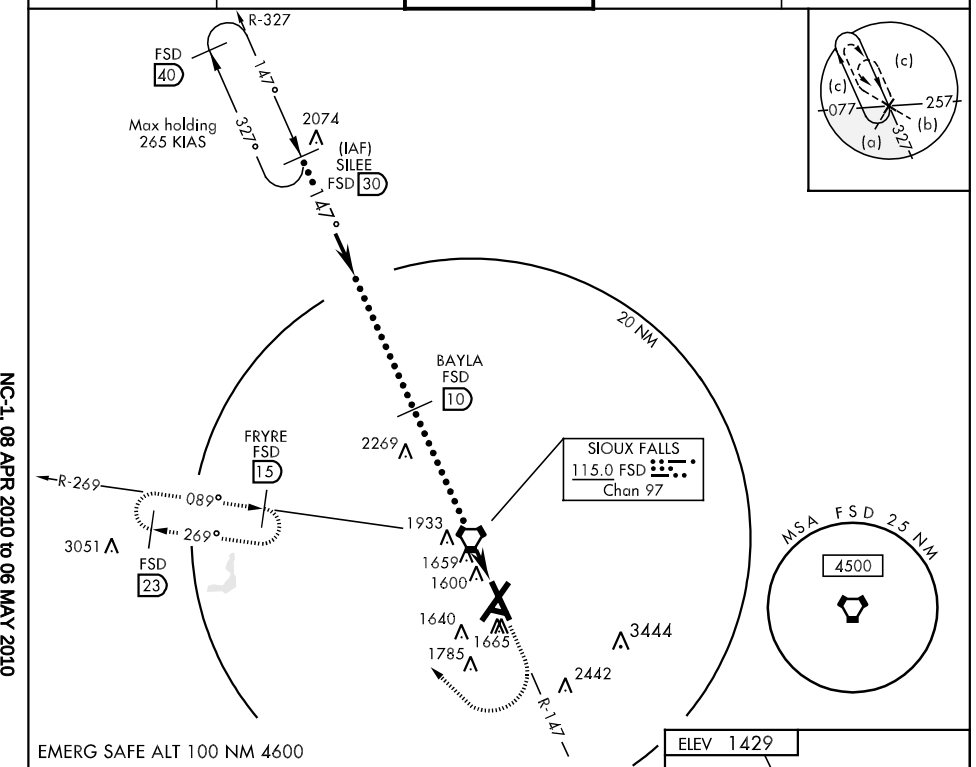
JAL-396 [USAF]

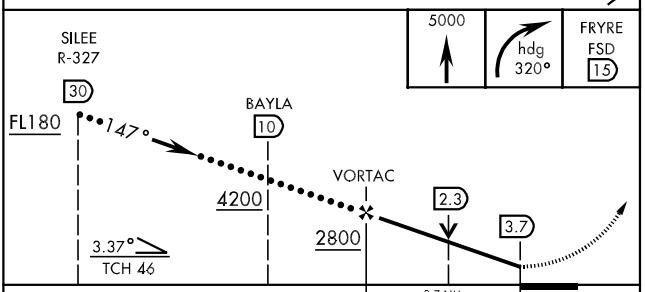
HI-TACAN RWY 15

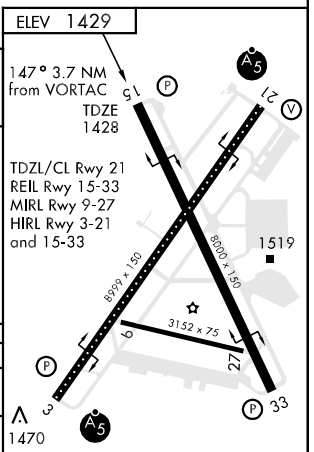
SIOUX FALLS/JOE FOSS FIELD (KFSD)

MISSED APPROACH: Climb to 5000 then right turn via heading 320° and FSD R-269 to FRYRE 15 DME and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	







CATEGORY	C	D	E
S-15	1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

LOC I-FSD	APP CRS	Rwy Idg	8999
109.9	030°	TDZE	1423
		Apt Elev	1429

ILS or LOC RWY 3

SIOUX FALLS/ JOE FOSS FIELD (FSD)

ASR

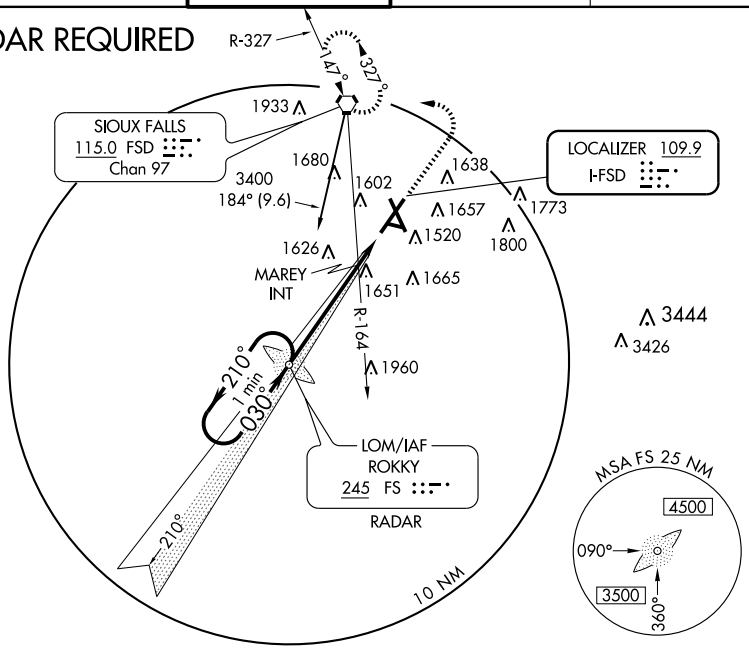
RVR 1800 authorized with use of FD or AP or HUD to DA.

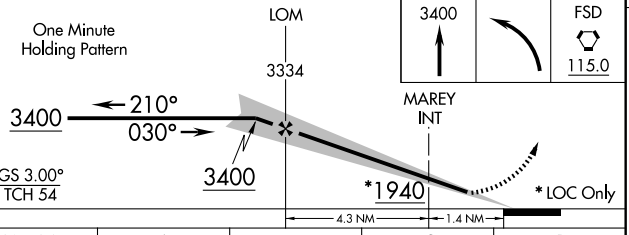
MALSR

MISSED APPROACH: Climb to 3400 then left turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95

ADF or RADAR REQUIRED

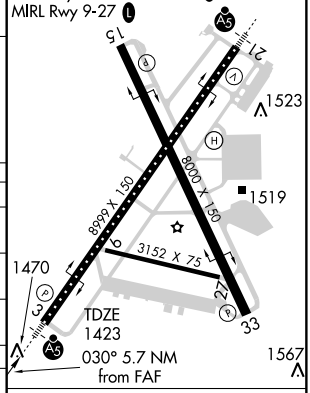




CATEGORY	A	B	C	D
S-ILS 3	# 1623/24 200 (200-½)			
S-LOC 3	1940/24 517 (600-½)		1940/50 517 (600-1)	1940/60 517 (600-1¼)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)
MAREY FIX MINIMUMS				
S-LOC 3	1780/24 357 (400-½)			1780/40 357 (400-¾)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

ELEV 1429 TDZ/CL Rwy 21 D

REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L
MIRL Rwy 9-27 L



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-JOU	APP CRS	Rwy Idg	8999
111.1	210°	TDZE	1429
		Apt Elev	1429

ILS or LOC RWY 21

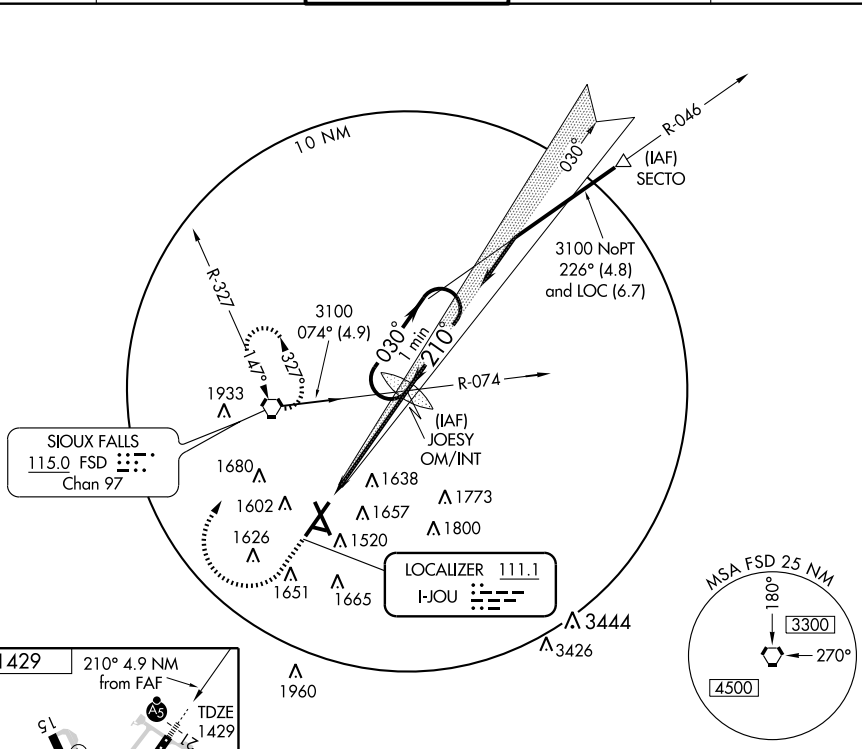
SIOUX FALLS/JOE FOSS FIELD (FSD)

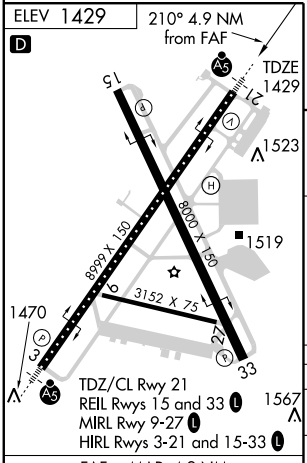
T
ASR

MALSR

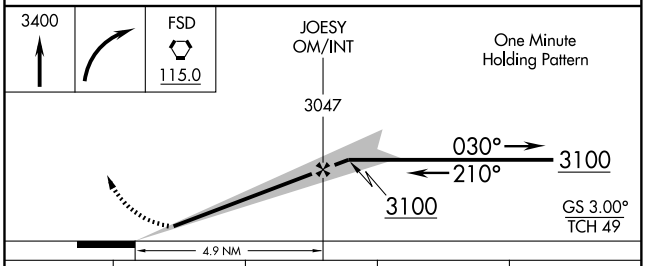
MISSED APPROACH: Climb to 3400 then right turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





FAF to MAP	4.9 NM				
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 21	1629/18 200 (200-½)			
S-LOC 21	1920/24 491 (500-½)		1920/40 491 (500-¾)	1920/50 491 (500-1)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8999
030°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 3

SIOUX FALLS/JOE FOSS FIELD (FSD)

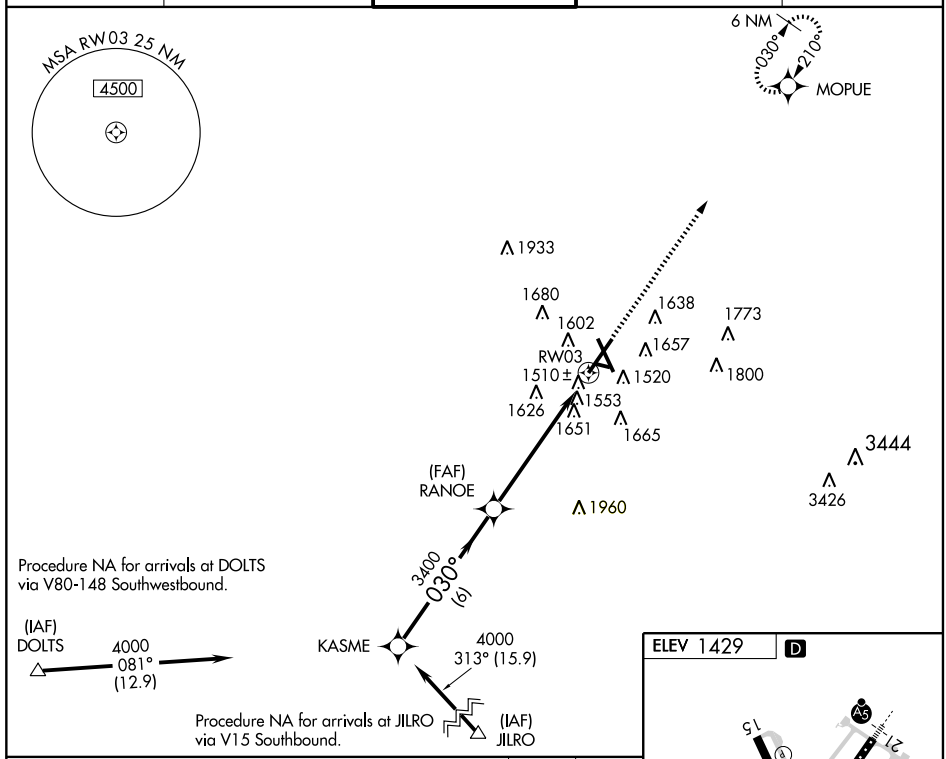
T
NA
ASR

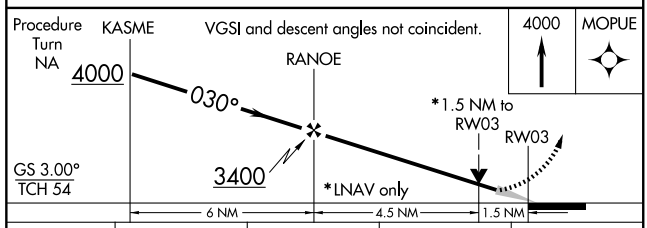
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

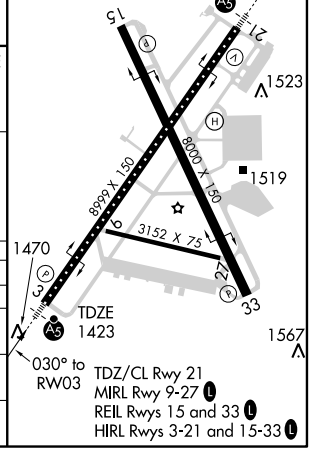
MISSED APPROACH: Climb to 4000 direct MOPUE WP and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1893/60 470 (500-1¼)			
LNAV MDA	1940/24 517 (600-½)		1940/50 517 (600-1)	1940/60 517 (600-1¼)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)



NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3152
098°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 9

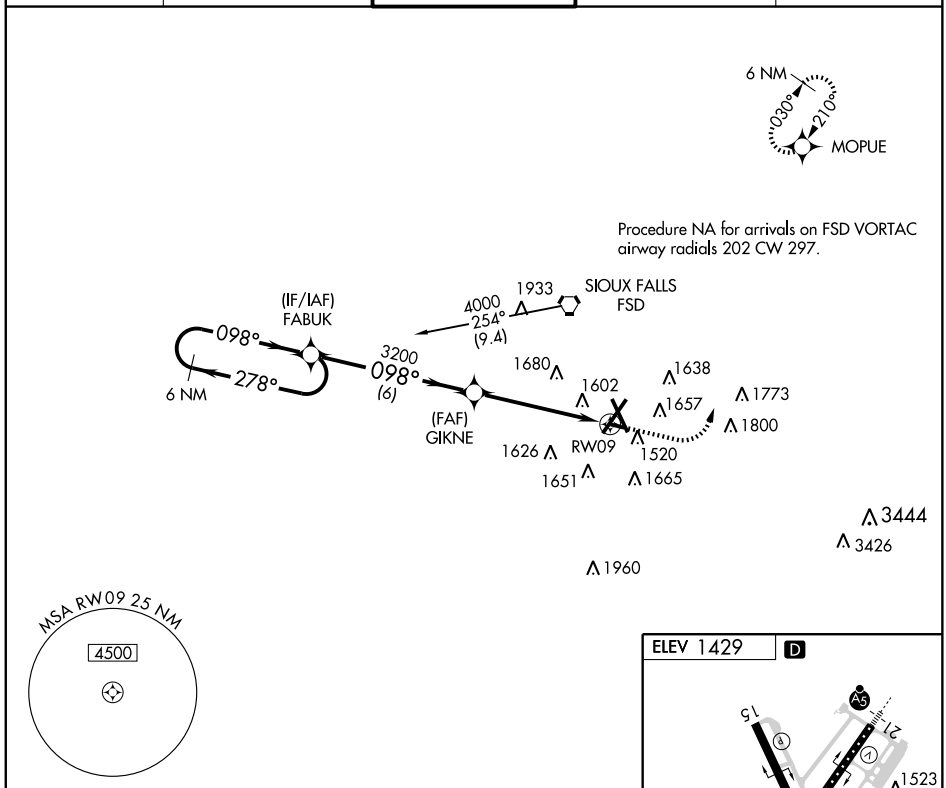
SIOUX FALLS/JOE FOSS FIELD (FSD)

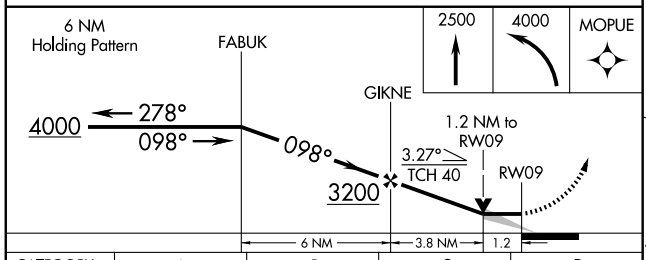
T
NA
ASR

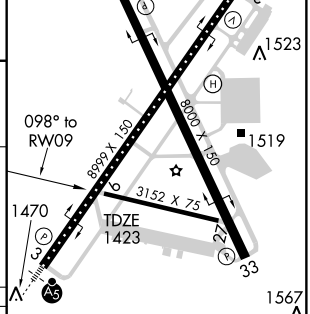
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct MOPUE WP and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1880-1 457 (500-1)		NA	
CIRCLING	1960-1 531 (600-1)		NA	

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
150°	8000	1428	1429

RNAV (GPS) RWY 15

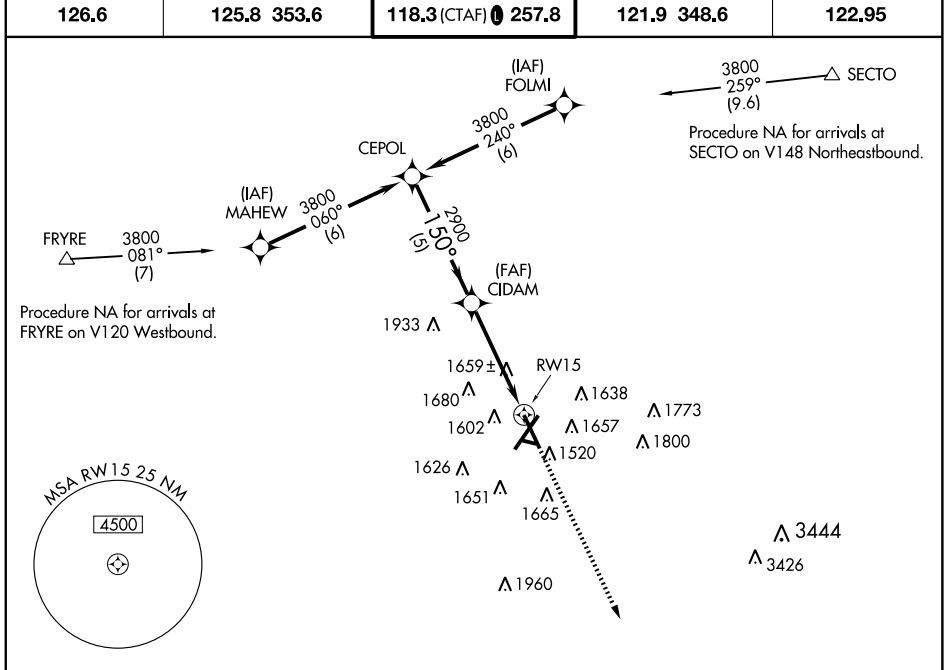
SIOUX FALLS/JOE FOSS FIELD (FSD)

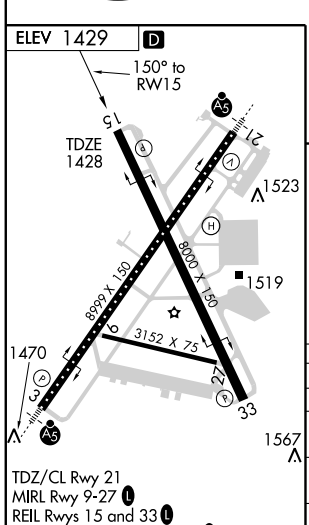
T
NA
ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).

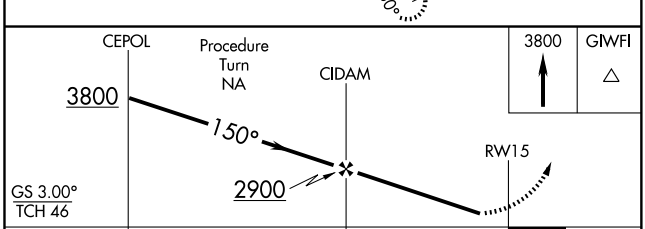
MISSED APPROACH: Climb to 3800 direct GIWFI WP and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95









CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1893-1¾ 465 (500-1¾)				
LNAV MDA	1920-1 492 (500-1)		1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
210°	8999	1429	1429

RNAV (GPS) RWY 21

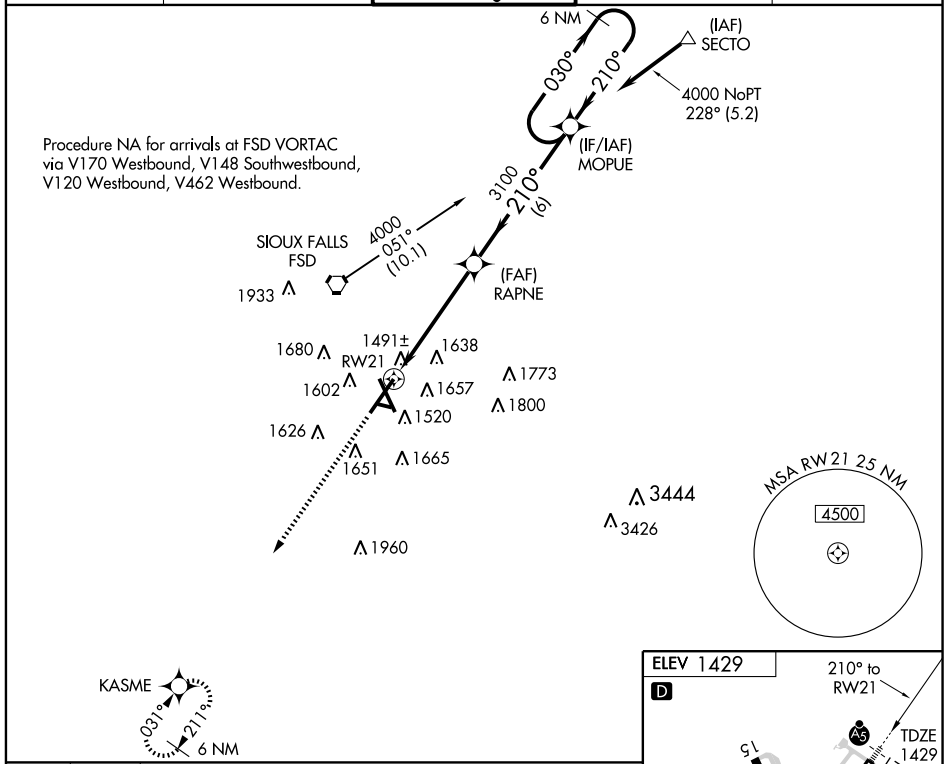
SIOUX FALLS/JOE FOSS FIELD (FSD)

T A NA ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F).

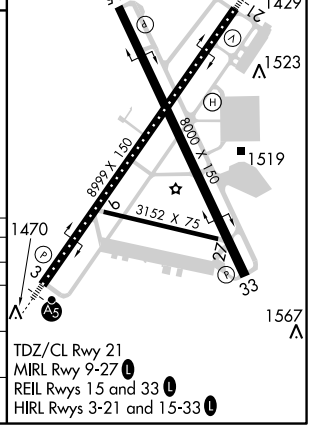
MALSR

MISSED APPROACH: Climb to 4000 direct KASME WP and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1760/40 331 (400-¾)			
LNAV MDA	1940/24 511 (600-½)		1940/50 511 (600-1)	
CIRCLING	1960-1¼ 531 (600-1¼)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3152
272°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 27

SIOUX FALLS/JOE FOSS FIELD (FSD)

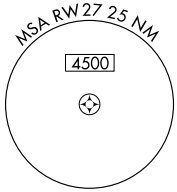
T
NA
ASR

DME/DME RNP- 0.3 NA.

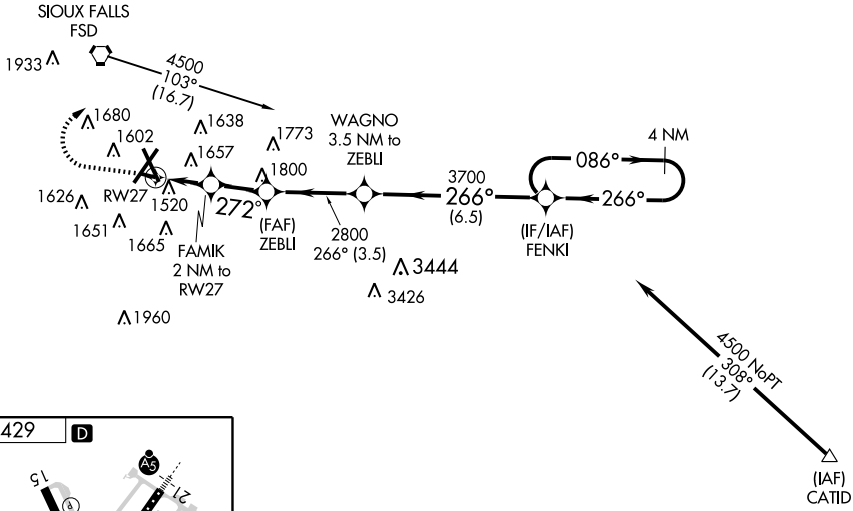
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MOPUE WP and hold.

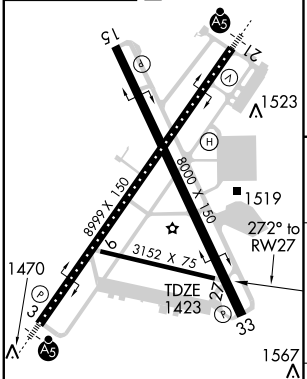
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95

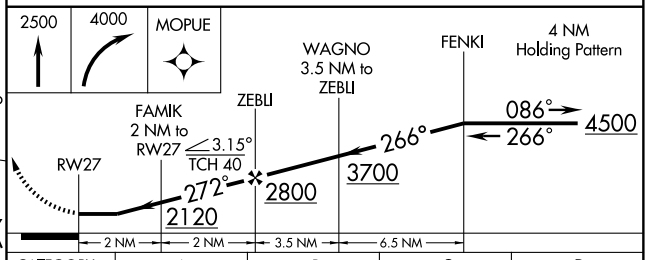




Procedure NA for arrivals on FSD VORTAC airway radials 046 CW 110.







CATEGORY	A	B	C	D
LNAV MDA	1960-1 537 (600-1)		NA	
CIRCLING	1960-1 531 (600-1)		NA	

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	TDZE	Apt Elev
330°	8000	1423	1429

RNAV (GPS) RWY 33

SIOUX FALLS/JOE FOSS FIELD (FSD)

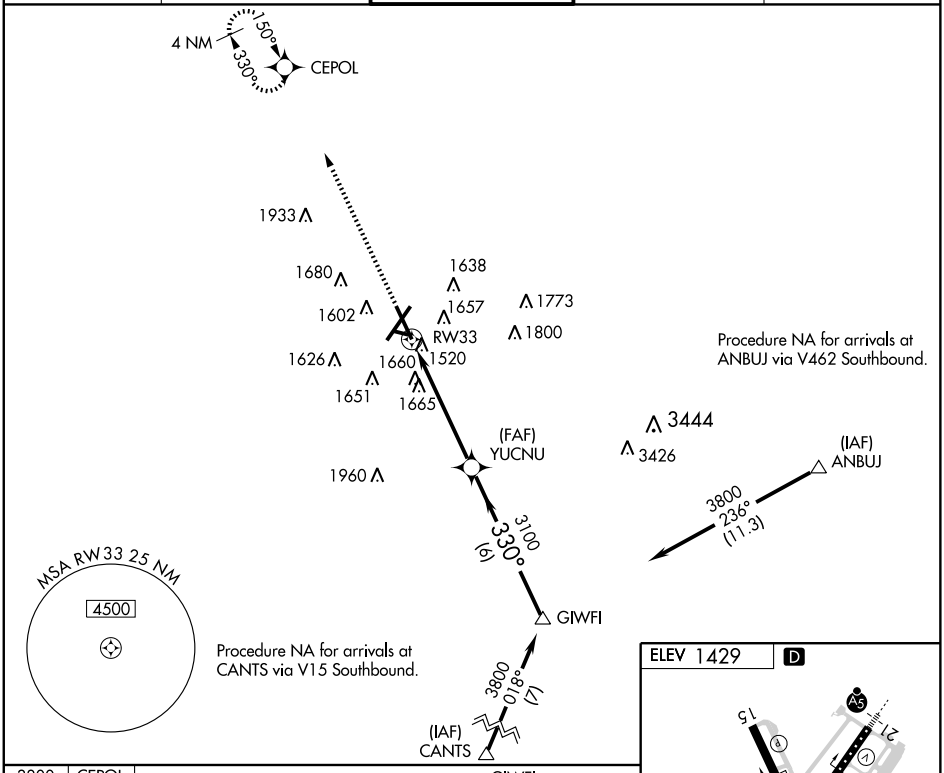
NA

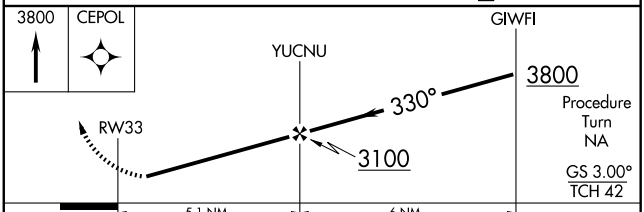
ASR

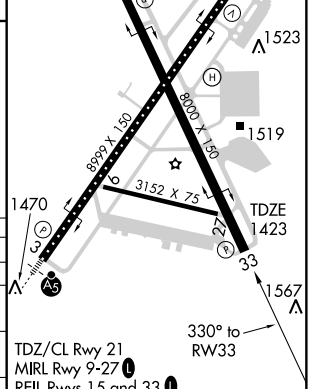
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3800 direct CEPOL WP and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1964-2 541 (600-2)			
LNAV MDA	1920-1 497 (500-1)		1920-1¼ 497 (500-1¼)	1920-1½ 497 (500-1½)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VORTAC FSD	APP CRS	Rwy Idg	8000
115.0	326°	TDZE	1423
Chan 97		Apt Elev	1429

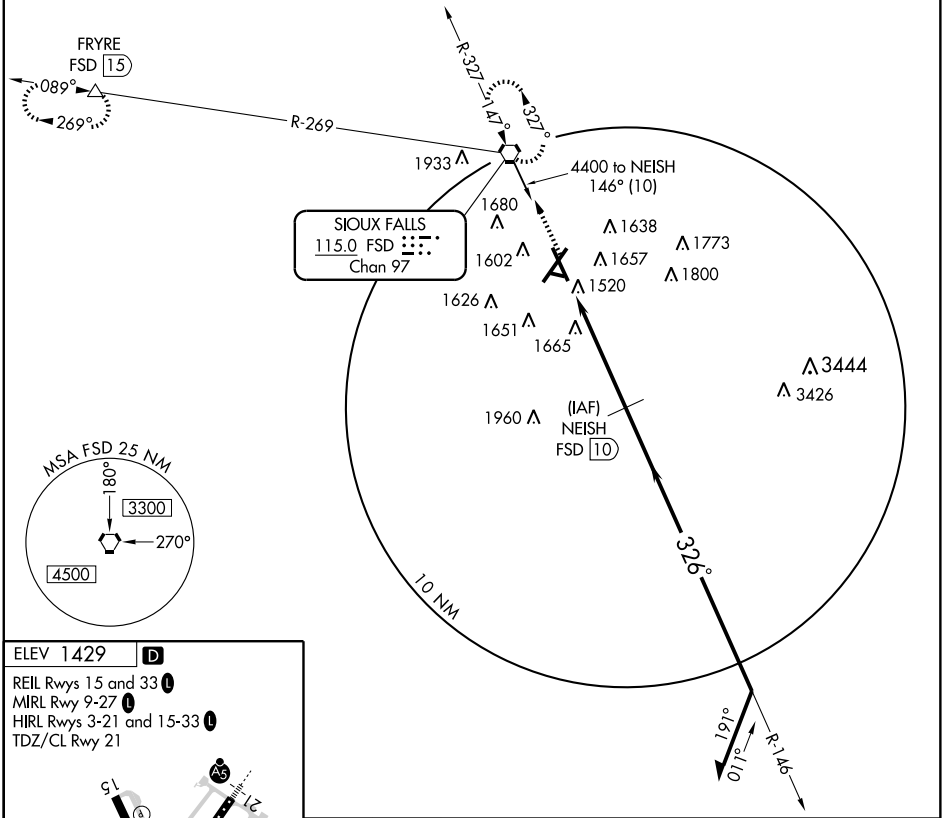
VOR/DME or TACAN RWY 33

SIOUX FALLS/JOE FOSS FIELD (FSD)

ASR

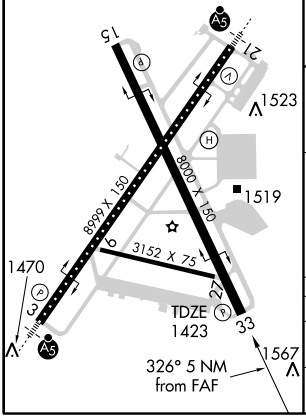
MISSED APPROACH: Climb to 3400 direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound.)

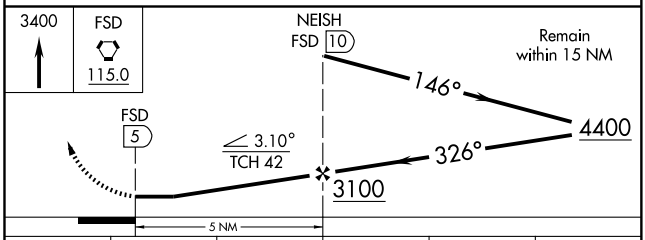
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95



ELEV 1429 D

REIL Rwys 15 and 33 L
MIRL Rwy 9-27 L
HIRL Rwys 3-21 and 15-33 L
TDZ/CL Rwy 21





CATEGORY	A	B	C	D	E
S-33	1940-1	517 (600-1)	1940-1½ 517 (600-1½)	1940-1¾ 517 (600-1¾)	
CIRCLING	1960-1	531 (600-1)	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC FSD	APP CRS	Rwy Idg	8000
115.0	147°	TDZE	1428
Chan 97		Apt Elev	1429

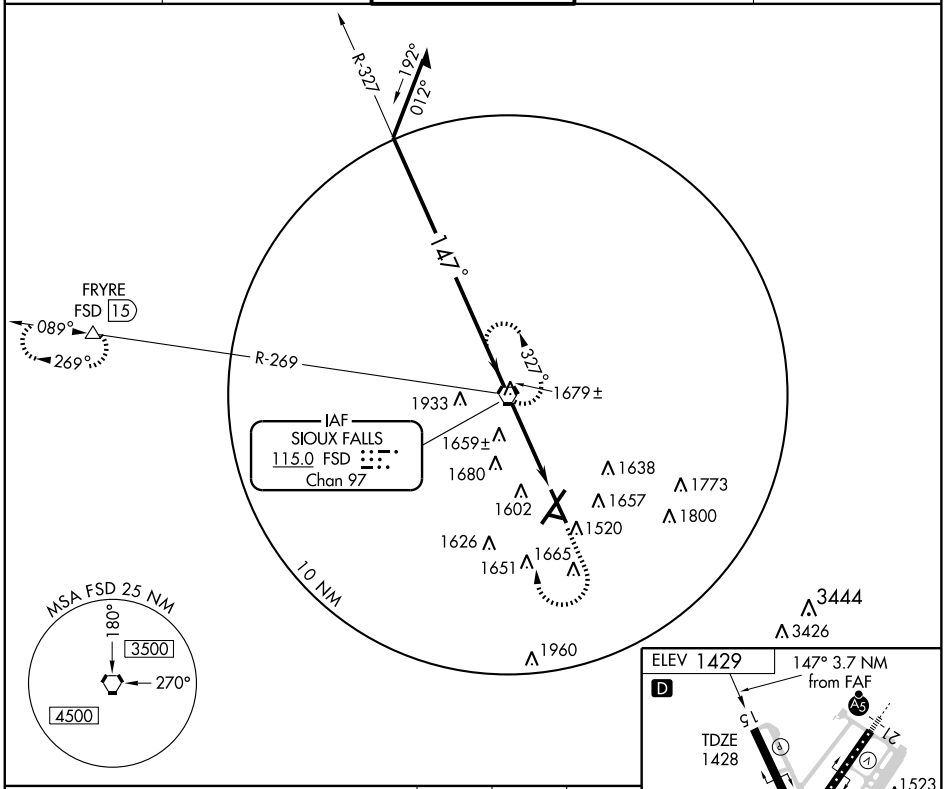
VOR or TACAN RWY 15

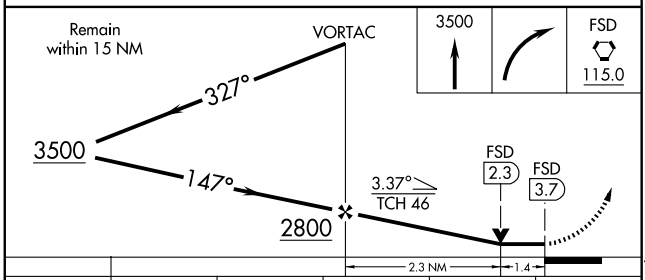
SIOUX FALLS/JOE FOSS FIELD (FSD)

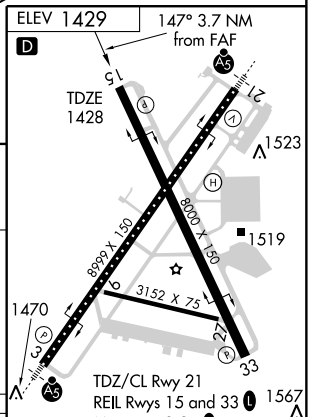
ASR

MISSED APPROACH: Climb to 3500 then right turn direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound)

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-15	1920-1	492 (500-1)	1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1	531 (600-1)	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6400
114°	TDZE	3888
	Apt Elev	3931

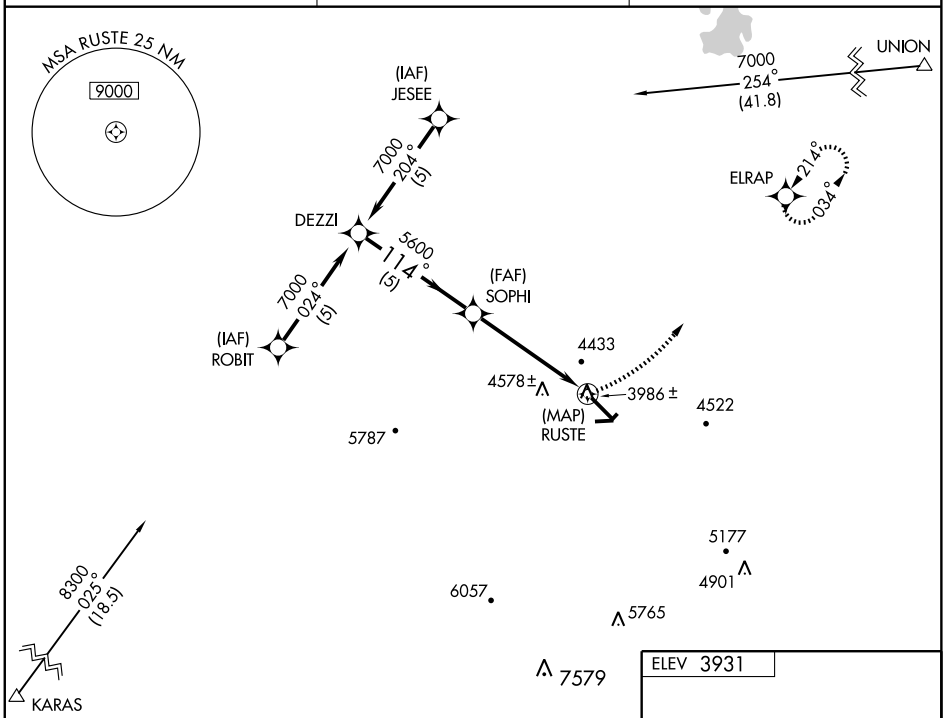
GPS RWY 13

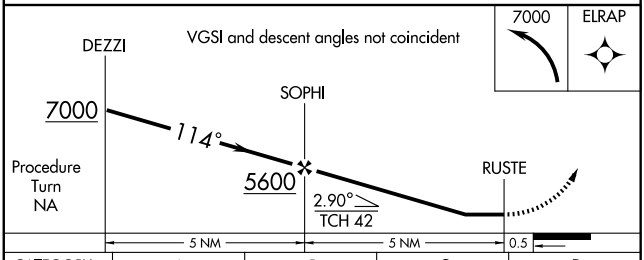
SPEARFISH/ BLACK HILLS-CLYDE ICE FIELD (SPF)

T
NA

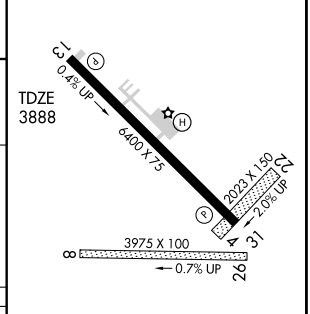
MISSED APPROACH: Climbing left turn to 7000 direct ELRAP WP and hold.

AWOS-3	ELLSWORTH APP CON*	UNICOM
118.325	119.5 259.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	4740-1 852 (900-1)	4740-1¼ 852 (900-1¼)	NA	
CIRCLING	4800-1 869 (900-1)	4800-1¼ 869 (900-1¼)	NA	



MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

NDB SPF	APP CRS	Rwy Idg	N/A
300	226°	TDZE	N/A
		Apt Elev	3931

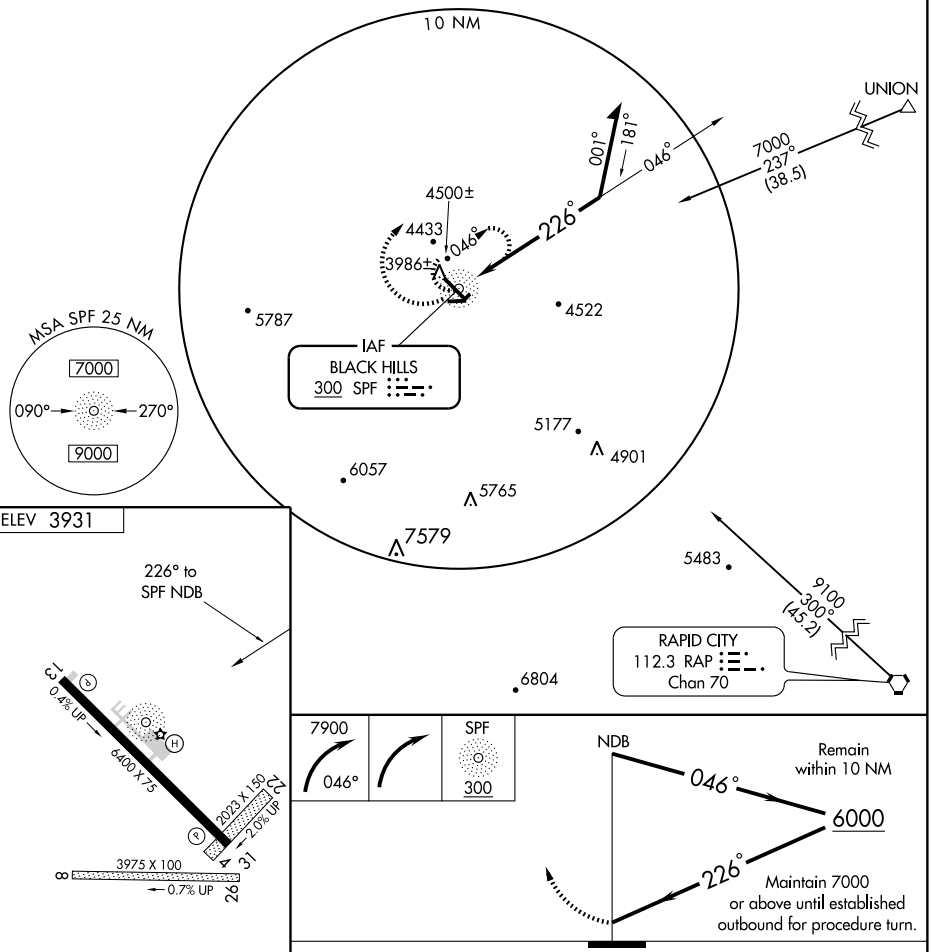
NDB or GPS-A

SPEARFISH/ BLACK HILLS-CLYDE ICE FIELD (SPF)

T
NA

MISSED APPROACH: Climbing right turn to 7900 via heading 046° then right turn direct SPF NDB and hold.

AWOS-3	ELLSWORTH APP CON★	UNICOM
118.325	119.5 259.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4860-1¼ 929 (1000-1¼)	4860-1½ 929 (1000-1½)	NA	

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5100
292°	TDZE	3228
	Apt Elev	3239

GPS RWY 29
STURGIS MUNI (49B)

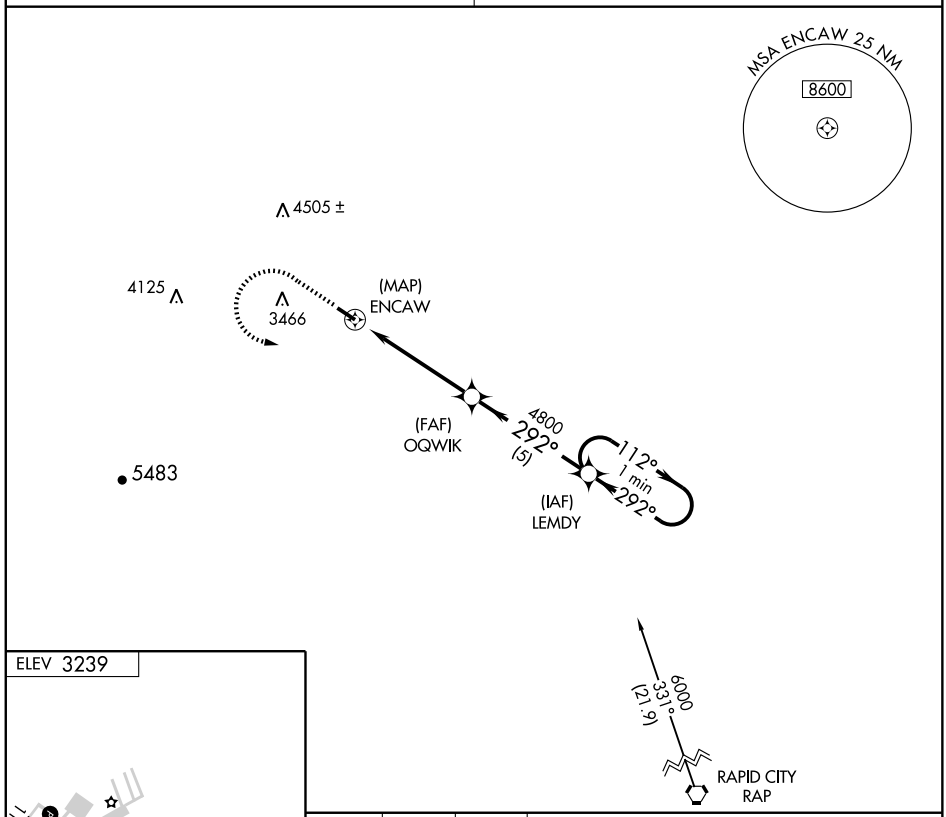
Use Ellsworth AFB altimeter setting.

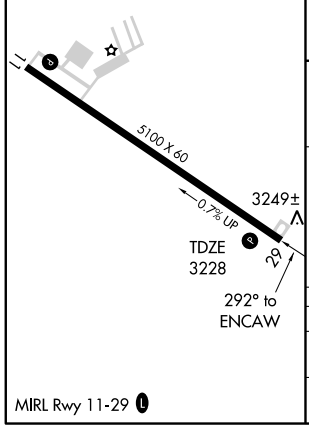
NA

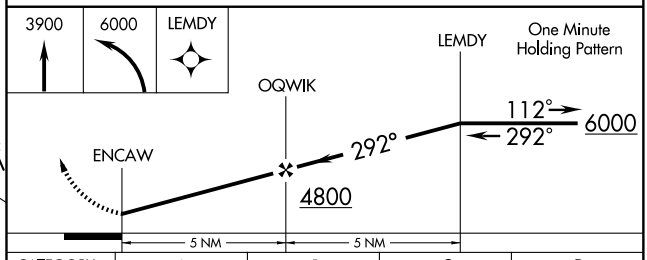
MISSED APPROACH: Climb to 3900 then climbing left turn to 6000 direct LEMDY WP and hold.

ELLSWORTH APP CON ★
119.5 259.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	3560-1	332 (400-1)	NA	
CIRCLING	3700-1	461 (500-1)	NA	

MIRL Rwy 11-29 L

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS CH 53614 W30A	APP CRS 300°	Rwy Idg 4105 TDZE 1146 Apt Elev 1146

RNAV (GPS) RWY 30

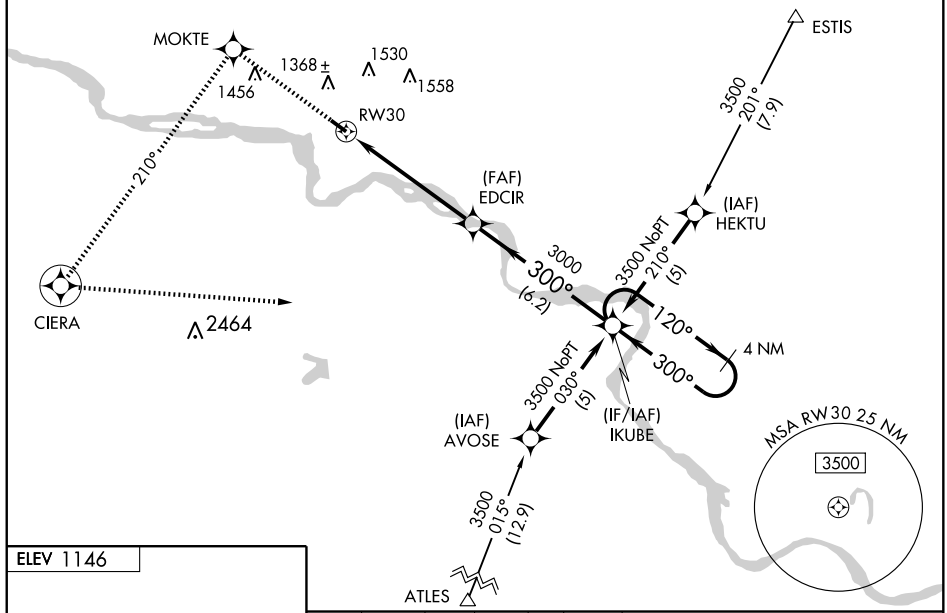
VERMILLION/HAROLD DAVIDSON FIELD (VMR)

Baro-VNAV NA when using Yankton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Yankton altimeter setting and increase all DA 73 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

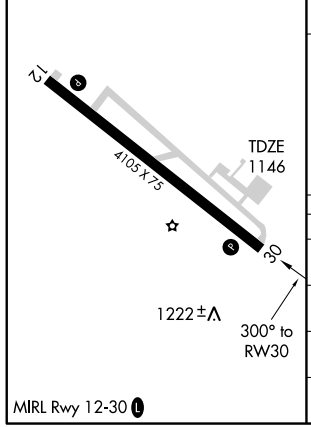
MISSED APPROACH: Climb to 3500 direct MOKTE and via track 210° to CIERA and direct IKUBE and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
122.8	124.6 307.0	122.8 (CTAF) L

Procedure NA for arrivals at ESTIS via V15 northbound.

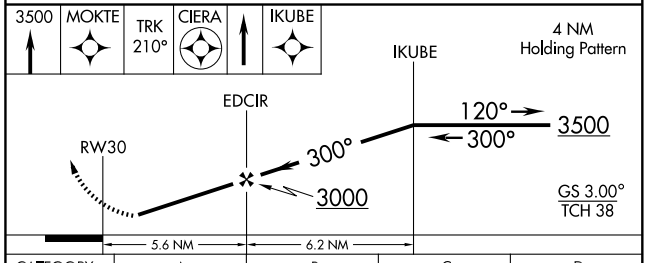


ELEV 1146



MIRL Rwy 12-30 L

3500	MOKTE	TRK 210°	CIERA	IKUBE



CATEGORY	A	B	C	D
LPV DA	1434-1 288 (300-1)			NA
LNAV/VNAV DA	1559-1½ 413 (500-1½)			NA
LNAV MDA	1680-1 534 (600-1)		1680-1½ 534 (600-1½)	NA
CIRCLING	1740-1 594 (600-1)		1740-1½ 594 (600-1½)	NA

NC-1, 08 APR 2010 to 06 MAY 2010

LOC/DME I-ATY	APP CRS	Rwy Idg	6894
111.9	354°	TDZE	1745
Chan 56		Apt Elev	1749

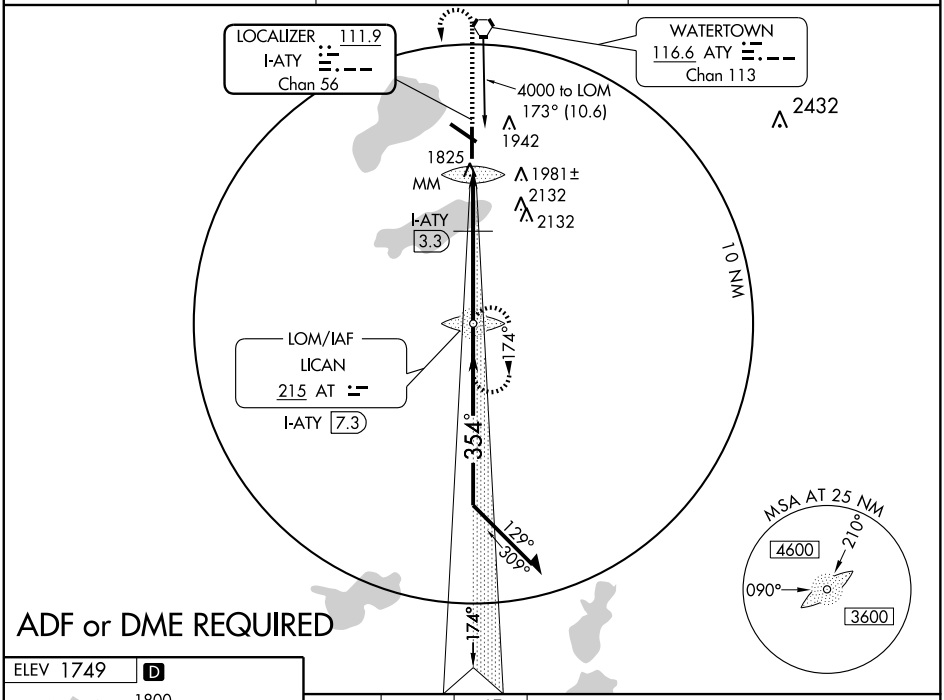
ILS or LOC RWY 35
WATERTOWN RGNL (ATY)

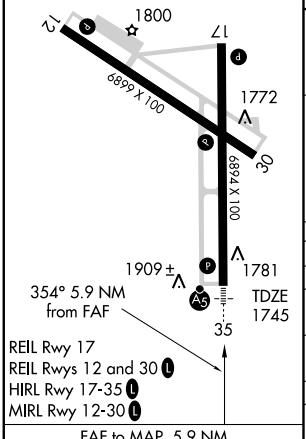
T S-LOC 35 DME minimums, increase Cat D visibility ¼ mile for inoperative MALSR.

MALSR

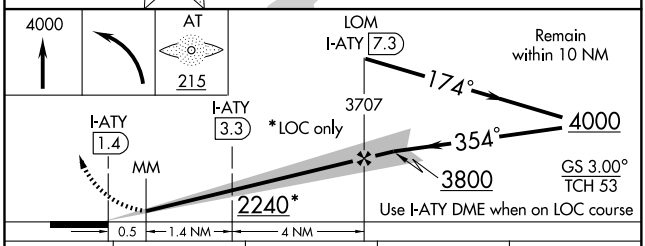
MISSED APPROACH: Climb to 4000 then left turn direct LICAN LOM/I-ATY 7.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 35	1945-½		200 (200-½)	
S-LOC 35	2240-½	495 (500-½)	2240-¾ 495 (500-¾)	2240-1 495 (500-1)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)
DME MINIMUMS				
S-LOC 35	2080-½	335 (400-½)		2080-¾ 335 (400-¾)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC/DME I-ATY	APP CRS	Rwy Idg	6894
111.9	174°	TDZE	1740
Chan 56		Apt Elev	1749

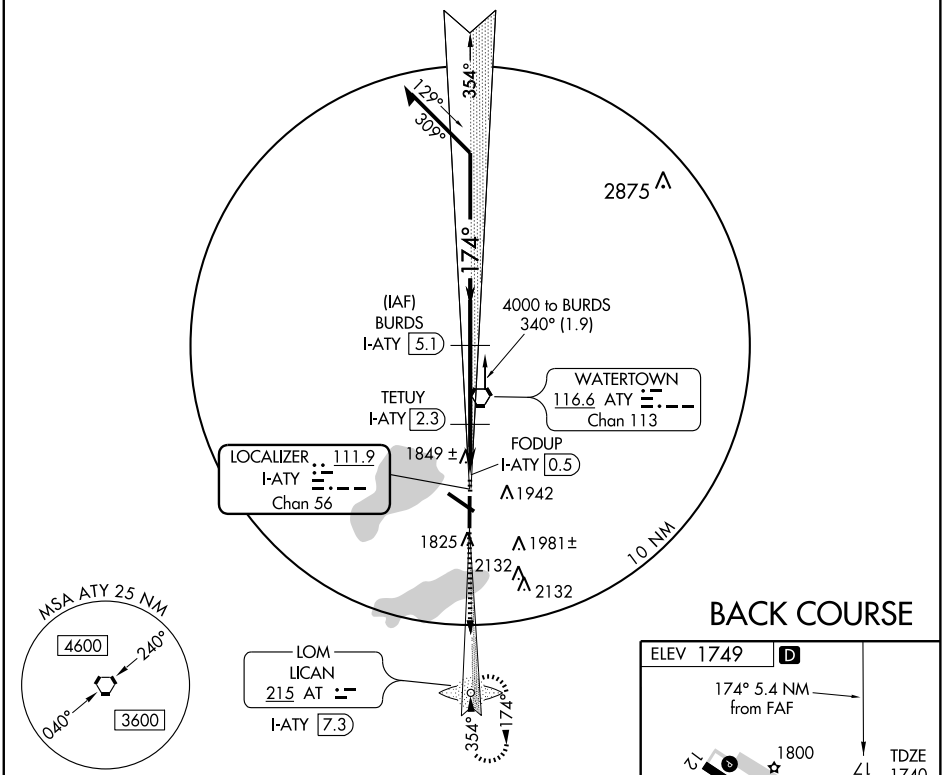
LOC/DME BC RWY 17

WATERTOWN RGNL (ATY)

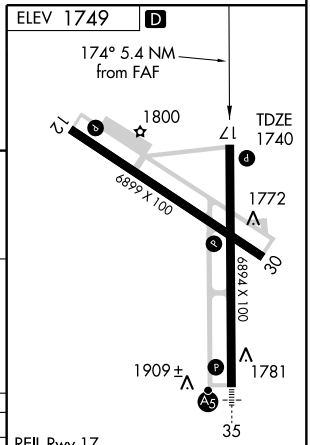
When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 120 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4000 via I-ATY south course to LICAN LOM/I-ATY 7.3 DME and hold.

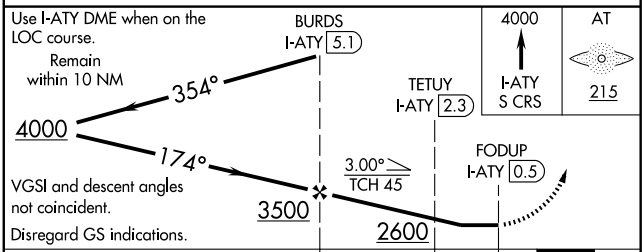
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



BACK COURSE



REIL Rwy 17
REIL Rwys 12 and 30 L
HIRL Rwy 17-35 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-17	2120-1 380 (400-1)			2120-1¼ 380 (400-1¼)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOM AT	APP CRS		
215	354°	Rwy Idg	6894
		TDZE	1745
		Apt Elev	1749

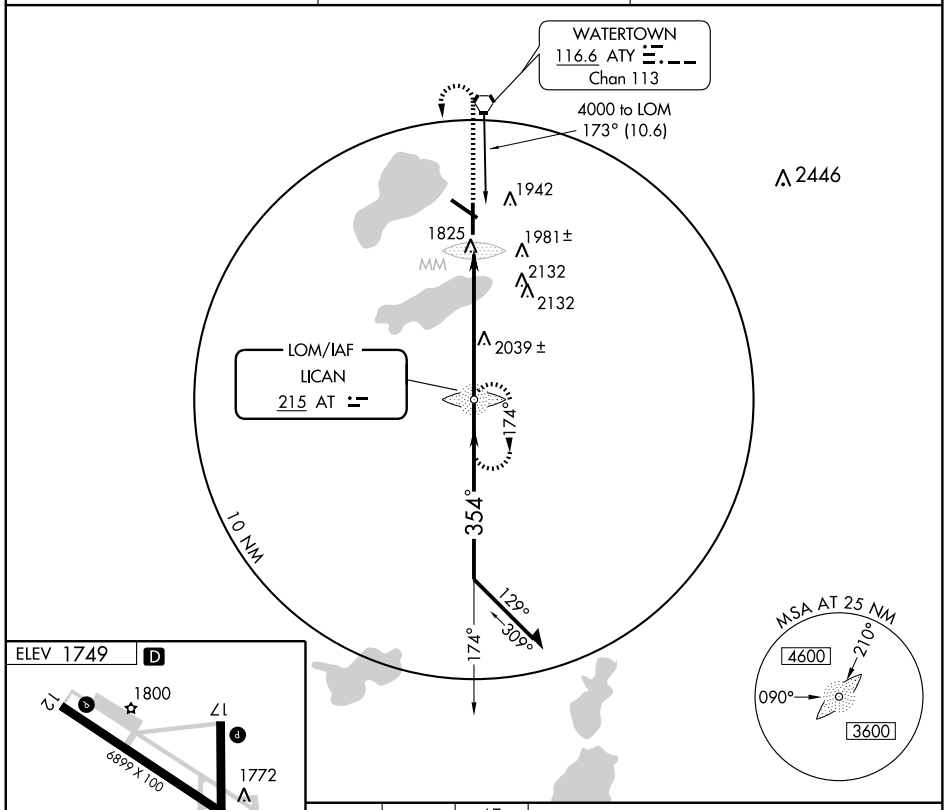
NDB RWY 35
WATERTOWN RGNL (ATY)

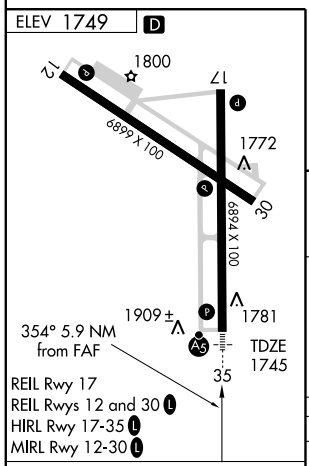
T A When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 120 feet, increase S-35 Cat C/D visibility ½ mile, increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Inoperative table does not apply to S-35 Cat A and B.

MALSR

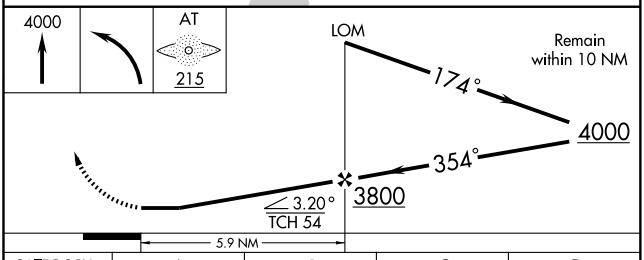
MISSED APPROACH: Climb to 4000 then left turn direct LICAN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-35	2340-1 595 (600-1)			2340-1½ 595 (600-1½)
CIRCLING	2340-1 591 (600-1)		2340-1½ 591 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

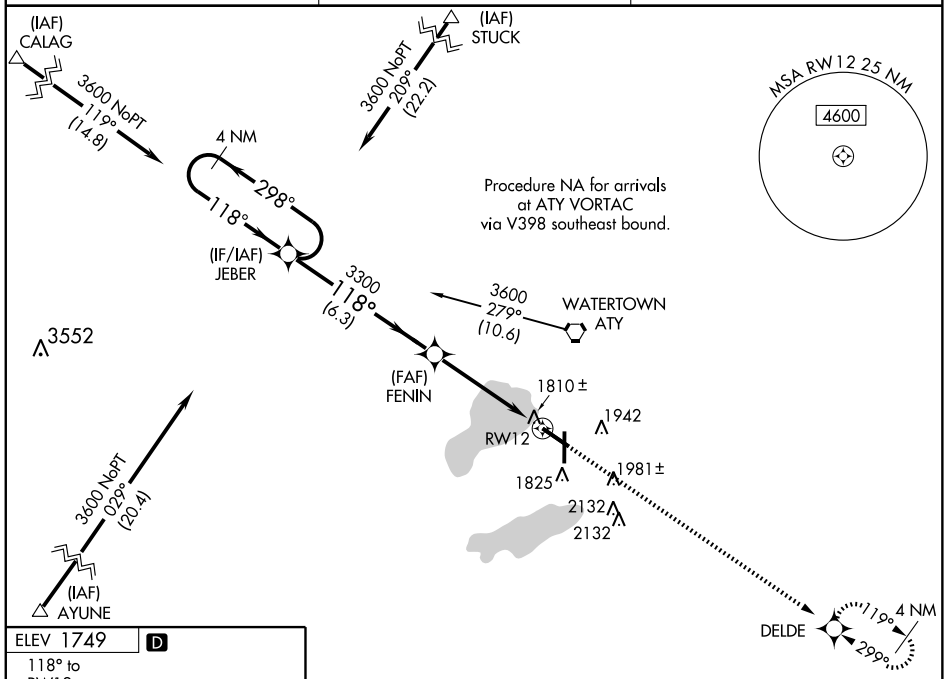
WAAS CH 53405 W12A	APP CRS 118°	Rwy Idg 6899 TDZE 1749 Apt Elev 1749

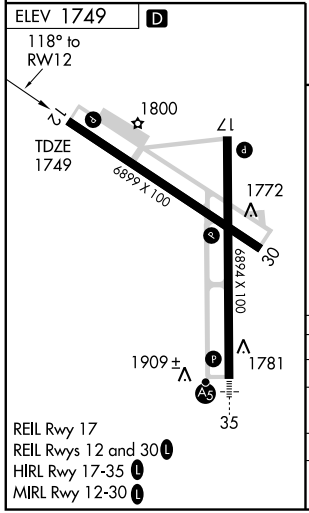
RNAV (GPS) RWY 12
WATERTOWN RGNL (ATY)

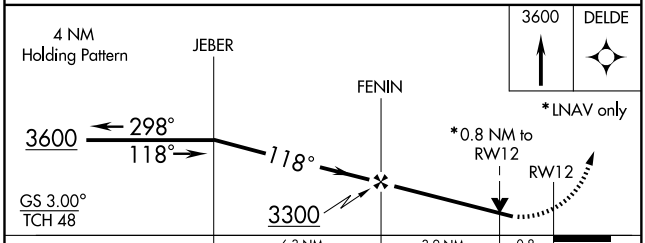
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brookings altimeter setting and increase all DAs 105 feet and all MDAs 120 feet. VDP NA when using Brookings altimeter setting. Baro-VNAV NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 3600 direct DELDE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2021-1 272 (300-1)			
LNAV/VNAV DA	2076-1¼ 327 (400-1¼)			
LNAV MDA	2060-1 311 (400-1)			
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

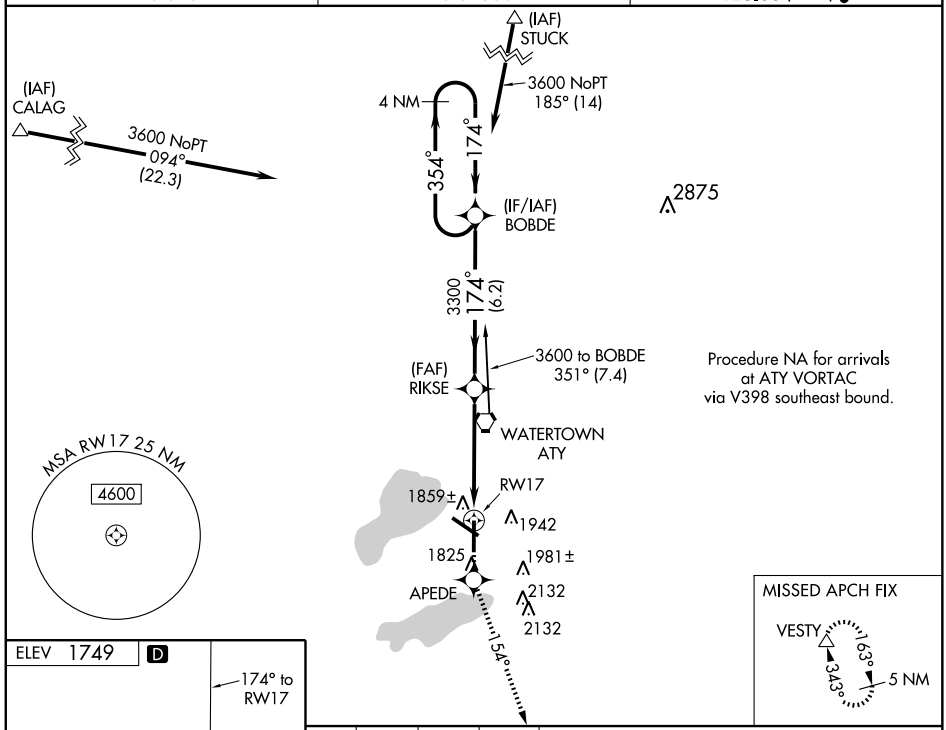
WAAS	APP CRS	Rwy Idg	6894
CH 82305	174°	TDZE	1740
W17A		Apt Elev	1749

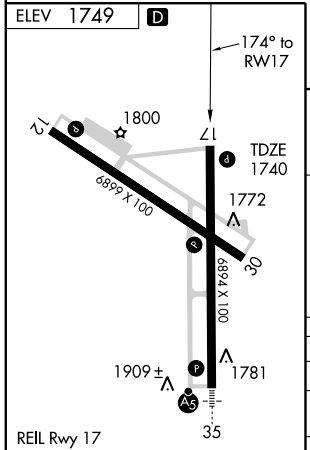
RNAV (GPS) RWY 17
WATERTOWN RGNL (ATY)

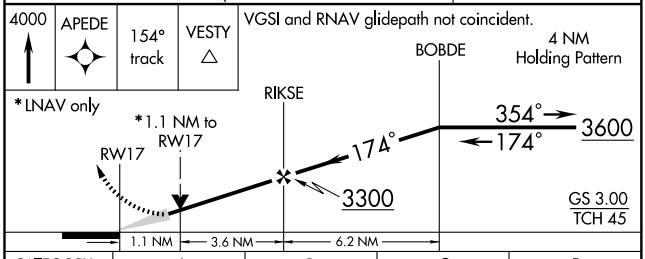
Baro-VNAV NA when using Brooking altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). VDP NA when using Brookings altimeter setting. If local altimeter setting not received, use Brookings altimeter setting and increase all DAs 105 feet and all MDAs 120 feet.

MISSED APPROACH: Climb to 4000 direct APEDE and via 154° track to VESTY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2054-1 314 (400-1)			
LNAV/VNAV DA	2129-1¼ 389 (400-1¼)			
LNAV MDA	2120-1 380 (400-1)			2120-1¼ 380 (400-1¼)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

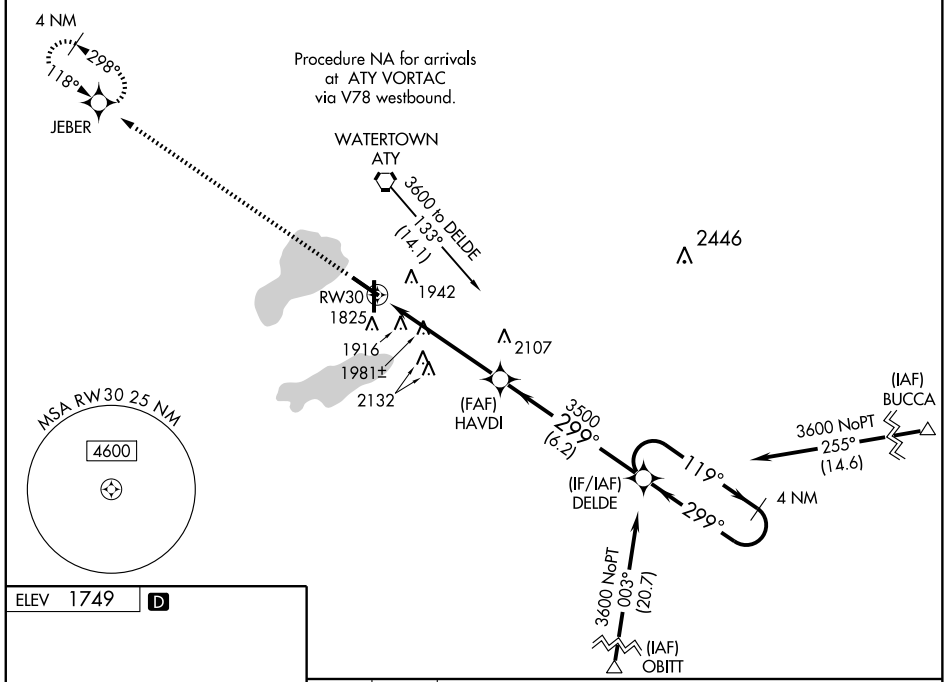
WAAS	APP CRS	Rwy Idg	6899
CH 50305	299°	TDZE	1736
W30A		Apt Elev	1749

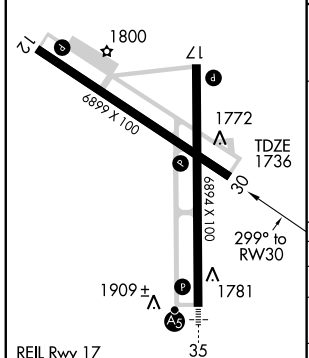
RNAV (GPS) RWY 30
WATERTOWN RGNL (ATY)

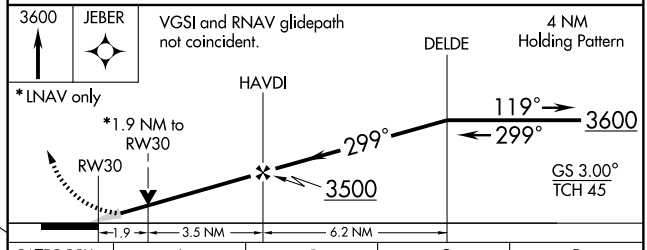
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. B visibility ¼ mile, Cat. C/D visibility ½ mile. VDP NA when using Brookings altimeter setting. Baro-VNAV NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 3600 direct JEBER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1990-1 254 (300-1)			
LNAV/VNAV DA	2208-1¾ 472 (500-1¾)			
LNAV MDA	2360-1 624 (700-1)		2360-1¾ 624 (700-1¾)	2360-2 624 (700-2)
CIRCLING	2360-1 611 (700-1)		2360-1¾ 611 (700-1¾)	2360-2 611 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6894
CH 82614	354°	TDZE	1745
W35A		Apt Elev	1749

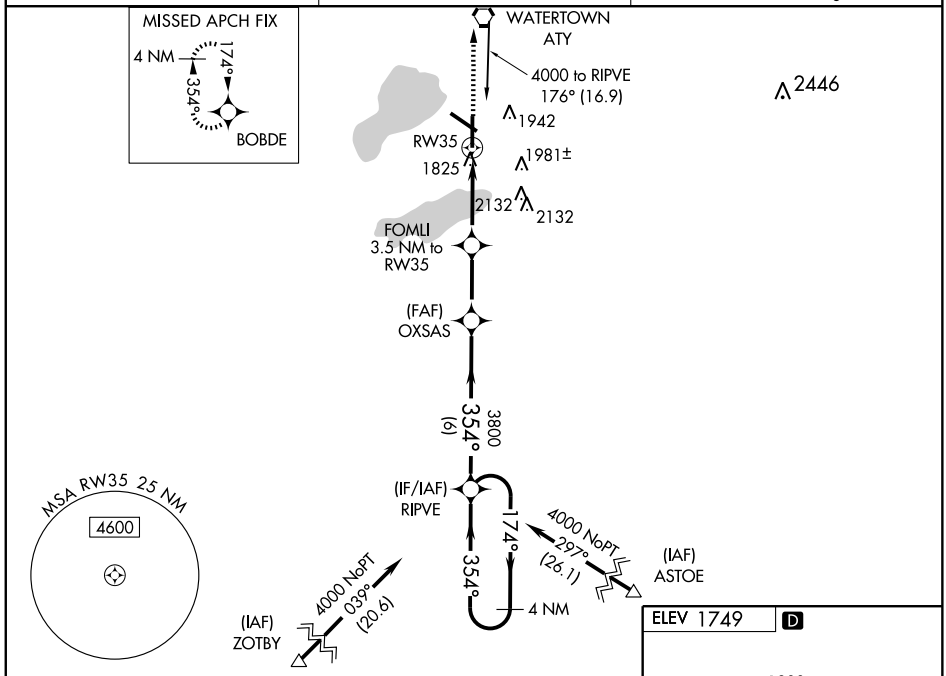
RNAV (GPS) RWY 35
WATERTOWN RGNL (ATY)

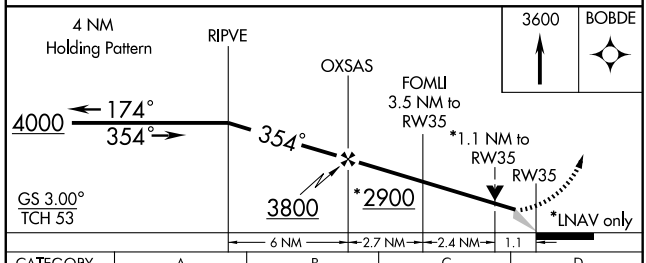
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Brookings altimeter setting. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C/D visibility ¼ mile. For inoperative MALSR increase LNAV Cat C/D visibility ¼ mile. Inoperative table does not apply to LPV all Cats, LNAV Cats A/B. When using Brookings altimeter setting, inoperative table does not apply to LPV all Cats, LNAV Cats A/B.

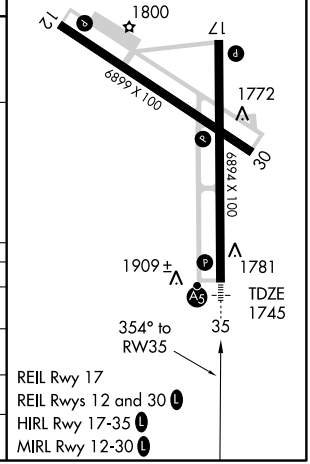
MALSR

MISSED APPROACH: Climb to 3600 direct BOBDE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1945-1	200 (200-1)	
LNAV/VNAV DA		2180-1	435 (500-1)	
LNAV MDA		2160-1	415 (500-1)	
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ATY	APP CRS	Rwy Idg	6894
116.6	356°	TDZE	1745
Chan 113		Apt Elev	1749

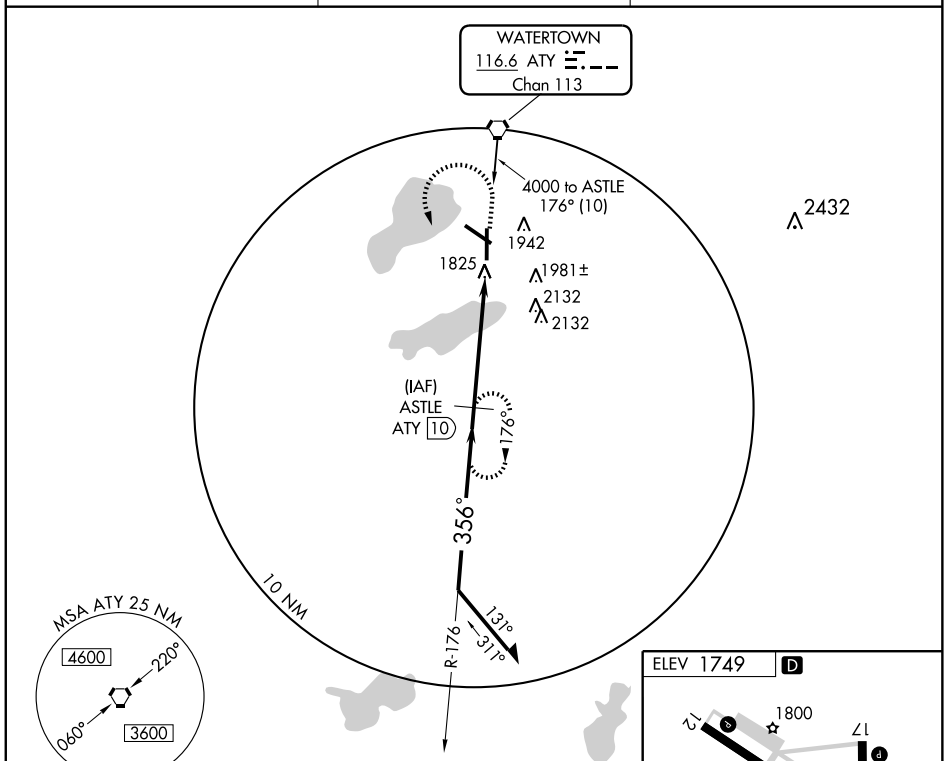
VOR/DME or TACAN RWY 35

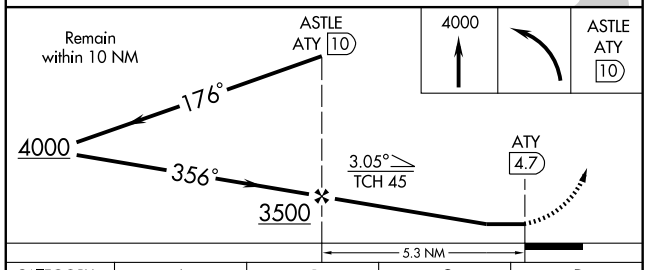
WATERTOWN RGNL (ATY)

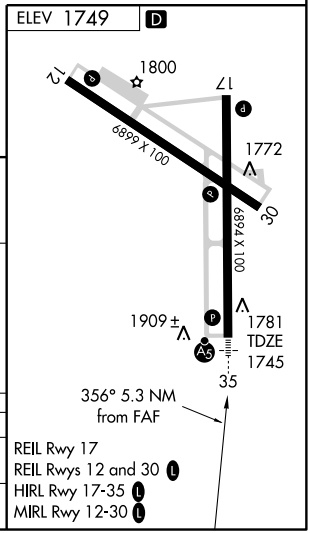
MALSR

MISSED APPROACH: Climb to 4000 then left turn direct ASTLE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-35	2240-½	495 (500-½)	2240-¾ 495 (500-¾)	2240-1 495 (500-1)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VORTAC ATY 116.6 Chan 113	APP CRS 177°	Rwy Idg 6894 TDZE 1740 Apt Elev 1749

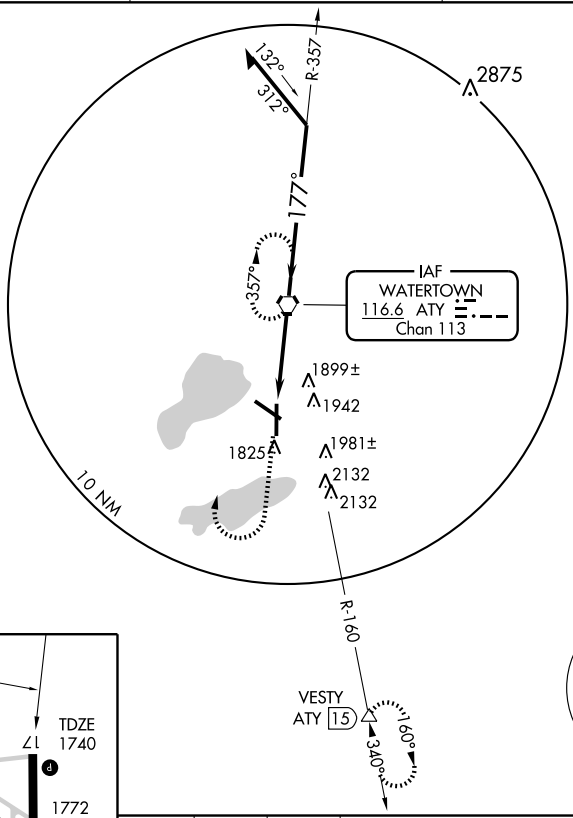
VOR or TACAN RWY 17

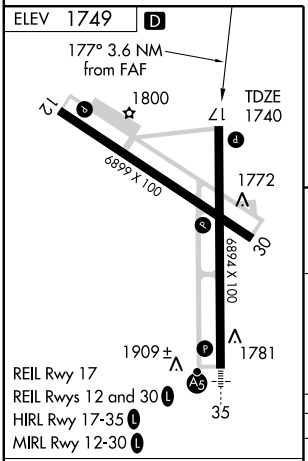
WATERTOWN RGNL (ATY)

Visibility reduction by helicopters NA.
If local altimeter not received, use Brookings altimeter setting and increase all MDAs 120 feet. VDP NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct ATY VORTAC and hold. (TACAN aircraft climb to 5000 via ATY VORTAC R-160 to VESTY/15 DME and hold south, right turns, 340° inbound.)

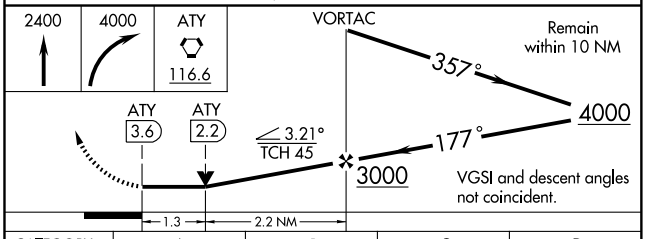
ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-17	2200-1	460 (500-1)	2200-1¼ 460 (500-1¼)	2200-1½ 460 (500-1½)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

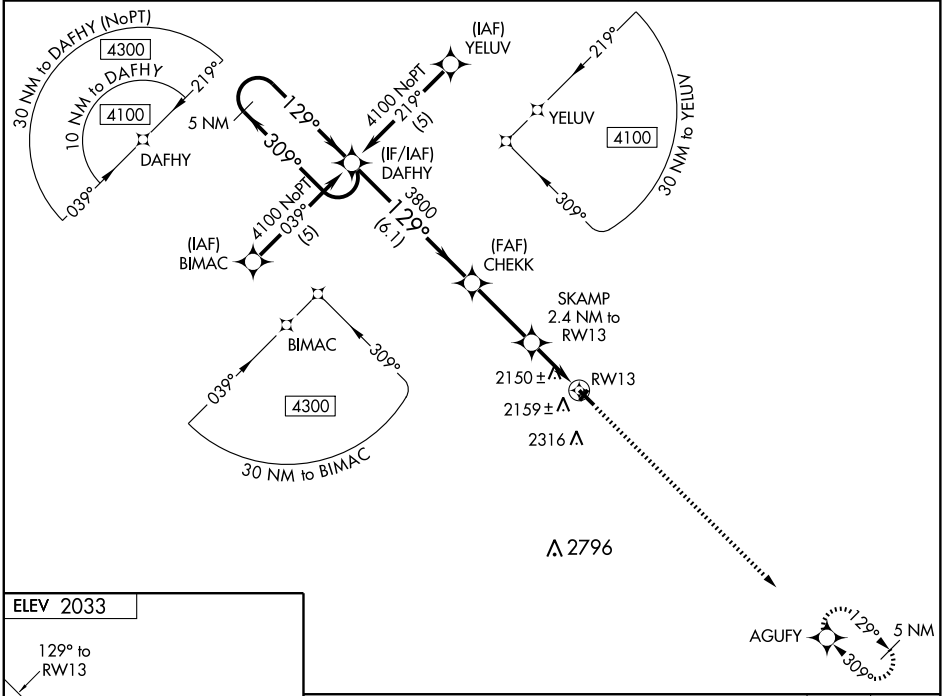
WAAS	APP CRS	Rwy Idg	4500
CH 61212	129°	TDZE	2020
W13A		Apt Elev	2033

RNAV (GPS) RWY 13
WINNER RGNL (ICR)

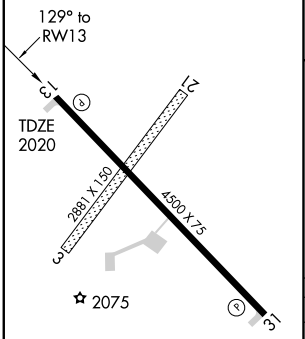
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Valentine altimeter setting.
When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ¾ mile, circling Cat B visibility ¼ mile and Cat C visibility 1 mile.

MISSED APPROACH: Climb to 4100 direct AGUFY and hold.

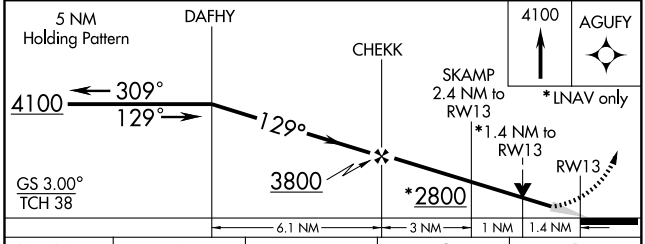
ASOS	HURON RADIO	UNICOM
126.775	122.1R	122.8 (CTAF) L



ELEV 2033



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	2270-1 250 (300-1)			NA
LNAV/VNAV DA	2456-1½ 436 (500-1½)			NA
LNAV MDA	2480-1 460 (500-1)		2480-1¼ 460 (500-1¼)	NA
CIRCLING	2580-1 547 (600-1)		2680-1¾ 647 (700-1¾)	NA

NC-1. 08 APR 2010 to 06 MAY 2010

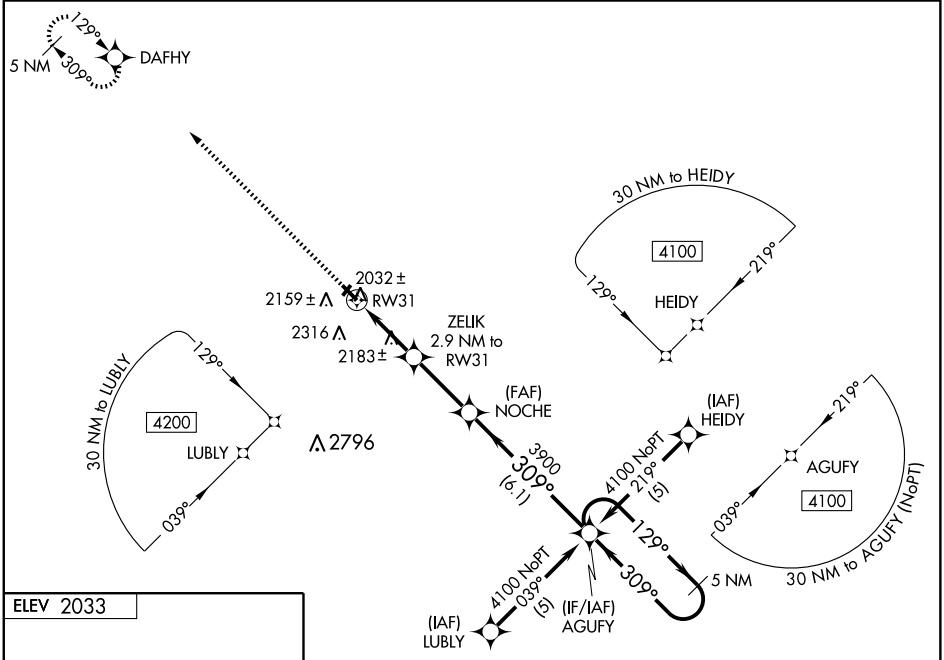
WAAS CH 97612 W31A	APP CRS 309°	Rwy Idg 4500 TDZE 2021 Apt Elev 2033

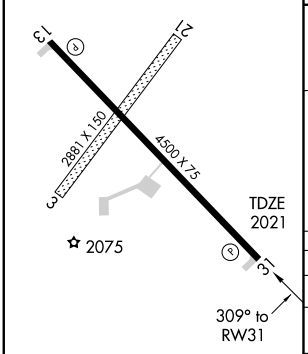
RNAV (GPS) RWY 31
WINNER RGNL (ICR)

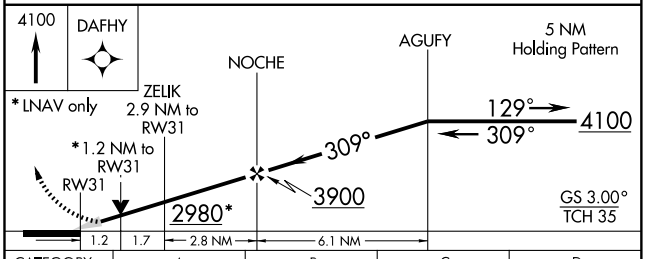
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and Cat C visibility 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Valentine altimeter setting.

MISSED APPROACH: Climb to 4100 direct DAFHY and hold.

ASOS	HURON RADIO	UNICOM
126.775	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2271-1 250 (300-1)			NA
LNAV/VNAV DA	2581-2 560 (600-2)			NA
LNAV MDA	2440-1 419 (500-1)		2440-1¼ 419 (500-1¼)	NA
CIRCLING	2580-1 547 (600-1)		2680-1¾ 647 (700-1¾)	NA

MIRL Rwy 13-31 L

NC-1. 08 APR 2010 to 06 MAY 2010

VOR ISD 112.8	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 2033

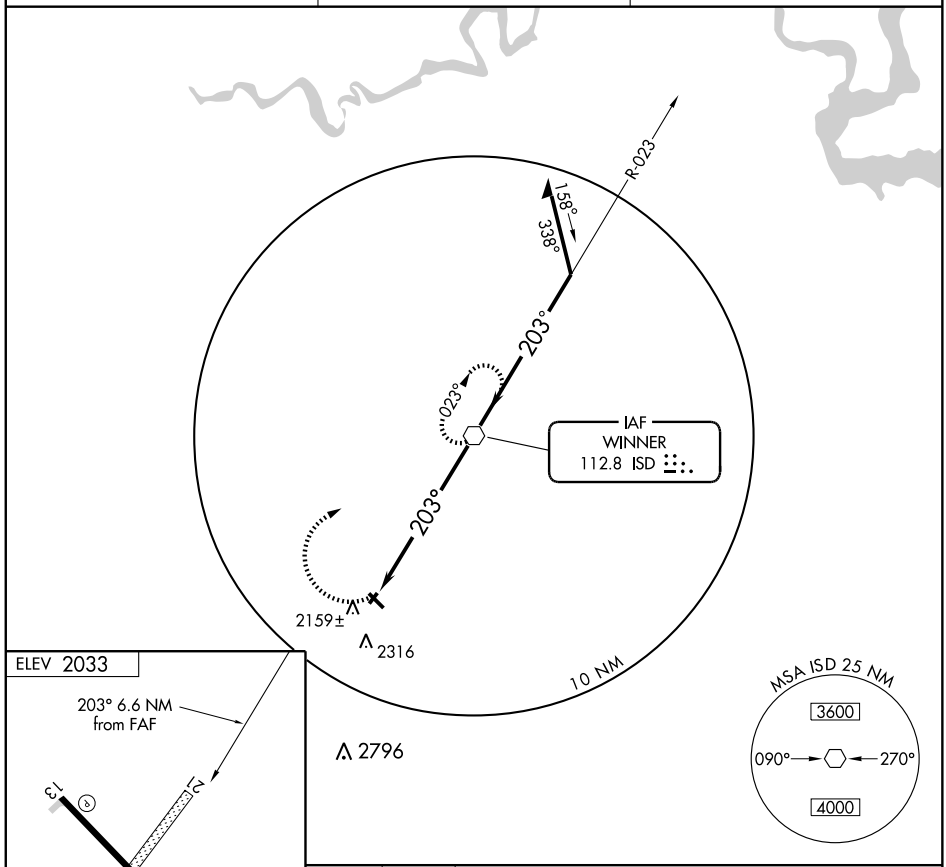
VOR-A

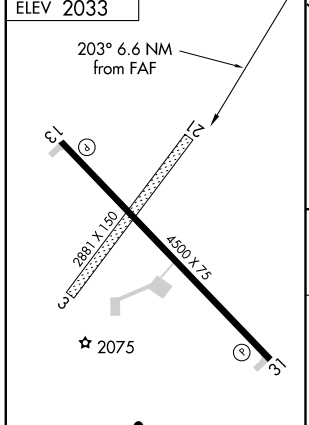
WINNER RGNL (ICR)

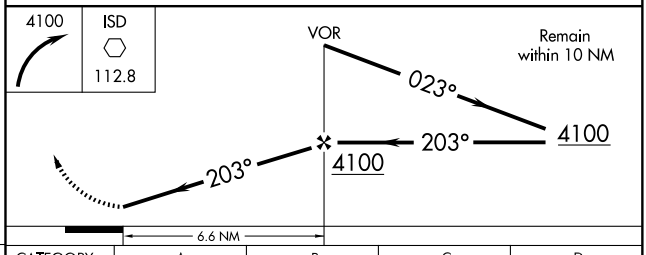
When local altimeter setting not received, use Valentine, NE altimeter setting and increase all MDA 240 feet and visibility Cat B ¼ mile, Cats C and D 1 mile.

MISSED APPROACH: Climbing right turn to 4100 direct ISD VOR and hold.

ASOS	HURON RADIO	UNICOM
126.775	122.1R	122.8 (CTAF) L







FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
CIRCLING	2580-1	547 (600-1)	2680-1¾ 647 (700-1¾)	2680-2 647 (700-2)

NC-1. 08 APR 2010 to 06 MAY 2010

LOC I-YKN	APP CRS		
109.5	313°	Rwy Idg	6095
		TDZE	1284
		Apt Elev	1305

ILS RWY 31

YANKTON/CHAN GURNEY MUNI (YKN)

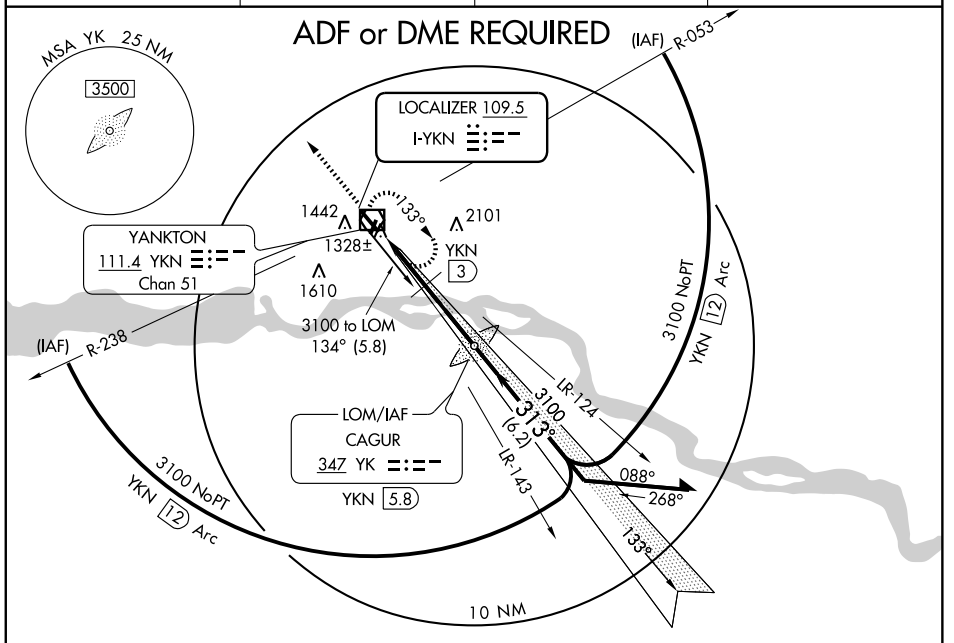
T
NA DME minimums: for inoperative MALSR, increase S-LOC-31 Cat D visibility to 1 mile.

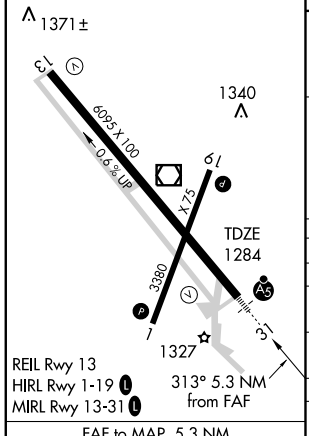
MALSR A5

MISSED APPROACH: Climb to 3100 then direct YKN VOR/DME and hold.

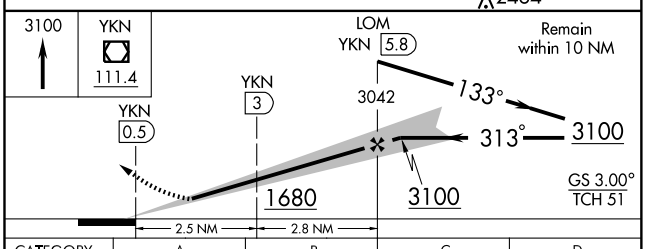
AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L

ADF or DME REQUIRED





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 31	1484-½ 200 (200-½)			
S-LOC 31	1680-½ 396 (400-½)			1680-¾ 396 (400-¾)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)
DME MINIMUMS				
S-LOC 31	1580-½ 296 (300-½)			1580-¾ 296 (300-¾)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

LOM YK	APP CRS	Rwy Idg	6095
347	313°	TDZE	1284
		Apt Elev	1305

NDB or GPS RWY 31

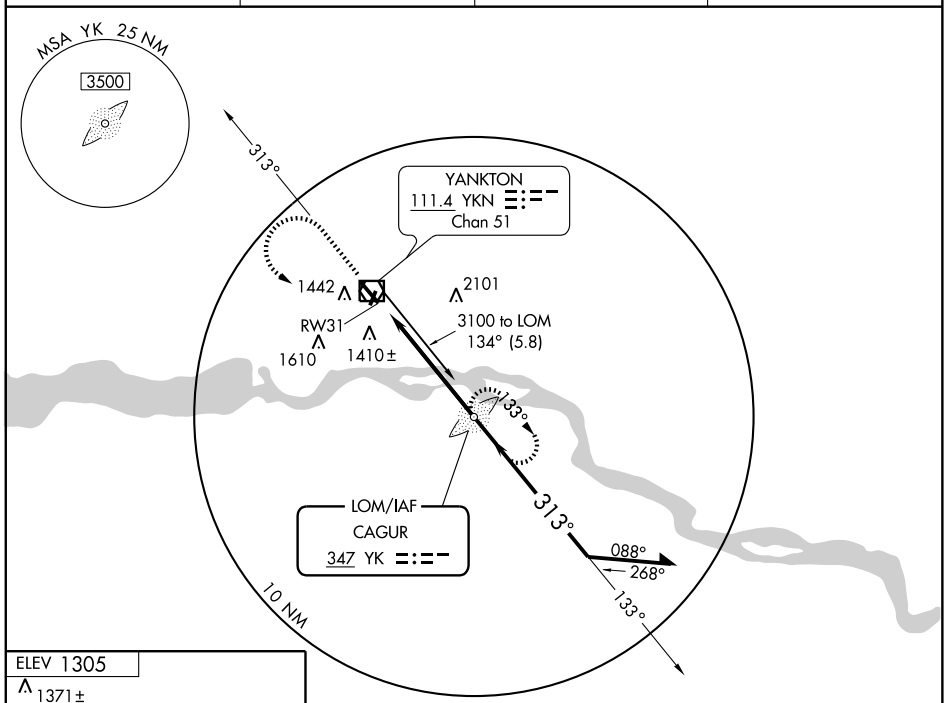
YANKTON/CHAN GURNEY MUNI (YKN)

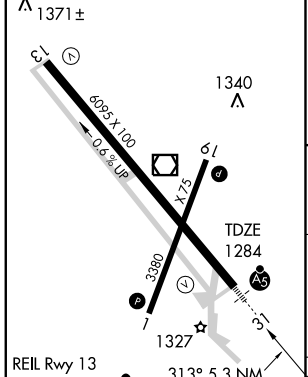
T ANA If local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 220 feet.

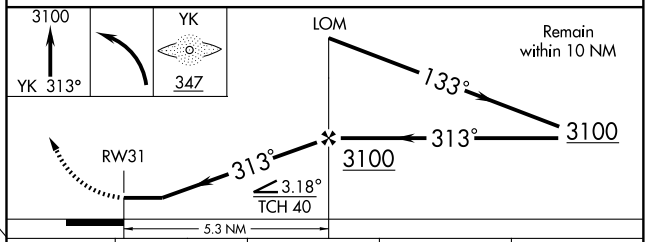
MALSR

MISSED APPROACH: Climb to 3100 via YK LOM bearing 313° then left turn direct YK LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-31	1720-¾ 436 (500-¾)			1720-1¼ 436 (500-1¼)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS		
CH **50400**	**133°**	Rwy Idg	**6095**
W13A		TDZE	**1306**
		Apt Elev	**1306**

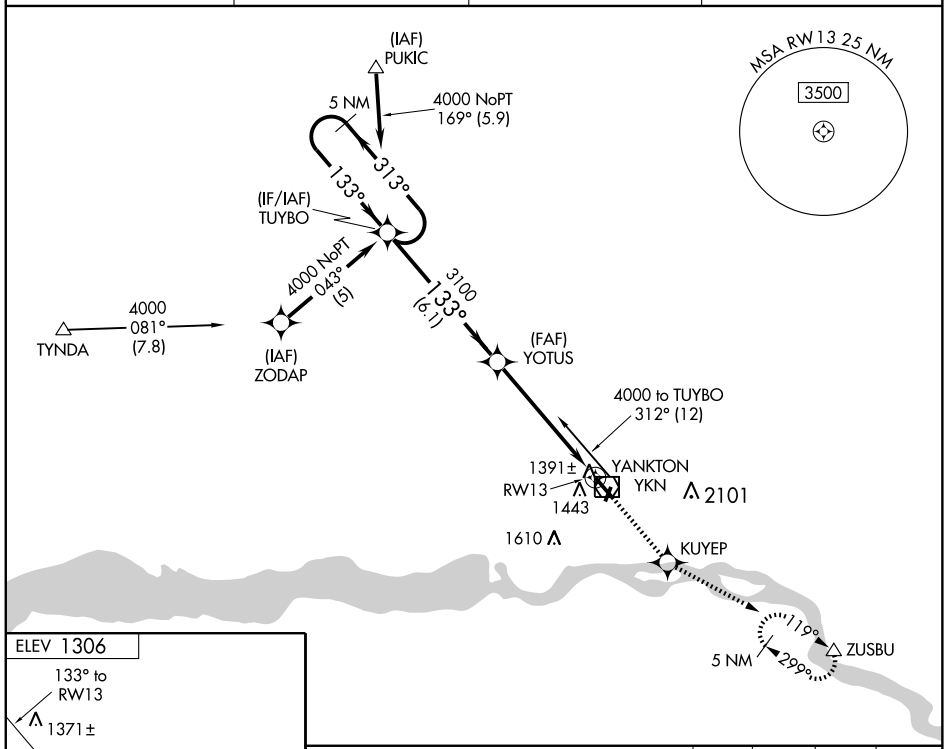
RNAV (GPS) RWY 13

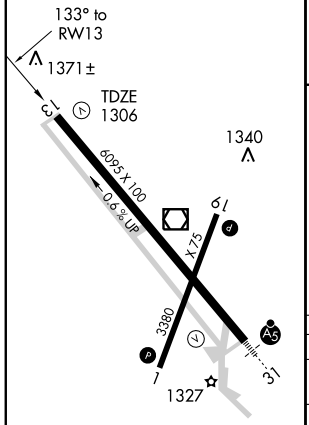
YANKTON/ CHAN GURNEY MUNI (YKN)

If local altimeter setting not received, use Sioux Falls altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

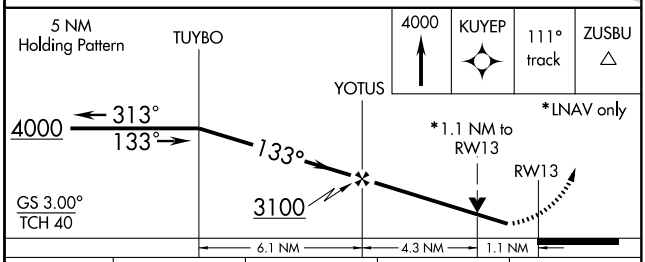
MISSED APPROACH: Climb to 4000 direct KUYEP and via 111° track to ZUSBU and hold, continue climb-in-hold to 4000.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	**124.1 269.0**	**122.55**	**122.8** (CTAF) L





REIL Rwy 13
HIRL Rwy 1-19 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1556-1 250 (300-1)			
LNAV MDA	1700-1 394 (400-1)			1700-1¼ 394 (400-1¼)
CIRCLING	1780-1 474 (500-1)		1780-1½ 474 (500-1½)	1860-2 554 (600-2)

NC-1. 08 APR 2010 to 06 MAY 2010

VOR/DME YKN	APP CRS	Rwy Idg	6095
111.4	132°	TDZE	1306
Chan 51		Apt Elev	1306

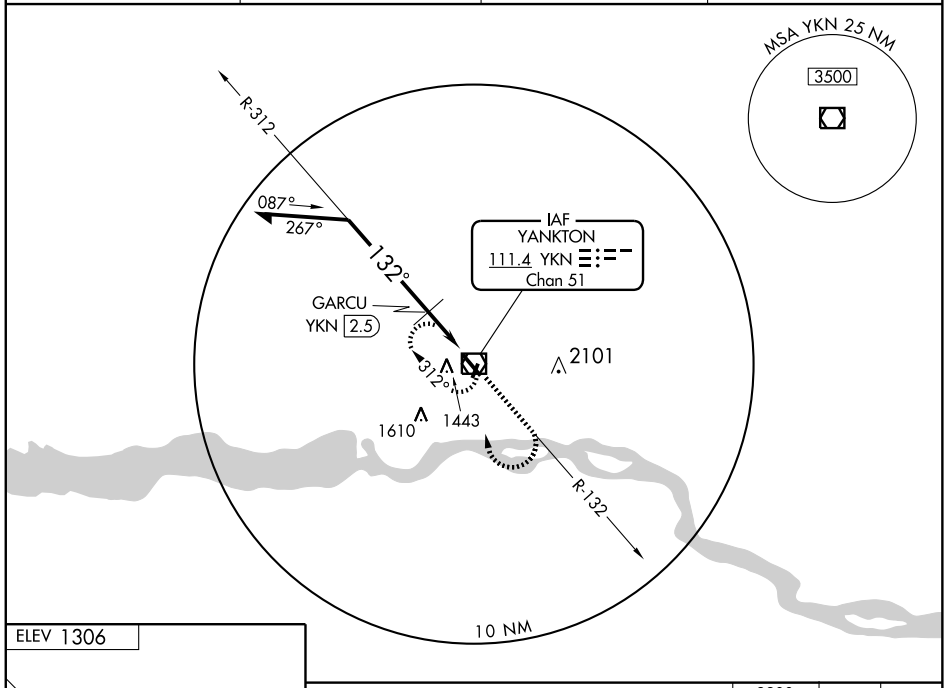
VOR RWY 13

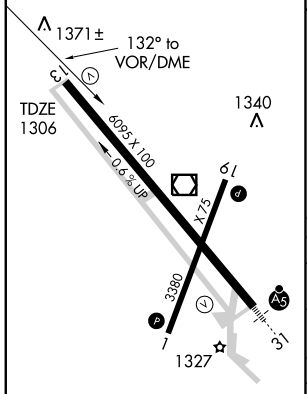
YANKTON/CHAN GURNEY MUNI (YKN)

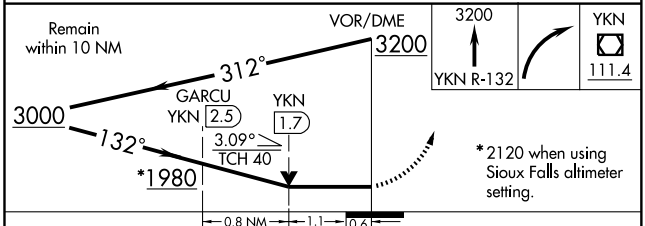
If local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 140 feet. VDP NA when using Sioux Falls altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 via YKN VOR/DME R-132 then right turn direct YKN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1980-1 674 (700-1)		1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)
CIRCLING	1980-1 674 (700-1)		1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)
GARCU FIX MINIMUMS				
S-13	1700-1 394 (400-1)			1700-1¼ 394 (400-1¼)
CIRCLING	1780-1 474 (500-1)		1780-1½ 474 (500-1½)	1860-2 554 (600-2)

NC-1, 08 APR 2010 to 06 MAY 2010

VOR/DME YKN	APP CRS	Rwy Idg	6095
111.4	318°	TDZE	1284
Chan 51		Apt Elev	1305

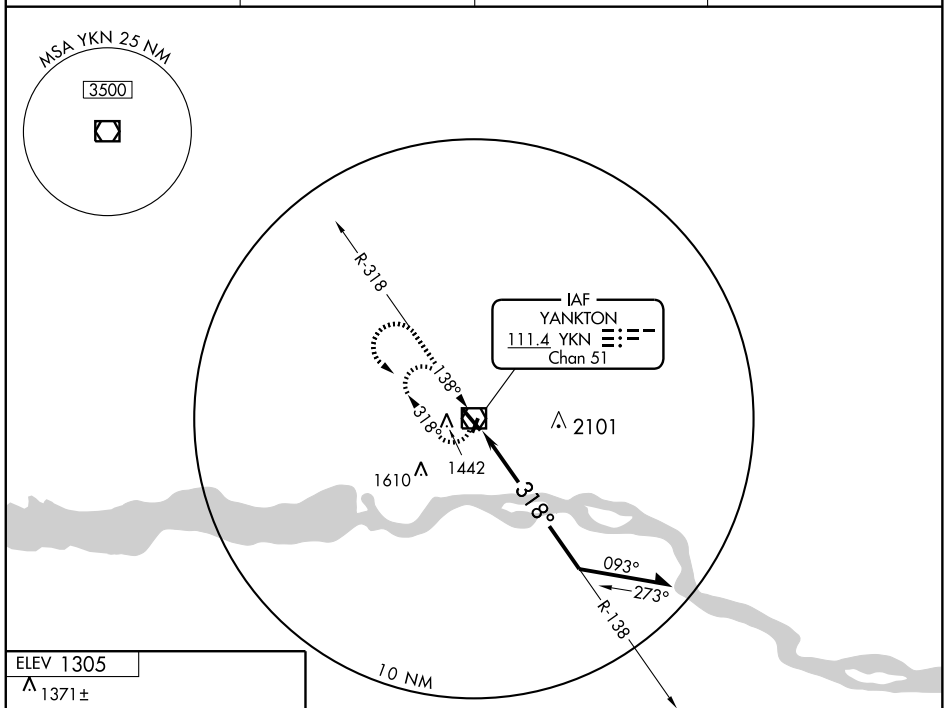
VOR RWY 31

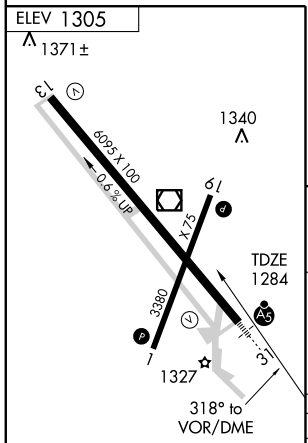
YANKTON/CHAN GURNEY MUNI (YKN)

MALSR

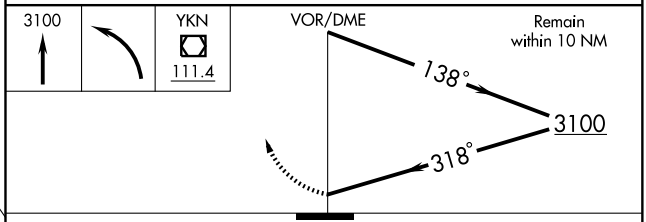
MISSED APPROACH: Climb to 3100, then left turn direct YKN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L





REIL Rwy 13
HIRL Rwy 1-19 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	1980-½ 696 (700-½)		1980-1½ 696 (700-1½)	1980-1¾ 696 (700-1¾)
CIRCLING	1980-1 675 (700-1)		1980-2 675 (700-2)	1980-2¼ 675 (700-2¼)

NC-1. 08 APR 2010 to 06 MAY 2010